



FIM FREESTYLECROSS WORLD CUP REGULATIONS

2026



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General Undertakings and Conditions

All riders, Teams, officials and other parties participating in the FIM FreeStyleCross World 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 Regulations
4. FIM Motocross Technical Regulations
5. FIM Disciplinary Code
6. FIM Environmental Code
7. FIM Medical Code
8. FIM Anti-Doping Code
9. FIM Yearbook
10. FIM Organiser's Manual

of the current year, as supplemented and amended from time to time (hereinafter collectively referred to as the "FIM 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 always observe the FIM Regulations. 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, Pit Lane or on the course, must always carry an appropriate pass during the event.

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 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.

1. FIM MOTOCROSS WORLD CHAMPIONSHIPS AND PRIZE EVENTS

1.1 FIM World Cup

1. Each year, the FIM holds the FIM FreeStyleCross World Cup.
2. FIM FreeStyleCross World Cup is organised according to the FIM Regulations, Sporting Code, Chapter 30 - "FIM World Championships and Prize Events".
3. An event or a series of events counting towards the FIM FreeStyleCross World Cup will be organised for riders.
4. The following World Cup will be organised:
 - a) FIM FreeStyleCross World Cup.

1.2 Events

1. FIM FreeStyleCross World Cup events must be inscribed in the Calendar.
2. These events must be staged on circuits that will have to be approved by the Referee and comply with the FIM Regulations.
3. An event may be cancelled, moved to another place or date and/or replaced by another event.
4. No event may be organised without all the necessary legal authorisations have been provided by the organiser.
5. Organisers are responsible for providing all facilities and personnel to ensure the safe, smooth and efficient running of the event.
6. The validity of the third-party insurance must come into effect two days before the Practices and terminate two days after the last Race of the event.
7. The event is being run over two days, generally Friday and Saturday but this may differ depending on the event. For reasons of simplification, this principle is maintained in these regulations.
8. The events begin at the scheduled time for the technical verifications and end when all the following have occurred:
 - a) The final results have been approved by the Referee,
 - b) All deadlines for lodging protests have expired, and
 - c) All technical, sporting and anti-doping controls have been concluded.
9. If a protest is lodged, the results will not become official until a decision is taken.
10. All officials, marshals and medical staff must remain fully operational at the circuit - available to the Referee or FIM Observer - until the end of the protest period.

1. **FIM MOTOCROSS WORLD CHAMPIONSHIPS AND PRIZE EVENTS**
1.3 Format of the Event



1.3 Format of the Event

1. Any event is held in 3 rounds with no elimination of riders from one round to another.

2. The format of a FIM FreeStyleCross World Cup event is as follows:

FreeStyleCross	Duration per session	Maximum
1 x Warm-up Round	5 non-scoring jumps	12 riders
1 x Round 1	4 scoring jumps	12 riders
1 x Round 2	3 scoring jumps	12 riders

3. The Final Results will be obtained by adding Round 1 and 2 scores.
4. The total number of jumps expected to be performed by the riders per round may be modified by the Referee depending on the specific characteristics of the circuit.

1.4 FIM FreeStyleCross World Cup Criteria

1. The final FIM FreeStyleCross World Cup standings cannot be considered definitive until the time limits for protests and appeals have elapsed, all protests and appeals have been settled, and a final decision has been taken by the competent bodies.
2. All organised events counting towards the corresponding FIM FreeStyleCross World Cup will be taken into consideration. However, the FIM Board of Directors or, if necessary, the FIM Executive Board is entitled, upon proposal from the FIM Motocross Commission and in exceptional circumstances, to decide deviating from this principle.
3. For the first event of the FIM FreeStyleCross World Cup: the provisional point standings will be identical to the overall point standings of the event in question.
4. As of the second event of the FIM FreeStyleCross World Cup, the riders will be ranked according to the total number of points they have scored.
5. In case of ties in the provisional standings, the number of better overall placings will be considered.
6. If a tie still exists, the points scored in the last event will then determine the order of placing in the provisional standings. If necessary, the points scored in the last, but one event will determine the order of placing in the provisional standings, and so on.
7. The winner of the FIM FreeStyleCross World Cup is the rider who has obtained the most points from all the Races of the FIM World Cup, irrespective of the number of events he has completed.
8. In case of ties for the final standings of the FIM World Cup, the same conditions as for the provisional standings will apply to determine the winner of the World Cup and the ranking of the riders tied in points.

2. ENTRIES AND RIDERS

2.1 Acceptance of Entries



2. ENTRIES AND RIDERS

2.1 Acceptance of Entries

1. Riders participating in FIM FreeStyleCross World Cup must:
 - a) Obtain prior authorisation from the Promoter of the Championship. Entries can be requested at info@flyactions.com.
 - b) Be in possession of the appropriate FIM FreeStyleCross World Cup licence (see Art. 2.2 Age of Riders and FIM Sporting Code 70.2.1. FIM Licence for riders, passengers and teams). By issuing the FIM FreeStyleCross World Cup licence, the FMN certifies that the rider is insured for personal accidents covering, death, permanent disability; medical treatment and repatriation equivalent to the minimum benefits required by the FIM for the current year in accordance with Art. 110.2 of the FIM Sporting Code. The FMNs have the responsibility of informing the FIM and the FIM Championship Promoter (if any) whenever they have suspended a rider or withdrawn his licence.
2. Riders may enter for one or more events always using the official Promoter entry procedure of the Cup. All the requested information regarding the rider, team, the make of motorcycle and its year of production must be indicated.
3. Riders may be required to sign an individual entry form during the administrative control.
4. The closing date for entries for events counting towards the FIM FreeStyleCross World Cup is 10 days before the event.
5. The FIM Administration will publish the list of entries for each event.
6. Riders who have been entered in an event of the FIM FreeStyleCross World Cup are not allowed to participate in any Continental, International or national races at the same event.
7. Should an FMN consider that one of its riders has had his entry wrongly refused, the matter may be submitted to the FIM Administration who will take immediate action.
8. If at any point in time after the publication of the entry list, the total number of entries should not reach the maximum of 12, the Promoter is entitled to enter more riders to reach the authorised maximum before Friday noon preceding the beginning of the event.

2.2 Age of Riders

1. FIM FreeStyleCross World Cup licences for riders are issued, only when they have attained the minimum age, as indicated below:
 - a) FIM FreeStyleCross World Cup: 18 years.
2. The limit for the minimum age starts on the date of the rider's birthday and must be reached on the day of the first technical verifications of the event in question.
3. The maximum age is as indicated below:
 - a) FIM FreeStyleCross World Cup: 50 years.
4. The limit for the maximum age finishes at the end of the calendar year in which the rider reaches the maximum age.

2.3 Replacement Riders

1. If necessary, the Promoter may replace a rider who has been withdrawn from the entry list.
2. The replacement of an entered rider who has been withdrawn from the entry list can thus be accepted.
3. The FMN of the riders concerned must then inform the FIM Administration in writing or by e-mail before the end of the technical verifications prior to the event.
4. Consequently, the decision to admit one or more replacement riders to the event must be made before the end of the technical verifications prior to the event in question.
5. For the replacement riders, all listed entry conditions (apart from the closing date of entries) apply.

2.4 Non-Participation in an Event

1. Riders who enter an FIM FreeStyleCross World Cup event and who cannot take part are subject to the provisions of the FIM Regulations.
2. Any rider who is present at an event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the Referee of the reasons for his non-participation.
3. During an event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised by the Referee.

2.5 Rider Apparel

1. Riders are responsible for and must rely on their own judgement in the selection of helmets and apparel which will provide appropriate and durable protection.
2. The helmet, eye protection, equipment and protective clothing must be in accordance with the FIM Technical Rules Motocross.
3. Although the FIM approves materials, it does not endorse or guarantee specific products or manufacturers.
4. The following apparel must be worn by riders during each practice, qualification, sighting lap or Race:

A. Helmets

5. Helmets must be marked with one of the official international standard marks mentioned in Article 01.70 of the FIM Technical Rules Motocross (also hereunder). Riders with long hair should tie it up in a bun, or braid and tuck it into their shirt or jacket.

FIM	FRHPhe-02
EUROPE	ECE 22-05 or ECE 22-06 (only "P" type)
JAPAN	JIS T 8133:2015 (only "Type 2 Full face")
USA	SNELL M 2015 or SNELL M 2020D or SNELL M 2020R or SNELL 2025R or SNELL 2025D

B. Equipment and protective clothing

6. The rider must wear trousers and gloves of durable material and knee-length boots of leather or an equivalent material, as well as a jersey.
7. Cut-off trousers and short sleeved jerseys are allowed.
8. The use of goggles, a back/thoracic protector, protection on the principal contact points, knees, elbows, shoulders, hips etc. is highly recommended. However, the riders must rely on their own judgment and are solely responsible.

It is highly recommended that all protective devices comply with the following standards:

- EN 1621-1, Level 1 or 2, for shoulders, elbows and knees.
- EN 1621-2, Level 1 or 2, for the back: CB (Central Back) and FB (Full Back).
- EN 1621-3, Level 1 or 2, for the chest.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.5 Rider Apparel



C. FIM logo / Promoter logo

9. Riders must display the FIM logo on the motorcycle's front number plate (see 6. Diagrams).
10. It is optional that riders print the FIM logo on their jerseys but recommended.

2. ENTRIES, RIDERS, MANUFACTURERS AND TEAMS

2.6 Rider/Mechanic/Team Clothing



2.6 Rider/Mechanic/Team Clothing

1. All riders, mechanics and Team members must present a clean and neat appearance.
2. Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas.
3. Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in restricted areas.
4. Riders, mechanics and Team members are encouraged to display the FIM logo on shirts/uniform/clothing.

2.7 Rider Behaviour and Assistance

1. Riders must, at all times, adhere to the provisions of the FIM Regulations.
2. Riders must be physically and mentally fit to control their motorcycles to promote the safety of the other riders, team members, officials, spectators and other persons involved in the event.
3. Riders must report any underlying medical disorder or injury they may have to the CMO.
4. At any time during the event, on request of the Event Technician, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.
5. At all times during the event, a rider will be responsible for keeping his motorcycle in conformity with the rules.
6. Unsporting, aggressive or reckless behaviour from a rider or his team members and/or surroundings towards other competitors, mechanics, team staff and officials or other participants (organisers and Promoters' staff, medical staff, press, public, etc.) on or off the track may be sanctioned by the Referee with one of penalties under Art. 4.8 & Art. 4.10.
7. Riders may be held responsible for the actions of their team members.
8. Riders and team members are forbidden to ride any motorised vehicle and/or bicycle on the track outside the official practice/qualifying sessions and races.
9. Riders must obey the official flag signals and the boards which convey instructions.
10. "On-board"-cameras unauthorised by the Promoter are not allowed during the entire event, from the practice sessions until the end of the event.
11. Riders are responsible for attending the riders' briefing, for being aware of all information and following instructions issued during this briefing.
12. All body jewellery is to be taped over or removed during on-track competition.
13. The use of a portable music player is not allowed during on-track competition.
14. During an event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised by the Referee.
15. Riders not performing up to competition level may be excluded from the event by the Referee.

16. Riders must ride in a responsible manner which does not cause danger to other competitors, mechanics, team staff and officials or other participants (organisers and Promoters' staff, medical staff, press, public, etc.) on or off the track. Riding in an irresponsible manner may be sanctioned by the Referee with one of the penalties under Art. 4.8 & Art. 4.10.
17. Riders are responsible for always being aware of their surroundings while on the course. They must obey all official signals and directions given to them or they may be sanctioned by the Referee.
18. Riders must always start the Practices/Rounds from the waiting zone. Upon the signal from an official, riders leave the waiting zone for their practice session/round one at a time.
19. Radio communication with riders is strictly forbidden.
20. Any outside assistance on the course to the riders is forbidden unless it is provided by a marshal carrying out his duty in the interests of safety. Any infraction of this rule may be penalised.
21. Whenever a rider is receiving treatment by the medical staff, team members and/or family members are not allowed at any time to interfere or hinder their proceedings. Any infraction of this rule may be penalised by the Referee with one of the penalties under Art. 4.8 & Art. 4.10.
22. Riders must use only the marked track (course). However, if they accidentally leave the course, they may continue at a greatly reduced speed, not accelerating in an unsafe manner, until they can re-enter the course safely.
23. No refuelling or mechanical service may be carried out on the course or the waiting zone.
24. A rider who is present at an event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the Referee of the reasons for his non-participation.
25. The riders concerned (top three positions in the overall standings of the event) must take part in the Prize-Giving Ceremony. Any infraction of this rule will be penalised.

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS
3.1 Motorcycles and Classes



3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.1 Motorcycles and Classes

1. FIM FreeStyleCross World Cup events will include one class: FreeStyleGP.
2. FIM FreeStyleCross World Cup events are open to motorcycles as defined in the FIM Regulations, Appendix 01, FIM Technical Regulations-Motocross:
 - a) FreeStyleGP: Cat. I, Group A1, over 125cc up to 300cc for 2-stroke engines and over 250cc up to 450cc for 4-stroke engines.

3.2 On-Board Cameras

1. Riders may be required by the FIM Championship Promoter to carry “on-board” cameras. In that case, the FIM Championship Promoter must provide the names of the riders who will be carrying “on-board” cameras to the FIM Observer.
2. On-board cameras must be mounted exclusively on the motorcycle or the chest protector. Any other on-board camera is forbidden.
3. The FIM Championship Promoter, rider and Team in question assume full responsibility and the FIM shall not be held liable in case of any incidents in connection with the use of these cameras.
4. Cameras and other equipment must be supplied to the designated riders in due time before their session.
5. Riders must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.
6. “On-board” cameras (other than the one from the FIM Championship Promoter) on riders or motorcycles are not allowed during the entire event, from the practice sessions until the end of the event.

3.3 Course

1. The course used in FIM FreeStyleCross World Cup events must be located on a horizontal, firm and safe surface capable of providing good traction.
2. Both natural ground (such as soil, compacted sand, etc.) and artificial or covered surfaces may be used, provided they meet the required stability and grip conditions.
3. Take-off ramps must be of metal structures which may have wooden surfaces if they are non-slip and provide sufficient traction. Their design must correspond to the standard formats widely used in international freestyle events.
4. Landings shall primarily be inflatable surfaces designed to ensure progressive cushioning and to reduce the risk of injury in the event of a fall. This type of structure facilitates riders' landings and simplifies the assembly and maintenance of the circuit.
5. Earthed landings may also be used provided that the jumps have a minimum height of approximately 4 meters and a minimum width of 5 meters, with an appropriate inclination while having the earth compacted.
6. The approach areas to the ramps (run-ups) must always ensure good traction for the motorcycle and may be made of concrete, pavement or track panels with a non-slip surface. They must have sufficient length to allow the rider to reach the necessary speed to safely complete the jump.
7. The recommended dimensions for ramps and jump areas are as follows:
 - a) Ramp height: between approx. 2,50 m and 3,30 m.
 - b) Curvature radius: between approx. 5,50 m and 12,00 m.
 - c) Minimum width: approx. 0,80 m.
 - d) Landing height: between approx. 4,00 m and 4,50 m.
 - e) Distance between ramp and landing: approx. between 10,00 m and 35,00 m, depending on the jump design.
8. The minimum recommended height to the ceiling above the jump should be approx. 14,00 m. Depending on the ramp angle and jump distance; this height may be adjusted accordingly by the Referee.
9. After each jump, an escape zone will be created to ensure the riders' safe braking possibility. The escape zones will be obstacle-free.
10. Should the available space be limited or in proximity of a wall or another fixed element, a safety airbag wall may be deployed to protect the riders in case of an impact.
11. On both sides of the course, there must be a neutral safety zone designated for medical staff and officials.
12. The public must be positioned in a zone behind this neutral area which should be separated by barriers or containment walls.

13. The circuit must be inspected and pre-approved by the Referee before any session.
14. Subsequently, the riders will carry out a track test session to individually check the general conditions of the course, ramps, landings and other elements. After the track test, a briefing will be held with the riders, the Referee and the technical staff to confirm the correct functionality and positioning of all course elements before the start of the official practice.

4. OFFICIALS AND PROCEDURES

4.1 General

1. The management and supervision of events, as well as the judicial procedure, are the responsibility of the officials jointly appointed by the FIM, FIM Championship Promoter and the FMNR.
2. Appointed officials must be fluent in English or French. Other languages are an asset.
3. The FIM and the FMNRs shall appoint officials whose aptitude and integrity for the position they can fully justify. It is highly recommended that these officials be in possession of a valid FIM/FMN licence for the appropriate function.
4. It is highly recommended that these officials be in possession of a valid FIM/FMN licence for the appropriate function.
5. The FIM or the FMNs have the right to renew or cancel an appointment whenever necessary.
6. An official shall not be a rider, passenger, sponsor, team manager, mechanic or promoter participating in the event.
7. All officials and marshals must remain operative and available with all the required equipment for the event in place within the time limit for lodging a protest.
8. See also the FIM Regulations, Chapter 40 of the Sporting Code.

4.2 Supplementary Regulations

1. The Supplementary Regulations (SR) must include all additional information and details relative to a particular meeting which are not stated in the FIM Codes, Appendices and Regulations.
2. The SR must in no case be in contradiction with the FIM Codes, Appendices and Regulations.
3. The SR must be drawn up in conformity with the standard template laid down by the CMS.
4. The SR must be published in at least one of the official languages of the FIM and must be approved by the FMNR and the FIM.
5. The FMNR must send an electronic copy of the draft SR to the FIM Administration for approval by the FIM, no later than three months before the date of the event.
6. The FIM, FMNR and the organiser must also publish these SR on their respective websites as soon as they have been approved by the FIM.
7. Amendments to the SR may be made but must always be approved by the Referee and subsequently brought to the attention of all persons concerned.
8. The SR must subsequently be ratified by the Referee during the Meeting with the Organisers.

4.3 Officials who hold an FIM Licence

1. Any of the following officials, when on duty at FIM a FreeStyleCross World Cup events, must be a holder of the appropriate FIM/FMN official's licence valid for the current year:
 - FIM Observer;
 - FIM Technical Director.
2. To facilitate the communication between the various officials, it is recommended that they speak English fluently.

4.4 Jurisdiction

1. Except for the FIM Observer, all holders of FIM/FMN Licences and laissez-passer, all officials and their assistants, as well as all other persons involved in the event are subject to the authority of the Referee.

4.5 Meeting with the Organisers

1. Generally, the Meeting with the Organisers will be held at the beginning of the event, and after the end of Administrative and Technical Control.
2. The FIM Observer, Referee, FIM Technical Director, Event Technician, Chief Medical Office, Environmental Delegate and Head Judge, together with the Promoter Representative and the Organiser Representative will be invited to attend this meeting.
3. The Meeting with the Organisers is chaired by the Referee.
4. All FIM licence and FIM laissez-passer holders as well as all other persons involved in the event are subject to the authority of the Referee and may be invited to attend.
5. The Referee will hear the reports of the officials present before starting the event and any on-track activity.
6. All the Officials participating in these meetings must be fully prepared to discuss any topics related to their respective duties.
7. During the meeting with the organisers, the Referee shall verify and approve the following matters:
 - a) Amendments, if any, to the SR after the opening date for entries verifying that all the riders and participants engaged have been informed thereof.
 - b) Report of each official responsibility for the running of the event stipulating that they are ready to undertake their duties.
 - c) Report of the Event Technician or other appointed official stipulating that all riders and participants entered have duly completed the official FIM FreeStyleCross World Cup entry form and that they are in possession of their respective licences.
 - d) Report from the Organiser showing all steps to be taken to ensure the orderly running of the event.
 - e) Report and control of the safety standards of the event.
 - f) Control and approve any amendments of requests of extra safety measures as mentioned in the Circuit Inspection Report.
 - g) Control of the official permission from the local authorities to run the event and of the third-party insurance policy of the organiser.
 - h) All the Officials participating in these meetings must be fully prepared to discuss any topics related to their respective duties.

4.6 International Event Meetings

1. During an event, the Referee may call for an International Event Meeting at his discretion, inviting all relevant officials and hearing their reports of the day.
2. It is recommended that at least one International Event Meeting is organised after the conclusion of an event.

4.7 Minutes of Meetings

1. The Minutes of all the International Event Meetings and of the Meeting with the Organisers must be written in English.
2. The Minutes must state in detail any penalties imposed, the decisions taken concerning any protests received (copies of which must be attached), the details of any accidents which may have occurred, any possible irregularities observed, as well as the opinion of the Referee regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.
3. The Minutes are to be prepared by the Secretary of the Referee and must be signed by him and the FIM Observer.
4. The Minutes must be added to the FIM e-File of the event.

4.8 Publication of Decisions

1. All decisions necessary for the running of the event as well as the results must be published as soon as it is reasonably possible. These decisions must be published in English.
2. Any judicial decision pronounced by the Referee must be notified to the party (parties) involved directly at the venue of the event or, failing that, addressed by registered letter with acknowledgement of receipt.
3. In any case, the party (parties) involved should at least be notified orally. However, it is preferable that the decision of the Referee be notified by a written document at the event itself.
4. Except for cases under §6, this document/notification of a decision shall:
 - a) State the names and the licence numbers of the FIM Observer and Referee, if applicable.
 - b) State the name(s) of the party (parties) involved.
 - c) In case of a protest, state that the protest fee has been paid by the protesting party.
 - d) State the reasons for the action taken/protest.
 - e) State the articles to which the action taken/protest relates.
 - f) State any additional information obtained during the hearing.
 - g) State the decision of the Referee and its evidence and brief reasons.
 - h) Shall be signed by the Referee.
5. Whenever the party (parties) involved is (are) notified in writing at the event, the following procedure must be respected:
 - a) The party (parties) concerned by the decision of the Referee must sign for receipt on a copy of that decision/ acknowledgement of receipt.
 - b) This receipt shall be signed by the Referee.
 - c) The name of the person who receives the decision, his position/ function, the venue, date, time of reception must also be mentioned on this acknowledgement of receipt.
 - d) The copy of the decision, signed for receipt by the party (parties) concerned, must be added to the Report of the FIM Observer
6. In the case of infractions deemed statements of fact to which no protest is possible, the notification of a decision shall be different, and the following procedure will apply:
 - a) The rider(s) will be notified orally by the Referee when he (they) finishes (finish) the race.

4. OFFICIALS AND PROCEDURES
4.8 Publications of Decisions



- b) The official results will be modified accordingly, with mention of the rider(s) concerned and the imposed penalty.
- c) The rider may appeal the decision within 30 minutes after the publication of the results.

4.9 FIM Observer

1. The FIM Motocross Commission may appoint one or more FIM Observers for representation or supervision purposes.
2. The FIM Observer has no responsibility for the organisation of the event, and his only duties are for representative or supervision purposes.
3. The authority and duties of the FIM Observer include but are not limited to:
 - a) The FIM Observer exercises supreme control of the event and is responsible for ensuring that all FIM regulations are observed.
 - b) The FIM Observer decides upon all appeals and must notify the Referee, Panel of Judges and the Championship Promoter of any appeals addressed to him and all decisions taken.
 - c) The FIM Observer must ensure that the decisions conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.
 - d) The FIM Observer must ensure that all parties concerned receive written notification of any judicial decision pronounced by the Referee as soon as possible.
 - e) At the end of the event, the FIM Observer, together with the Referee and must sign the official classification of the event.
 - f) The FIM Observer must collate all the official reports, documents and official results of the event according to the respective FIM e-File and upload this file on the FIM Cloud Platform within 72 hours after the end of the event.

4.10 Referee

1. The Referee is appointed by the Promoter.
2. The Referee is responsible for the conduct and efficient running of the event. His essential duties include but are not limited to:
 - a) The Referee must be present as of 09:00 a.m. the day preceding the start of the official Practices and remain available after the event until the completion of his duties.
 - b) The Referee must certify that official permissions from the local authorities to run the event have been granted to the organiser.
 - c) The Referee must present a copy of the third-party insurance policy of the organiser to the FIM Observer.
 - d) The Referee must ensure that the circuit, course or venue is in good condition, that all officials are present and ready to carry out their duties and that the safety, medical and control services are on duty.
 - e) When the course has been approved and homologated for the event, the Referee must prepare the Circuit Inspection Report and hand it over to the FIM Observer.
 - f) The Referee must verify the identity of the riders, the correct use of the motorcycles, and that there is nothing to prevent a rider from participating in the event, e.g. suspension, disqualification or any other ban on riding.
 - g) The Referee may take decisions which affect or modify the published programme, such as the duration, the postponement, re-running, stopping of a Practice/Race or abandonment of the event.
 - h) The Referee can prevent a rider or a motorcycle from starting or order their withdrawal from the event if he considers such action necessary for safety reasons.
 - i) The Referee must ensure that the FIM Regulations are respected.
 - j) The Referee can order the removal from the circuit, course or venue and its vicinity of any person refusing to obey the orders of an official in charge.
 - k) The Referee must notify the FIM Observer of all decisions to be taken or already taken, and of any protest handed over to him.
 - l) The Referee must collate the reports from all officials and all other information necessary and approve the opportunity to safely start of each on-track session.
 - m) The Referee must approve all the official results of the event.

- n) The Referee imposes penalties for any infringements of the Regulations, for any voluntary or involuntary action or deed accomplished by a person or a group of persons during an event, contrary to the current Regulations or instructions given by an official of the event. Any corrupt or fraudulent act, or any action prejudicial to the interests of the event or of the sport carried out by a person or a group of persons occurring during an event can be penalised.
- o) The Referee may impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.
- p) The Referee has the competence to pronounce ex officio sanctions against riders, team staff, officials, organisers and all the persons involved in any capacity whatsoever in an event or in the Cup.
- q) The Referee shall adjudicate on any protest relating to infringements of the Regulations.

4.11 FIM Technical Director

1. The FIM Technical Director is appointed by the Director of the FIM International Technical Commission in consultation with the Director of the FIM Motocross Commission.
2. The FIM Technical Director must be a holder of an FIM Senior Technical Steward licence.
3. The FIM Technical Director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical Code.
4. The FIM Technical Director works in cooperation with the FIM Observer, the Referee and the Event Technicians.
5. The authority and duties of the FIM Technical Director include but are not limited to (please, also refer to the FIM Technical Code):
 - a) The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM Observer and the Referee and present proposals to resolve such concerns.
 - b) The FIM Technical Director will hold a briefing with the event technicians prior to the technical verifications.
 - c) The FIM Technical Director is the final arbitrator in relation to technical issues at the event.
 - d) Data provided by rider/motorcycle may be used for investigation purposes. The FIM Technical Director has the right to review these data. Any data reviewed by the FIM Technical Director must remain strictly confidential.
 - e) The FIM Technical Director will examine with the Event Technician the motorcycle(s) and the protective equipment of any riders(s) involved in serious or fatal accidents and present a written report to the FIM Observer.
 - f) The FIM Technical Director will attend all meetings called by the Referee during an event, including the Meeting with the Organisers, but without voting rights.

4.12 Event Technician

1. The Event Technician is appointed by the FMNR.
2. The Event Technician may be holder of an FMNR Technical Steward's licence.
3. In addition to the Event Technician, at least one other Technician must be present.
4. The Event Technician shall in particular:
 - a) Together with his staff and equipment, be fully operational as of one hour before the technical verifications.
 - b) Together with his staff, participate in a briefing with the Technical Team prior to the technical verifications.
 - c) Verify the machines and equipment in accordance with the FIM Regulations and the Supplementary Regulations.
 - d) Draw up a technical report and hand a copy to the Referee.
 - e) If requested to do so by the Referee or FIM Observer, attend meetings, but without voting rights.
5. After an event, the Event Technician, his staff and their equipment must remain available until protest time has expired.

4.13 Head Judge / Judges Panel

1. The Judged Panel is appointed by the Promoter.
2. The Judges Panel will be comprised of minimum three and maximum five judges, including the Head Judge, all appointed by the Promoter.
3. The Head Judge and the Judges shall in particular:
 - a) Be qualified to adjudicate riders participating in the event.
 - b) If requested to do so by the riders, examine their results and show them the recording of their runs.
 - c) Produce the official results in accordance with the FIM Regulations and hand a copy to the Referee.
 - d) If requested to do so by the Referee or FIM Observer, attend meetings, but without voting rights.
4. After an event, the Head Judge, the judges and equipment must remain available until protest time has expired.
5. Riders are obliged to communicate all tricks that will be performed before each round.
6. Judges evaluate each rider's performance based on three main elements: the difficulty of the tricks performed, their execution and style and the overall impression of the entire run.
7. A consensus table is to be used where each trick has a difficulty value between 40 and 100 points according to its complexity. This value serves as the base reference upon which execution and style will be assessed, together with the overall impression of the entire run.
8. The combination of the trick difficulty values, the Judges' evaluations for execution and style and the overall impression score will determine the rider's final score run.
9. Jumps in Round 2 will have a double value compared to Round 1.

4.14 Chief Medical Officer

1. The Chief Medical Officer (CMO) is appointed by the FMNR.
2. The CMO has the overall responsibility for the medical service and shall, in particular (This list is not exhaustive and includes any other duties that are required to ensure the safety and well-being of the participants and to ensure the event medical service is in accordance with the FIM Medical Code. Please, also refer to the current FIM Medical Code):
 - a) Be the same throughout the event.
 - b) Must complete the FIM Circuit CMO Questionnaire (Appendix F) and send it -together with all relative documents - to cmi@fim.ch and to the FIM Medical Director at least 60 days prior to the event.
 - c) Must contact in writing, at least 60 days before the event, hospitals in the vicinity of the event that are able to provide the specialist services as required by the current FIM Medical Code.
 - d) Be familiar with the circuit and the organisation of the medical services of the event at which he is appointed.
 - e) Must attend the circuit control and the Referee one day prior to the first official Practices.
 - f) Inspect all medical/paramedical services not less than 30 minutes before the start of the official Practices and Rounds each day of the event.
 - g) Ensure that all medical/paramedical services and staff are in their correct places and ready to function.
 - h) Ensure that all medical/paramedical services are briefed prior to the first official Practice, as well as debriefed after the event.
 - i) Give information and recommendations to the Referee on injured riders and all aspects of the event which may have potential medical consequences and/or may require the stopping of a Practice/Race.
 - j) To examine all competitors listed as injured (Unfit Riders List) who wish to compete and assess and agree their fitness to do so.
 - k) Ascertain that fallen riders are medically fit to continue in competition.

4. OFFICIALS AND PROCEDURES
4.14 Chief Medical Officer



- l) In accordance with normal medical practice will complete a clinical record of all medical examinations and assessments. A copy of the clinical record should be provided to the rider or their nominated representative to facilitate ongoing treatment after the event and referral to the rider's medical insurance provider.
- m) Will prepare the list of injured riders (Medically unfit list) to be given to FIM Medical Representative (if present) and FIM Observer.
- n) Must inform and update the FIM Medical Coordinator (cmi@fim.ch) regarding the condition of injured riders and liaise with the relevant hospital to ascertain and report the progress of their condition and treatment.
- o) Send the accident reports and accident statistic forms electronically to the FIM Medical Coordinator (cmi@fim.ch) by the day following the event (Appendices D and E/FIM Medical Code).
- p) Should attend International Event Meetings, but without voting rights.

4.15 Marshals

1. Marshals are appointed by the FMNR/organiser, and it is recommended that they be holder of an FMNR Flag Marshal's licence. The minimum age for Flag Marshals is 18 years.
2. Flag Marshals must have participated in a briefing with the Referee, or a qualified official nominated by him.
3. For each Marshal's post, the Organiser must establish a list with the names of the marshals occupying the post. This list is to be given to the Referee, who will hand it over to the FIM Observer before the start of the official Practices.
4. The marshals must be identified by uniform shirts or bibs of a neutral colour, in no case yellow or red, so that they cannot be mistaken with the flags.
5. As a principle, there should be a minimum of two marshals available per post: one Flag Marshal (using a flag) and one marshal (without a flag) to give assistance to a rider in the interests of safety.
6. However, the position and occupation of each position will be decided by the Referee during the circuit control. If deemed necessary, the position and occupation of a post may be modified at any time.
7. After an event, the Flag Marshals must remain available until protest time has expired.

4.16 Sustainability Steward

1. The Sustainability Steward is appointed by the FMNR.
2. The Sustainability Steward may be a holder of an FMNR Sustainability Steward licence.
3. The Sustainability Steward shall be responsible for all environmental aspects and shall in particular:
 - a) Ensure that the FIM Environmental Code is respected.
 - b) Report to the Referee any infringement to the FIM Environmental Code.
 - c) Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations on all aspects of the event which may have potential environmental consequences.
 - d) Fill in the environmental checklist, send it as per the instructions to the CID and hand a copy to the FIM Observer.
 - e) Give his recommendations to the Referee.
 - f) May attend meetings, but without voting rights.
4. After the event, the Sustainability Steward must remain available until protest time has elapsed.

4. OFFICIALS AND PROCEDURES

4.17 Official Signals



4.17 Official Signals

1. Official flag signals will be given by means of a flag measuring minimum 750 mm high by 600 mm wide as follows:

Signal	Meaning
Red flag:	All riders must stop racing, reduce speed carefully and proceed to the area indicated by the officials.
• The red flag will be shown to riders who have repeatedly lost time.	
Yellow flag, waved	Warning for unnecessary loss of time
Green flag:	The course is clear for the rider to start his session.
• The green flag can only be used by an appointed Official.	

2. Whenever several flags are displayed in the same area, the superior flag/light always takes precedence over the other flag(s).
3. The Pantones for the colours are as follows:
- Yellow: Pantone Yellow C.
 - Green: Pantone 348 C.
 - Red: Pantone 186 C.

5. RUNNING OF THE EVENT

5.1 Administrative control

1. The Promoter must prepare the latest entry list and give it to the Referee before the start of the administrative control and the technical verifications.
2. The Referee must verify that there is nothing to prevent a rider from participating in the event, e.g.: injury, suspension, disqualification, or any other ban on riding.
3. Riders entered in an event may be required to present their FIM FreeStyleCross World Cup licence and/or to sign an individual entry form during the administrative control carried out by the FMNR.
4. During the Meeting with the Organisers, the Promoter must confirm that all the riders present at the event:
 - a) Are not prohibited from participating in the event, e.g.: injury, suspension, disqualification, or any other ban on riding.
 - b) Are in possession of a valid FIM FreeStyleCross World Cup licence.
 - c) Have duly completed the official FIM FreeStyleCross World Cup entry form.
5. A written report (confirmation) of administrative control must be presented to the Referee during the Meeting with the Organisers.

5.2 Preliminary Technical Verifications

1. Prior to the official Practices, a technical control must be carried out in accordance with the procedure and the times fixed in the FIM Regulations and/or the Supplementary Regulations of the event.
2. The technical verifications must be held on the site of the event.
3. The rider and/or the mechanic and/or the Team Manager must attend the Technical Verifications.
4. Each rider is restricted to one motorcycle which must be presented in his name and number at the technical verifications.
5. The motorcycle's front number plate must display the FIM logo.
6. During these technical verifications, a rider must also present for verification his helmet, his full upper body protection equipment and his racing jersey.
7. The jersey and/or upper body protection (when worn over the jersey) are recommended to display (See 6. Diagrams):
 - a) On the front: the FIM logo.
 - b) On the back: the name of the rider.
8. A rider may be required to provide and sign a written declaration asserting the conformity of certain parts of his motorcycle.
9. During the event and per class, riders are allowed to use only the motorcycle presented in their name at the technical verifications.
10. At any time during the event:
 - a) On request of the Event Technician, a rider must present himself and/or their motorcycle and/or equipment to the technical verification.
 - b) The rider will be responsible for keeping his motorcycle and/or equipment in conformity with the rules.
 - c) Data provided by a rider/motorcycle may be used for investigation purposes. The Event Technician has the right to review these data. Any data reviewed by the Chief Technical Steward must remain strictly confidential.
 - d) The Referee can disqualify a motorcycle of which the construction or condition is considered to be or may become a source of danger.

5.3 Motorcycle testing by riders and / or team members

1. Riders and/or team members may only test their motorcycles in the designated test area and respecting local restrictions. Testing in the paddock is prohibited.
2. Only motorcycles presented at the technical verifications and approved for the event are allowed within the designated test area.
3. Such testing is not part of the official programme of the event and is undertaken at the riders' and/or team members' own risk.
4. The designated test area is to be used for testing purposes only.
5. Riders and team members are responsible for wearing at least a helmet, goggles, boots and gloves whenever testing a motorcycle in the designated test area. The use of additional protective wear is recommended.
6. Riders and team members are expected to conduct themselves in a responsible manner and ensure that they do not endanger or cause any damage to anybody in the area.
7. Racing and aggressive or reckless riding in the test area are always prohibited and will be penalised.
8. Riders will be held responsible for any harm and/or damage they or their team members cause within the designated test area.

5.4 Special Medical Examination

1. At any time during an event, at the request of the Referee, FIM Observer or International Medical Panel Representative, a special medical examination may be carried out by an Official Doctor, or another doctor nominated by the Chief Medical Officer.
2. Any rider who refuses to submit himself to such special medical examination will immediately be excluded from the event, and his case notified to his FMN, to the Referee and the FIM.

5.5 Circuit Control / Track Test

1. A circuit control will be carried out by the Referee and the FIM Observer the day preceding the Non-Scoring and Scoring Rounds (generally at 15:00 p.m. or at any other time set by the latter).
2. If deemed necessary, a second circuit control can be carried out.
3. The Chief Medical Officer, as well as the Chief Marshal, should also attend the circuit control.
4. If the Chief Medical Officer is not present, the Referee must be prepared to discuss any topics related to the medical set-up around the track: positions and number of medical staff numbers for each ground post, evacuation of injured riders, etc.
5. If the Chief Marshal is not present, the Referee must be prepared to discuss any topics related to the flag marshals: number of marshals, positions, etc.
6. Officials with responsibility for the event, Representatives of the FMNR or the Organiser as well as the Secretary of the Referee or any other person deemed necessary, may also attend the circuit control.
7. When the course has been approved and homologated for the event, the Referee must prepare the Circuit Inspection Report and hand it over to the FIM Observer.
8. A track test with riders who have passed Administrative and Technical Control will be carried out before the first practice session, under the direct responsibility of the Referee.

5.6 Riders' Briefing/Meetings

1. Riders' briefings may be held on Friday at the waiting zone before the test track and first practice.
2. Riders are responsible for reviewing all information provided in the electronic rider briefing published on the official notice board (Sportity). Alternatively, this information may be sent to the email address they have provided or communicated during any official rider briefing held at the event. Riders must ensure that their email address is correct and that they can receive communications without interruption.
3. After the first practice session, the riders must provide their list of tricks for the competition. Riders may modify the list of tricks up to three hours before the start of the Warm-up Round.
4. Before the start of the Warm-up Round, a briefing may be held to explain the complete event procedure.
5. It is the responsibility of each rider and team to attend the event procedure demonstration, be aware of all information given and follow all instructions issued.
6. Riders' presence to any rider's briefing or meeting held is compulsory.

5.7 Practice Restrictions

1. During the event, riders and team members are forbidden to ride any motorised vehicle and/or bicycle on the track outside the track tests, official practice sessions and rounds.

5. RUNNING OF THE EVENT
5.8 Non-scoring Warm-up Round



5.8 Non-scoring Warm-up Round

1. In each event, one Non-scoring Round session must be provided:

FreeStyleCross	Duration per session	Maximum
1 X Warm-up Round	5 Non-scoring jumps	12 riders

2. Participation in the Warm-up Round is compulsory and serves as a Warm-up for the riders and the audience.
3. Each rider performs 5 consecutive jumps.
4. The riders will start the Warm-up Round based on the decision of the Referee or in the reverse order of the Championship standings of last year or provisional Championship standings of the current season.
5. During the Warm-up Round, riders are limited to one rotation (Backflip, Frontflip, 360° or Body Varial). Any additional rotation will result in a penalty of 10 points per extra rotation. Penalties incurred during the Warm-up session will be carried over to Round 1.
6. All tricks must be communicated to the Judges Panel after the first official practices.

5. RUNNING OF THE EVENT
5.9 Scoring Round 1



5.9 Scoring Round 1

1. In each event, one Round 1 session must be provided:

FreeStyleCross	Duration per session	Maximum
1 X Round 1	4 scoring jumps	12 riders

2. The riders will start the Round 1 based on the decision of the Referee or in reverse order of the Championship standing of last year or provisional championship standings of the current season.
3. Each rider performs 4 consecutive jumps.
4. Judges will score the round based on execution, style and overall impression.
5. All tricks must be communicated to the Judges Panel after the first official practices.
6. Repetitions or changes of tricks will be penalized.
7. The following penalties can be applied during Round 1:
- a). Repetition of a trick within the run: minus ten points per repetition.
 - b). Change of a previously communicated trick: minus ten points starting with the second change (one change is permitted without penalty).
8. If a repeated trick coincides with an extra change (starting from second change in that round), both penalties will be applied.

5. RUNNING OF THE EVENT
5.10 Scoring Round 2



5.10 Scoring Round 2

1. In each event, one Round 2 session must be provided:

FreeStyleCross	Duration per session	Maximum
1 X Round 2	3 scoring jumps	12 riders

2. The riders will start the Round 2 based on the reversed results of the Round 1.
3. Each rider performs 3 consecutive jumps.
4. Judges will score the round based on execution, style and overall impression.
5. All tricks must be communicated to the Judges after the first official practices.
6. Each jump in Round 2 shall carry double value compared of those performed in Round 1.
7. Repetitions or changes of tricks will be penalized.
8. The following penalties will be applied during Round 2:
- a). Repetition of a trick within the run: minus twenty points each repetition.
- b). Change of a previously communicated trick: minus twenty points starting with the second change (one change is permitted without penalty).
9. If a repeated trick coincides with an extra change (starting from second change in that round), both penalties will be applied.

5.11 Time Management

1. No official timekeeping or stopwatch system is used during any session, practice or round. The Referee is responsible for ensuring the proper flow and dynamic development of each session, practice or round.
2. If a rider delays excessively or wastes time without contributing to the performance, the Referee may display a yellow flag as a warning at his own discretion.
3. If a rider continues to lose time without justification, the Referee may display a red flag at his own discretion, which will result in the cancellation of the run (the rider will be disqualified, and his round results will be considered null).
4. No protests are possible against the decision of the Referee regarding time management.

5.12 Waiting Zone Procedure

1. The following procedure will be used (approximate times):

15 minutes before the start:	Each rider must be fully equipped and ready in the Waiting Zone.
5 minutes before the start of the session:	All the riders must be on their motorcycles and ready in the waiting zone.
	Riders shall wait for the track entry signal given by a designated official.

2. If they need to, riders must use the toilets/urinals found in the proximity of the waiting zone.

5.13 On-Course Procedure / General

1. An official designated by the Referee will be responsible for granting access to the course to each rider.
2. Once the rider is on the course, the Referee will authorise the start of the run by a clear hand signal.
3. Once the rider has completed the number of jumps established for the round, the run will be considered finished. The red flag will then be displayed, and the rider must proceed directly to the designated waiting area inside the course.
4. While on the course, the riders must always follow the instructions given by the Referee or by the designated official.

6.14 Stopping of a Session, Practice or Round

1. The Referee is authorised to prematurely stop any Session, Practice or Round for urgent and/or safety reasons or other cases of “force majeure”. In that case, a red flag will be displayed to the riders.
2. Riders must follow instructions of officials and go directly to area indicated by the officials where they can receive assistance.
3. Once the Referee deems it appropriate, the competition will resume, preferable from the same point where it was interrupted.

5.15 Penalties

1. The Referee or FIM Observer may pronounce the following penalties provided for in the FIM Disciplinary Code, without prejudice to Art. 2.1 of the same Code:
 - a) Warnings;
 - b) Fines, subject to a maximum of € 3'000;
 - c) Point penalties;
 - d) Drop of positions;
 - e) Disqualification;
 - f) Suspension for a period not exceeding 30 days starting from the date of the offence;
 - g) Loss of right to participate in the Cup, which may be applied to one or more events;

or refer the case to the International Appeal Court (CAI) to impose a higher penalty that it is empowered to.
2. Any licenced person or organisation affected by a disciplinary decision of the Referee has the right to appeal this decision according to the FIM Disciplinary Code.
3. Supplementary to the Penalties mentioned in Art. 5.15 (1), the following list (non-exhaustive) of penalties may be applied:

Warm-up	Riders are limited to one rotation (Backflip, Frontflip 360° or Body Varial). Any additional rotation will result in a 10-point penalty, which will be carried to Round 1.
Round 1	Repetition of tricks within a run: 10-points per occurrence. Change of previously communicated trick: 10-points per occurrence (one change is permitted without penalty).
Round 2	Repetition of tricks within a run: 20-points per occurrence. Change of previously communicated trick: 20-points per occurrence (one change is permitted without penalty).
Prize-Giving	Non-participation might be penalized by the Referee.
4. In the case of the following infractions (statement of fact to which no protest is possible), the procedure mentioned in Art. 4.8 (6) will apply:
 - a) Scoring Performance and Decisions of the Judges.
 - b) Decision of the Referee regarding Time Management.
 - c) Decision of the Referee regarding number of rotations permitted.
 - d) Decision of the Referee regarding repetition of tricks.

5.16 Results / Procedure

1. Each FreeStyleCross event consists of three rounds: one non-scoring warm-up with five jumps limited to a single rotation, followed by two scoring rounds (Rounds 1 and Round 2).
2. Each rider's score registered during a scoring round (Round 1 and Round 2) is calculated according to the judging system defined in Art. 4.12, combining trick difficulty, execution, style and overall impression.
3. The winner of a Round is the rider who has obtained the highest total number of points in that Round. All riders will be classified in the order of the total number of points obtained in that Round.
4. The starting order for the warm-up Round and Round 1 will be the same, based on the reverse order of the Championship Standings of the last season or the Provisional Championship Standing of the current season. In the case of the first event of the Championship, the starting order will be determined by the Referee.
5. The starting order for Round 2 will be determined by the reversal of the results registered in Round 1 (last classified rider of Round 1 starts Round 2 first, second to last classified rider of Round 1 starts Round 2 second, and so on).
6. Each jump performed in Round 2 carries double value compared to those performed in Round 1.
7. If a rider does not complete at least one trick during a scoring Round, he will receive zero points and will be placed last in the results for that Round.
8. All results must be ratified by the Referee and the FIM Observer before becoming official.
9. Results will be displayed publicly and communicated to the press. They will not become official until protest time limit has elapsed. If a protest is lodged, results will not become official until a decision is taken by a competent body.
10. Riders who do not take part in any of the scoring rounds (Round 1 or Round 2) will be listed as DNS (Did Not Start) and will not receive any Championship Points.

5. RUNNING OF THE EVENT
5.17 Results / Races Points Scoring



5.17 Results / Races Points Scoring

1. World Cup points will be awarded to riders in the Overall of the Event (Round 1 and Round 2 combined) according to the following scale:

20 points to the	1 st	8 points to the	7 th
18 points to the	2 nd	6 points to the	8 th
16 points to the	3 rd	4 points to the	9 th
14 points to the	4 th	3 points to the	10 th
12 points to the	5 th	2 points to the	11 th
10 points to the	6 th	1 points to the	12 th

5.18 Results / Races Final Standings

1. The winner of the event is the rider who has obtained the highest number of points after adding together the results from Round 1 and Round 2. The remaining riders will be ranked according to their total number of points by adding the results from Round 1 and Round 2.
2. In the event of a tie, the rider who has scored the highest number of points in Round 2 will be placed ahead in the final standings of the event. If the tie remains after considering the results of both rounds, the judges will determine the final order of placing based on overall performance and impression.
3. Riders who have participated in any of the scoring rounds and have completed at least one jump but have been unable to finish the round due to mechanical failure, accident or other justified reasons will be evaluated by the judges based on their performance up to the point of withdrawal and will be ranked according to the points obtained until that moment.
4. Riders who did not participate in any of the scoring rounds due to injury or other reasons will be listed as non-starters and will not receive Championship points.

5.19 Results / Presentation and Publication

1. The results must be published as soon as possible and include at least the following information:
 - a) FIM, FMNR, Organiser and Championship logo.
 - b) Title of the Event.
 - c) IMN number.
 - d) FMNR.
 - e) Date and venue of the event.
 - f) Class.
 - g) Position, name and first name of the riders.
 - h) FMN of the rider.
 - i) Nationality of the rider.
 - j) Motorcycle of the rider.
 - k) Team of the rider (if the Team is holder of a valid FIM Team licence).
 - l) Round Points for each run Round.
 - m) Championship Points earned by the rider.
 - n) The number of classified riders.
 - o) Publication time of the results.
 - p) The name and signature of the FIM Observer.
 - q) The name and signature of the Referee.
2. The results of the Round 1 and Round 2 must be communicated to the FIM Observer and to the press.
3. The final results of each FIM World Cup race must be transmitted to the FIM Administration within the hour that follows their approval.
4. The FMNR Head Judge is responsible for this transmission which must be made according to the procedure defined by the IT Department of the FIM.

5.20 Prize-Giving Ceremony

1. At each event there will be one Prize-Giving Ceremony only after the end of the last Round.
2. The top three positions in the overall standings in the event must take part in the Prize-Giving Ceremony, conditions and time permitting. Any non-respect of this rule may be penalised by the Referee.
3. During this Prize-Giving Ceremony, the national anthem of the winner's country (based on the passport of the rider) must be played and the national flags of the top three finishers (based on the passport of the rider) must be hoisted at the same time.
4. The following persons must take part in the Prize-Giving Ceremony:
 - a) The rider winning the event (with motorcycle).
 - b) The second placed rider in the event (with motorcycle).
 - c) The third placed rider in the event (with motorcycle).
5. At the final event of the Cup, there will also be a Prize-Giving Ceremony for the first 3 riders in the final standings of the FIM World Cup.
6. The following persons must take part in this Prize-Giving Ceremony during which they will receive FIM Medals:
 - a) The winner of the FIM World Cup.
 - b) The second placed rider in the FIM World Cup.
 - c) The third placed rider in the FIM World Cup.
7. In case when a rider is injured, in need of medical treatment or being treated by the medical services, he may be substituted by riders' representative.
8. Any non-respect of this rule may be penalised by the Referee.

5.21 Final Closed Park

1. Immediately after the last round, the motorcycles of the first three riders in the overall standings of the respective class must be placed in the closed park.
2. These motorcycles must remain there for 30 minutes, under the control of the Event Technicians.

5.22 Protests and Appeals

1. Any person or group of persons (rider, team, manufacturer, official, etc.), recognised by the FIM and concerned by a decision taken under the authority of the FIM, may ask for redress for the consequences of that decision.
2. All protests must be lodged to the Referee.
3. Generally, protests against the eligibility of a rider, team or a motorcycle entered, must be made before the start of the official practice.
4. Any other protests must be lodged immediately after the reason for the protest is known.
5. Protests against results must be presented within 30 minutes following the announcement of the results.
6. Protests may only concern calculation or administrative errors and not the scores or subjective decisions of the Judges Panel, as stated in Art. 5.16.
7. No protests may be lodged against statement of facts infractions, namely the personal score evaluation and decisions of the Judges Panel or against the decision of the Referee regarding Time Management (see Art. 5.11), number of rotations permitted, repetition of tricks.
8. Protests must be lodged according to the FIM Disciplinary Code and the Supplementary Regulations of the event and be accompanied by a fee of € 660.- or the equivalent amount in local currency, returnable if the protest is justified.
9. If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of € 120.- or the equivalent amount in local currency. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.
10. Anybody who has lodged a protest according to the FIM Disciplinary Code and the Supplementary Regulations of the event may request to have access to any element (written or printed matters and/or official TV images-if available) that allowed the Referee to take its decision.
11. An appeal against the decision of the Referee may be lodged to the FIM Observer. This appeal must be presented 30 minutes at the latest after the notification of that decision and must be accompanied by a fee of € 1'320.- or the equivalent amount in the local currency, returnable if the appeal is justified.
12. An appeal against the decision of the FIM Observer may be lodged to the CAI (International Court of Appeal). This appeal must be presented 5 days at the latest after the notification of the FIM Observer's decision (Security deposit for appeal: € 1'320.-).

5.23 Anti-Doping and Alcohol Tests

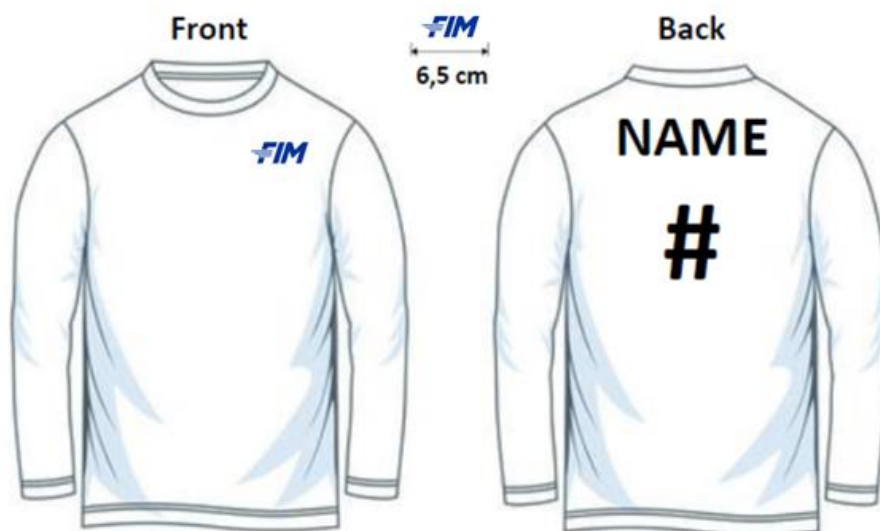
1. Anti-doping and alcohol tests may be carried out according to the FIM Regulations.
2. A rider who tests positive will be disqualified from the whole event and forfeit all points and trophies earned. Additional penalties may be imposed.
3. Further to an FIM alcohol testing procedure, if the result of the confirmatory test is above the permitted threshold, for details of the procedure to be followed, please refer to the FIM Medical Code of the current year, Art. 09.1.1 I. and appendix N "FIM Alcohol Testing Procedure".

5.24 Termination of an event

1. An event is not considered terminated until the time limit for protests and appeals have elapsed and all protests and appeals have been settled.
2. If an appeal is lodged, the results cannot be considered definitive until a final decision has been taken.
3. The Referee, Panel of Judges and all Officials and Marshals must remain operative and available at the venue of the event, with equipment in place until the end of the period provided for lodging a protest on site.

6. DIAGRAMS

JERSEY



FIM Logo: recommended as of 2026

#: Rider's number





FIM-MOTO.com

ROUTE DE SUISSE 11 | 1295 MIES | SWITZERLAND

cms@fim.ch