



Global Notice Inviting E-tender

Invest UP invites proposals through E-tender website of Government of Uttar Pradesh (etender.up.nic.in) for the 'Selection of a Promoter Agency for Conceptualizing, Organising and promoting the MotoGP event in Uttar Pradesh, India in 2025 (March) onwards.

The total non-refundable bid processing fee for the project is INR 20,000 (Indian Rupees Twenty Thousand Only) plus GST if the Bidder is an Indian entity, or USD 250 (Two Hundred and Fifty US dollars) plus applicable taxes if the Bidder is a foreign entity, is to be paid by way of RTGS. The bank details for making payment are as follows:

Bank - Punjab National Bank
Address – Trade Tax Office, Mirabai Marg, Lucknow
Account No – 2408021800000010
IFSC Code –PUNB0631200; Bank code - 631200

The details of submission of e-Bids are available in the RFP document available at the e-Tender Portal <https://etender.up.nic.in> and Invest UP website www.investup.org.in.

The schedule of E-Bid is as follows: -

S. N.	Description	Date/Details
1.	Issue of tender	23-09-2024
4.	Pre-bid meeting	01-10-2024 at 12:00 hrs in Hybrid Mode (Online+Offline)
If desired bidders can join pre-bid meeting & Technical Presentation online through Zoom Meeting platform on: https://us06web.zoom.us/j/86000783321?pwd=Ww1YtYoL8o9RwR1HwSxA5JBtz3PIGd.1 Meeting ID: 860 0078 3321; Passcode: GP@1234		
5.	Issue of Corrigendum, if any	04-10-2024
6.	Bid submission start date	04-10-2024
7.	Bid submission closing date	25-10-2024 at 16:00 hrs
8.	Opening of technical bid	25-10-2024 at 17:00 hrs
9.	Technical presentation	Will be intimated to Bidders
10.	Financial bid opening	Will be intimated to Technically Qualified Bidders

Invest UP reserves the right to cancel any or all the Bids or annul the Bidding process without assigning any reason thereof.

**Issuer,
CEO – Invest UP**



Global Notice for Inviting Tender for Request for Proposal

for

**Selection of a Promoter Agency for Conceptualizing,
Organising and promoting the MotoGP event in Uttar
Pradesh, India**

Bid Reference: 667/Invest UP/2024-25

E-Tender Portal: <https://etender.up.nic.in>

23rd September 2024

Invest UP

6th Floor, Block A, PICUP Bhawan,
Lucknow, Uttar Pradesh 226010

E: info@investup.org.in

Website: <https://invest.up.gov.in/>

1. DISCLAIMER

The information contained in this tender or subsequently provided to the bidder, whether verbally or in documentary or in any other form by or on behalf of Invest UP (herein after referred as Invest UP or Client) or any of its employees, is provided to the bidder on the terms and conditions set out in this tender and such other terms and conditions subject to which such information is provided.

This tender is not an agreement or an offer by the Client to the prospective bidder or any other person. The purpose of this tender is to provide bidders with information that may be useful to them in the formulation & submission of their bids pursuant to this tender.

This tender may not be appropriate for all persons, and it is not possible for the Client and its employees to consider the objectives, technical expertise and particular needs of each party who reads or uses this tender. The assumptions, assessments, statements and information contained in this tender, may not be complete, accurate, adequate or correct. Each bidder should, therefore, conduct its own investigations and analysis and should check the accuracy, adequacy, correctness, reliability and completeness of the assumptions, assessments and information contained in this tender and obtain independent advice from appropriate sources. Information provided in this tender to the bidders may be on a wide range of matters, some of which may depend upon interpretation of law. The information given is not intended to be an exhaustive account of statutory requirements and should not be regarded as a complete or authoritative statement of law. The Client accepts no responsibility for the accuracy or otherwise for any interpretation or opinion on the law expressed herein.

The Client and its employees/advisors make no representation or warranty and shall have no liability to any person including any bidder under any law, statutory rules or regulations or tort, principles of restitution or unjust enrichment or otherwise for any loss, damages, cost or expense which may arise from or be incurred or suffered on account of anything contained in this tender or otherwise, including accuracy, adequacy, correctness, reliability or completeness of the tender and any assessment, assumption, statement or information contained therein or deemed to form part of this tender or arising in any way in this selection process.

The Client also accepts no liability of any nature whether resulting from negligence or otherwise however caused arising from reliance of any bidder upon the statements contained in this tender.

The Client may in its absolute discretion, but without being under any obligation to do so, update, amend or supplement the information, assessment or assumption contained in this tender. The issue of this tender does not imply that the Client is bound to select a bidder or to appoint the selected bidder as the case may be, for the job and the Client reserves the right to reject all or any of the applications/bids without assigning any reasons whatsoever.

2. INSTRUCTION FOR E-TENDERING

The bidding process for this tender will be completed online through e-tender portal as well as through a physical submission process. The tender document can be downloaded free of cost from the e-tender portal as well as from invest UP website <https://invest.up.gov.in/>

For responding online on e-tender portal the bidder has to register with his/her Digital Signature Certificate (DSC) in the e-tendering system and subsequently he/she will be allowed to carry out his/her e-bid submission activities. Registering the Digital Signature Certificate (DSC) is a one-time activity. Before proceeding to register his/her DSC, the bidder should first log on to the e-tendering system using the user login option on the home page with the login ID and password with which he/she has registered.

For successful registration of DSC on e-procurement portal <http://etender.up.nic.in>, the bidder must ensure that he/she should possess Class-2/Class-3 DSC issued by any certifying authorities approved by the Controller of Certifying Authorities, Government of India, as the e-procurement website <http://etender.up.nic.in> is presently accepting DSCs issued by these authorities only. The bidder can obtain user login ID and perform DSC registration exercise even before e-bid submission date starts. The bidder shall be required to use own digital signature while uploading its bid. The bidder shall be required to upload the bid using its digital signature only. Failure to comply or usage of digital signature of other firm shall be liable for rejection of the bid.

The bidders must upload all the required documents (which would form the technical proposal) electronically in the PDF format, except for the financial proposal submission form (BOQ) which will be electronically uploaded on the prescribed XLS format only on the e-tender portal. The bidders will have to bid for the royalty amount they will provide to the GoUP /Invest UP for the event in the year 2024-25. This Royalty amount will be indexed upward annually by 5%. The bidder bidding for highest amount of Royalty may be adjudged successful after the outcome of QCBS Process of selection. The financial proposal should contain the amount of royalty proposed to be paid by bidder to GoUP/Invest UP for the event in the year 2024-25.

It is suggested that the PDF files should be made in grayscale using the minimum readable appropriate resolution so that the size of the files is minimized for fast uploading on the e-tender portal <https://etender.up.nic.in>. The required electronic documents for each document label of Technical (Project Details, Annexures, etc.) schedules/packets can be clubbed together to make single label file. The size of single label file should not exceed 40 MB size.

The presentation as per Appendix F has to be submitted as a part of the technical proposal. However, to support easy submission and to reduce the size of the e-bid file to be uploaded, the presentation can also be submitted as hard copy in a separate envelop on or before the day of technical bid opening.

For Physical Submission of Technical & Financial proposals, the proposals should be submitted to office of Invest UP at address 6th Floor, A-Block, PICUP Bhawan, Lucknow, Uttar Pradesh, India – 226010 on or before the bid submission closing date as per this RFP. The technical bid should be hard bound and to be submitted in a sealed envelope. The financial bid should also be submitted in a separate sealed envelope along with technical proposal. Both technical proposal and financial proposal should be in separate sealed envelopes and should be inside a single envelope clearly marked as “Technical Bid” and “Financial Bid” over each respective envelope.

The technical e-bids will be opened at the below address, and the presentation can also be submitted to the following address:

Meeting Hall, 6th Floor, A-Block, PICUP Bhawan, Lucknow, Uttar Pradesh, India - 226010

3. PROCEDURE FOR OBTAINING DIGITAL SIGNATURE BY FOREIGN BIDDERS

As of now, it is learnt that eMudra and Sify Technologies Limited issue DSCs with the following procedure.

Generally, the documents that are required to be submitted by Foreign Organization are as follows:

- A. Scanned copy of organisational id, organisational email id, mobile number, organisational address and letter of authorization from organisation are required.
- B. For the proof of organisational existence, publically verifiable and listed/recognized by local government reference of organisation in database/registry shall be provided.
- C. If the organisation is already registered/empanelled in government organizations of India, then the scanned copy of the letter of request issued from Indian government organisation with the details of DSC applicant can be accepted as address proof/existence of organisation for DSC issuance. Bank account statement in the country of residence, duly attested by Indian Embassy / High Commission / Consulate / Apostille in the country, where the applicant is currently located. (At least 6 months of Bank transactions) with the proof indicating the account is owned by the Individual.

Note: The Information given by the vendors is attached for facilitating the Foreign Nationals to procure DSCs from the Indian CA authorized vendors for information purpose only as shared by the respective CA's. Please visit respective CA's websites for detailed and latest information on procurement of DSC.

4. NOTICE INVITING TENDER

Invest UP invites proposals through E-tender website of Government of Uttar Pradesh for the '**Selection of a Promoter Agency for Conceptualizing, Organising and promoting the MotoGP event in Uttar Pradesh, India**'.

S. N.	Description	Date/Details
1.	Issue of tender document on the e-tender portal https://etender.up.nic.in	23-09-2024
2.	Tender fee	INR 20,000(Indian Rupees Twenty Thousand Only) plus GST if the Bidder is an Indian entity, or USD 250 (Two Hundred and Fifty US dollars) plus applicable taxes if the Bidder is a foreign entity through RTGS
3.	Earnest money deposit (EMD)	Refundable amount of INR 10,00,000(Indian Rupees Ten Lakh Only) if the Bidder is an Indian entity, or USD 12000 (Twelve Thousand US dollars) if the Bidder is a foreign entity through RTGS.
4.	Pre-bid meeting	01-10-2024 at 12:00 hrs in Hybrid Mode (Online+Offline)
If desired bidders can join pre-bid meeting & Technical Presentation online through Zoom Meeting platform on: https://us06web.zoom.us/j/86000783321?pwd=Ww1YtYoL8o9RwR1HwSxA5JBtz3PIGd.1 Meeting ID: 860 0078 3321; Passcode: GP@1234		
5.	Issue of Corrigendum, if any	04-10-2024
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7.	Bid submission closing date	25-10-2024 at 16:00 hrs
8.	Opening of technical e-bid	25-10-2024 at 17:00 hrs
9.	Technical presentation (PPT)	Will be intimated to Bidders
10.	Financial e-bid opening	Will be intimated to Technically Qualified Bidders

Any queries may be submitted to Nodal Officer, Invest UP on Email ID advantageup@investup.org.in with subject: 'E-Bid Reference: 667/Invest UP/2024-25, Queries' on or before pre-bid meeting date as mentioned in table above.

Invest UP reserves the right to cancel any or all the e-bids or annul the bidding process without assigning any reason thereof.

The place of opening e-bids and pre-bid meeting:

Meeting Hall, 6th Floor, A-Block, PICUP Bhawan, Lucknow, Uttar Pradesh, India - 226010

5 PROJECT DETAILS

Introduction:

INVEST UP is a Nodal Agency of Infrastructure and Industrial Development Department, Government of Uttar Pradesh (UP) for Investment Promotion.

DORNA SPORTS S.L. (Dorna) has the sole and exclusive rights of the FIM Grand Prix World Championship (commercially known as “MotoGP”), including the rights to negotiate and enter into agreements regulating the promotion of Events entered on the official FIM Grand Prix World Championship Calendar and counting for the FIM Grand Prix World Championship in various classes.

Invest UP (as the host) and Dorna (as the rights holder) have reached an Event Hosting Agreement (the Agreement) to hold the MotoGP Grand Prix of India in Uttar Pradesh for the year 2025, 2026 and 2027 (the term).

Background:

Invest UP signed an agreement with Dorna Sports S.L. for organising MotoGP event in India at Buddha International Circuit, Greater Noida for three consecutive years (i.e.: 2025, 2026 and 2027). As per condition of this agreement, Invest UP will have to onboard a Promoter for conceptualizing, organising and managing entire event for next three years. Promoter company will also get exclusive rights, which are explicitly detailed in this RFP document.

MotoGP™ stands as the pinnacle of motorcycle racing, showcasing the 22 fastest riders globally on purpose-built prototype motorcycles across the most esteemed racetracks. With top speeds surpassing 360 kilometers per hour and lean angles exceeding 60 degrees, MotoGP™ has evolved since 1949 to include over 20 Grands Prix spanning five continents, captivating hundreds of millions of viewers worldwide.

The Grand Prix of India is slated for March 2025, with future events expected to follow a similar timeframe annually, with specific dates to be determined by Dorna and typically announced in September of the preceding year.

The event will feature three categories of Grand Prix motorcycle racing: Moto3, Moto2, and MotoGP, alongside support classes designated by Dorna. Invest UP and/or the Promoter may suggest additional support classes, subject to Dorna’s approval.

Beyond the races, attendees can enjoy a range of off-track activities, including entertainment, exhibitions, food and beverage services, cultural festivals, and other engaging experiences.

The Buddha International Circuit, renowned for its world-class facilities, will host participants from around the globe, including teams, media, and spectators. This Grand Prix is expected to provide substantial economic benefits, particularly for local businesses in hospitality, retail, and transportation sectors, creating jobs and boosting revenue streams throughout Uttar Pradesh.

A business conclave during the event will offer a platform for networking, exploring investment opportunities, and forging international partnerships, further enriching Uttar Pradesh’s economic landscape and global connectivity.

Beyond its economic impact, the event aims to enhance Uttar Pradesh’s international profile by leveraging extensive global broadcast coverage to showcase its cultural heritage and tourism

attractions. The Grand Prix seeks to foster motorsport enthusiasm among youth, promote skill development, and elevate local infrastructure to international standards.

The MotoGP™ Grand Prix aspires to nurture a vibrant motorsport culture in India, inspire emerging talents, and support skill development within the sports industry.

Through these initiatives, the MotoGP™ Grand Prix aims to position Uttar Pradesh as a premier global motorsport destination while delivering long-term socio-economic benefits for the State.

Synopsis:

The MotoGP event at Buddh /international circuit was successfully organised in September 2023. Invest UP was actively engaged in the organising of the event. As per experience of last year the estimated cost of project is approximately Rs. 175 Crores for each event. The breakup of this cost along with the responsibility for fulfilling the respective task is as follows:

S. #	Cost Head	Expected Amount (in Rs. Cr.)	Responsibility
1	Licensing Cost	80	Invest UP
2	Event Hosting Fee	10	Invest UP
3.	Title Sponsorship Right Fee	15	Invest UP
4.	Track Repair, Homologation and Related cost	5	YEIDA
5.	Track Rental	22	YEIDA
6.	Race Operations & Infra Cost	15	Promoter
7.	Manpower Cost	6	Promoter
8.	Operations & Office Cost	7	Promoter
9.	Marketing Cost	4	Promoter
10.	Security Cost	3	Promoter
11.	Transport, Travel & Stay Cost	8	Promoter

As prescribed in above table, the Promoter will have to abide by the obligations/duties for successful organising of the event at the same, which are detailed in the Scope of Work of this RFP. At the same time, Promoter will have exclusive rights through which they can generate revenue, such as ticket sales, garnering sponsorships, F&B sale, exhibition, etc. which is also detailed in Scope of Work of this RFP.

The intent of this RFP is to select a promoter for the period of 3 years, who will be responsible for organising the MotoGP Bharat event in Uttar Pradesh, India for next 3 consecutive years on a turnkey basis as well as will have exclusive rights to garner revenue through various streams associated with this event.

Also Invest UP will also generate revenue to set off its own cost implications during this event. It will be sole responsibility of the promoter is to give proper visibility and takeaways at MotoGP Bharat event to the sponsor sourced by Invest UP on a mutually agreed term.

6 SCOPE OF WORK

The MotoGP is expected to be an annual 3 (Three) day motorcycle racing event organised at Buddh International Circuit, Greater Noida for three consecutive years (i.e.: 2025, 2026 and 2027).

The bidders are advised to visit the event venue (Buddh International Circuit, Greater Noida) and present a plan for execution of event in the technical presentation which should cover all the aspects of the Scope of Work. The selected bidder will be the Promoter of the Event and will have to provide requisite temporary structures, competent manpower and services in consultation with Invest UP or any of its designated agency. Interested agency would have to take up all the activities on a turnkey basis as may be required for organizing the event of international standards (Refer the Appendix H for guidelines of quality of work to be followed). Inter alia, the scope of services to be provided includes (but not limited to) the following:

6.1 Activities to be executed by Promoter for Dorna

6.1.1 Event Promotion and Motorcycle Arrangements:

1. Promote the MotoGP Event in accordance with DORNA's guidelines. (Please refer Appendix-H)
2. Adhere to DORNA's Promoters Manual and Series Regulations. (Please refer Appendix-H)

6.1.2 Compliance and Safety Measures:

1. Ensure track layout, equipment, facilities, and safety measures comply with Series Regulations. (Please refer Appendix-H)
2. Strict adherence to circuit safety standards, including necessary modifications and permits.
3. Suggest capital or recurring works required for safety compliance promptly.

6.1.3 Personnel and Scheduling:

1. Ensure competence and training of all Event personnel as per specifications of Dorna or best industry practices.
2. Provide proper PPE - safety uniforms and shoes to the staff.
3. Schedule practice sessions, qualifications, and races as per Series Regulations.
4. Ensure punctuality of Event start, finish, and podium ceremonies.

6.1.4 Security and Access Control:

1. Manage access control for Competitors' motorcycles, equipment, and team areas.
2. Provide exclusive circuit access to Competitors and ensure security during the Event period.
3. Facilitate customs clearance for Competitors' equipment and spare parts.
4. Ensure the Circuit is exclusively open to Competitors and their equipment from the Monday before the Event.
5. Maintain security for the track, pit, paddock, garage, and VIP Village from Monday midnight prior to the Event until Monday midnight following the Event.
6. Provide sanitary assistance services throughout the specified period.
7. Allow access to the paddock area for DORNA, Competitors, and Service Companies from the Friday before the Event for installation purposes.
8. Extend access and security to the Circuit until Tuesday following the Event if requested by DORNA.
9. Adjust specified days accordingly if the final day of the Event is not a Sunday.

6.1.5 Preferential Access and Enforcement:

1. Establish separate entrances for accredited vehicles.
2. Ensure compliance with MotoGP accreditation requirements.
3. Train access personnel on MotoGP accreditations protocols.
4. Deploy security to enforce access controls.
5. Implement clear signage for designated entrances.
6. Coordinate with DORNA for access management.
7. Monitor access points for adherence.
8. Submit compliance reports to DORNA.

6.1.6 Audience Engagement and Ticketing:

1. Develop a ticketing strategy and manage ticket sales.
2. Create and manage fan engagement activities and entertainment.
3. To prepare a social media strategy, which should be approved by the Invest UP, to create right buzz around event and ticket sale.

6.2 Deliverables for Invest UP

6.2.1 Organization and Facilitation:

1. The Promoter will organize a Business Conclave during the India edition of the MotoGP event to showcase investment opportunities in Uttar Pradesh at their own expense.
2. The Selected Bidder will be responsible for creating/providing infrastructure and peripherals for the Conclave and inviting relevant industry stakeholders.

6.2.2 Annual Invest UP Business Conclave:

1. The Promoter will facilitate the Invest UP Business Conclave during each annual MotoGP event in India throughout the Agreement period.
2. The Conclave aims to initiate discussions with CEOs/CXOs on investment potential in Uttar Pradesh and attract investments on a best-effort basis.
3. The Promoter will gather feedback from participating companies regarding their investment interest and submit it to Invest UP as needed.

6.2.3 International Business Conclave:

1. The Promoter will assist in organizing an annual Invest UP Business Conclave at one international MotoGP location, as decided by Invest UP.
2. The cost of organizing the international conclave will be borne entirely by Invest UP.
3. The Promoter and Dorna will be indemnified against any claims arising from the organization of the international conclave.

6.2.4 Participant Engagement:

1. The Promoter, along with Dorna, will facilitate the active participation of prospective companies, Team Principals, and Manufacturers in the MotoGP event in India.
2. The Promoter will assist in initiating dialogues with these companies during the Invest UP Business Conclaves.
3. Feedback from participants will be shared with Invest UP for social media promotion.

6.2.5 One-to-One Meetings:

1. The Promoter, with Dorna's help, will facilitate B2G meetings with key stakeholders interested in investing in Uttar Pradesh.
2. The Promoter will ensure the sharing of comprehensive contact information for all major players involved.

6.2.6 Inclusion in Event Materials:

- Invest UP's branding and participation will be included in all official event materials wherever reasonably practicable.

6.2.7 Economic & Media Impact:

1. The Promoter will coordinate with Dorna to release economic and media impact reports of the Indian Grand Prix.
2. Media impact reports will be released within 10 days post-event, and economic impact reports within 30 days post-event.
3. The Promoter will ensure global publicity of the state and race through Dorna media channels.

6.2.8 UP Branded Virtual Advertising:

- Invest UP's branding will be included in UP-branded virtual and social media advertising before and during the Event.

6.2.9 Self-financed Road Safety Campaign:

- The Promoter will conduct a Self-financed Road Safety Campaign in collaboration with Invest UP

6.3 Infrastructure development

6.3.1 Temporary Structures

1. Ambience creation for the Event based on the overall theme of Moto GP, including but not limited to pavilions, murals, potted plants and plantation, soft and hard landscaping, water bodies, floral decoration in line with similar motor sports event (MotoGP, Formulae-1 and Formulae-E hosted globally and of similar standard.
2. Setting up of air-conditioned hangers of optimum size keeping demarcation for private and Government.
3. Complete management of activities related to necessary furniture and fixtures.
4. To take up any additional landscaping and beautification work as per the presentation to the committee for selection of the prospective bidder.
5. To take up the necessary beautification in the existing layout and provisions.
6. Various beautification activities as may be necessary to beautify the surroundings in terms of laying of paver blocks, beautification in terms of potted plants, flags, paintings, theme lighting, cut-outs, masking, etc.
7. Setting up mobile toilets in sufficient nos. or as directed by Invest UP
8. Setting up of exclusive VIP lounges and VIP Village hospitality areas.
9. Setting up of Media centres and interview area
10. Setting up of traffic management systems and clear signages, dustbins and waste management facilities.
11. Planning and marking of evacuation routes in case of emergencies
12. Setup designation of parking areas for various groups.

6.3.2 Air Conditioning

1. Provision of necessary capacity of Air-conditioning infrastructure on temporary basis for each of domes meant for admin building, VIP lounge, medical room and other small offices available at the site. The type and the quantum of air-condition would be as per the directions of engineer-in-charge or the committee for organizing the Event.
2. All necessary activities related to supply, installation, commissioning, testing and maintaining of the air-conditioning so supplied for the event.
3. Setting up of the air-conditioned temporary structures befitted with requirement of the event. Though Buddh International Circuit is having built up permanent structures befitting MotoGP like races of international standards. However, temporary structures will be required to befit requirements of sponsors.

6.3.3 ELV (Extra Low Voltage) Systems

1. Take up necessary security measures including but not limited to deployment of the security personnel, baggage screening gadgets, Door Frame Metal Detector (DFMD) and Hand Held Metal Detector (HHMD), CCTV, CCTV room, round the clock room, padlock and lounge & parking areas during the event period, etc. and maintaining them in consultation and direction by the local police.
2. All necessary setup of LED Screens, Video wall, Public Address System, AV System, Public announcement system, other sound system, Watch-out etc. at lounge area as well as at defined parking area as may be required as per the proposed design or directed by Invest UP.

6.3.4 Fire Mitigation Arrangements/Risk Mitigation

1. Provision of necessary firemen in the paddock, stands, lounge, near tracks, and other required areas throughout the event. Firemen deployment is subject to verification by the local fire department.
2. Provision of sufficient number of fire extinguishers of type and size as may be directed by the fire authority of GoUP.
3. Liaison with necessary authority such as local governing bodies, fire, utility providers, state security agencies, etc for statutory approval for organizing the event in advance.
4. The agency shall apply fire resistant coating which shall be non-allergic, odourless, non-toxic, VOC free, non-carcinogenic, and earth friendly clear fire retardant of 'Flame Resist' or equivalent as approved by Invest UP or any designated authority appointed by Invest UP on all internal and external structures wherever applicable including stage and as and where applicable.

6.3.5 Internet

The bidder will have to ensure adequate bandwidth availability (minimum 100 MBPS) for participants, visitors, VVIPS, administration work, security, etc. throughout the event. Dedicated bandwidth may be charged.

6.3.6 Food-court and Refreshment Arrangements

1. Making provision of food court at multiple location within the venue as per the guidelines of the venue and the directions of Invest UP
2. Setting up of kiosks for snacks and hot and cold beverages inside area allotted for Food Court

3. The scope also includes provision of water, wash area, drainage, utilities such as electricity, fixtures, etc. in the extra temporary food courts
4. Provision for food and refreshment at the VVIP Lounge or at any appropriate place for visiting dignitaries.

6.4 Affiliated services

6.4.1 Videography/Photography during inaugural function and event days

1. Necessary Videography/Photography during event.
2. Use of drone cameras in consultation with concern authorities.
3. Special photographic point/selfie zone to be setup
4. Photography of visiting VVIPs
5. Preparation of a video in timelapse with voice over showcasing the entire duration of the event.

6.4.2 Housekeeping

1. Regular upkeep of the entire event area, including toilets and the designated parking area, throughout the event duration. This includes, but is not limited to, providing cleaning personnel, machines, and consumables.
2. The successful bidder has to liaison with the local municipal bodies for the proper and designated disposal of waste and debris within the venue and city municipal limits.
3. Payment of necessary fees & charges as may be applicable to be paid to Municipal Corporation or any other authorities.

6.4.3 Security Services

1. Agency shall provide security services during all event days and non- event days
2. VIP and VVIP security related arrangements including barricading but not restricted to shall have to be worked out by the successful applicant with the Police and relevant Department, the cost of such arrangements shall be borne by the applicant.
3. Provision of necessary security personnel for screening of visitors, competitors, padlock, bikes & other equipments and frisking
4. Printing and distribution of different category of badges which includes but not limited to:
 - 1) permanent and temporary labour
 - 2) visitors
 - 3) VVIP
 - 4) Govt. officials
 - 5) Service providers
 - 6) Volunteers
 - 7) Organisers, etc.
5. All categories shall have badges of different colour. Badges should be tamper proof/RFID enabled and unique, so that they cannot be externally replicated

6.4.4 Third-Party Liability Insurance:

- The Promoter shall arrange third-party liability insurance covering the FIM Grand Prix World Championship Federation, DORNA, IRTA, Competitors, and their associated personnel against all risks throughout the Event period. The insurance coverage must be for not less than 10,000,000 Euros per occurrence (or as amended per the Series

Regulations), including but not limited to death or injury to any person. The insurance policy shall be valid from 00:00 hours on the Monday of the Event week until 24:00 hours on the Monday following the Event. The policy must be approved by DORNA and provided at least 60 days before the Event.

6.4.5 Creation of Fan Zone:

- Creation of a fan zone inline with the international motor sports event can be considered by the promoter to generate additional audience outside of the main track to generate additional revenue and advertising space.

6.4.6 Media & Public Relations

1. Liaison with national and international media for visit of media fraternity and coverage of the event.
2. Setting up and manning of VIP & Media Lounge with necessary and adequate infrastructure which includes but not limited to computers, printers, scanners, photocopying machines; supplies which includes but not limited to printing papers, writing pads, pens, other stationeries.
3. Liaison with all other category of participants.

6.5 Conditions to be complied by the Promoter:

6.5.1 Design and Layout:

- The design and layout of the pit, paddock, parking area, garage area, Race Control, Media/Press Centre, and TV Compound will be determined by DORNA. The Promoter must follow DORNA's directions for space allocation and access control in these areas.

6.5.2 Pass Allocation:

- The supply and allocation of all passes, including vehicular and pedestrian access to paddock areas, will be managed by DORNA. The Promoter must abide by DORNA's decisions regarding pass distribution and access control of paddock areas.

6.5.3 Pass Validity:

- The Promoter will ensure the validity of all passes and familiarize police and circuit officials with the passes to uphold their validity.

6.5.4 Paddock Area:

- The Promoter will provide the paddock area, as determined by DORNA, free of charge for Competitors, their motorhomes, support vehicles, service vehicles, and catering arrangements from their arrival until midnight on the Tuesday following the Event.

6.5.5 Grandstand Area:

- The Promoter will provide a grandstand area free of charge for pass holders to view the races, with a maximum capacity of 1000 persons.

6.5.6 Advertising Restrictions:

- The Promoter will not restrict the advertising normally displayed on Competitors' motorcycles, riders, Team personnel, transporters, or support vehicles unless required by law and notified to DORNA prior to execution.

6.5.7 Additional Advertising:

- The Promoter will not require additional advertising or promotional material on Competitors' motorcycles, riders, Team personnel, transporters, or support vehicles beyond what is normally displayed.

6.5.8 Event Advertising:

- The Promoter will not display any advertising within the Circuit or within view from the Circuit without DORNA's approval, except as required by law or mutually agreed.

6.5.9 Official Names and Logos:

- The Promoter will use only the official names, titles, expressions, and logos determined by DORNA for the FIM Grand Prix World Championship and the Event in all publicity and promotional materials.

6.5.10 Design Manual Compliance:

- The Promoter will adhere to DORNA's rules and guidelines concerning the layout, design, and use of official names, titles, expressions, and logos.

6.5.11 Media/Press Centre Branding:

- The Media/Press Centre at the Event will carry only the official names, titles, expressions, and logos of the FIM Grand Prix World Championship and the Event, except for material with timekeeping data, which will also include the official timekeeping company's branding.

6.5.12 Timekeeping and Data Processing:

- The Promoter will use only the official timekeeping companies appointed by DORNA and provide the necessary services and facilities as specified in Schedule 1.

6.5.13 Vendor Compliance:

- Vendors selling goods or services at the Circuit must provide written evidence of their rights to use any trademarks, brand names, or logos.

6.5.14 Claims and Indemnity:

- The Promoter will not make any claims against the Federation, DORNA, IRTA, Competitors, or their associated personnel for any incidents arising from the use of motorcycles. The Promoter will indemnify these parties against any third-party claims related to the Event.

6.5.15 Compliance Failure:

- Failure to comply with the insurance terms will entitle DORNA to terminate the Agreement and seek damages from the Promoter.

6.6 Obligations & Rights:

1. Promoter, if a foreign company, will have to make an Indian subsidiary within 15 days of issuance of Letter of Award. The Indian subsidiary of the foreign company should be registered under Companies Act, 2013 of India. The agreement, in this case will be signed between Indian subsidiary of foreign company, DORNA Sports and Invest UP. It is the responsibility of the promoter to ascertain the tax implications as per the law of land.
2. DORNA shall retain all Commercial and Ancillary Rights, including income derived from Ancillary Rights.
3. The Promoter shall not produce, market, or sell any goods incorporating Competitors' names, logos, or images without prior written consent. However, they are granted the

right to display the Live Programme on giant screens at the Circuit during the Event, subject to specific conditions outlined.

4. The Promoter shall bear all costs associated with transporting Competitors' equipment from arrival points (port) to the Circuit and back, including taxes, customs clearance, and handling.
5. The DORNA grants Promoter the non-exclusive rights to reproduce their official name and track layout, and to use official Event materials such as posters and trophies.
6. The Promoter have to sign a tripartite agreement with Invest UP and DORNA. The draft of tripartite agreement is placed at Annexure – I. The promoter will not only be obligated to fulfil its duties explicitly elaborated in this RFP as well as will have to abide by the terms and conditions of the agreement. In case of any conflict the provisions of this RFP with tripartite agreement thus signed, the provisions of tripartite agreement will prevail over clauses of this RFP.
7. The Promoter will have to open an Escrow Bank Account with Invest UP as joint holder. All the revenue earned by the Promoter and expenses made should be through this Escrow Bank Account and should require approval of both Promoter and Invest UP in case of any drawl. This Escrow Bank Account should be kept operational till the end of agreement.

6.6.1 Media Rights:

- The Promoter will acknowledge that DORNA retains sole and exclusive rights to media rights related to the Event. They shall enforce admission conditions at the Circuit that acknowledge DORNA's exclusive rights to control and authorize the origination and recording of all moving pictures related to the FIM Grand Prix World Championship and the Event.

6.6.2 Recording and Broadcasting Restrictions:

- Unless with written permission from DORNA, the Promoter shall not permit the recording or broadcasting of any sound, broadcast, television, or moving pictures related to the Event or Competitors at the Circuit or surrounding areas under their control. Amateur video recordings for private use are permitted only in designated areas.

6.6.3 Facilities for Media and Broadcasters:

- The Promoter shall provide necessary facilities, including television and radio commentary booths, to persons authorized by DORNA for making recordings or transmissions related to the Event.

6.6.4 Testing Sessions:

- Upon DORNA's request, the Promoter shall make the Circuit available to Competitors for a two-day testing session, at no cost to Competitors or DORNA.

6.6.5 Title Sponsor Branding and Compliance

- The Promoter/ Agency shall ensure that, in relation to the Event, the Title Sponsor's name and logo (as advised by DORNA to the Promoter/ Agency) are prominently displayed on all press releases, tickets, programs, publicity material, and information sheets produced or authorized in connection with the Event. Furthermore, the Promoter/ Agency shall adhere to all reasonable directions notified by DORNA from time to time concerning the layouts, graphic design, and conditions for the use of the Title Sponsor's name and logo.

6.7 Other

1. Provision of necessary personnel and manpower for necessary services during the event.
2. Take up necessary registration under Labour Contract Act, and other statutory acts as may be necessary.
3. The bidder will be required to take a temporary power connection on its own from GoUP. Though, Invest UP will expedite the process of getting temporary power connection but bidder will have to bear cost pertaining to same. The bidder will also have to make payment for usage of electricity during, before and after the event as utilised by the bidder to the power utility of GoUP directly.

7 PROJECT DURATION

1. The duration of this project will be from the date of signing of agreement post six months from the date of completion of MotoGP event in India in 2027.
2. The bidder must start preparatory activity immediately after release of LOI/ Work Order/Agreement
3. The race track will be available for 120 days including event days every year and the entire Buddh International Circuit will be available for 50 days in a year. Invest UP will obtain right to use the venue and hand over the venue to promoter at its own cost.

8 MONITORING AND SUPERVISION

1. There will be an independent agency/committee appointed/nominated by Invest UP/GoUP to oversee the progress and monitor the implementation of work as per the decided timeline. This would be informed subsequently to the successful bidder. It will be sole responsibility of the Bidder to update day to day progress of the event program and preparations to the event including sales of tickets to this Committee.
2. Where explicit specifications are not available the work may have to be executed as per the instruction of Invest UP. Additionally, Invest UP may appoint third party Consultant to monitor the work. The instructions by such Consultant shall be binding to the successful applicant.

9 VARIATIONS, MODIFICATIONS ETC.

1. If the additional or altered work includes any class of work for which no reference is made in the schedule contract, should be informed to Invest UP. The Invest UP will decide the rate based on rate analysis to be submitted by applicant.
2. If it is not possible to arrive at the rate from above, such class of work shall be carried out at the rate decided by the competent authorities based on detailed rate analysis after hearing the applicant before a Committee formed by Invest UP stationed at the same place or the nearest place, as may be appointed by Invest UP.
3. promoter shall not execute the extra/additional work without prior written approval of the Invest UP. Any extra item if executed must have written consent of the concerned decision maker and to be submitted with detail cost analysis.
4. The applicant shall keep all the joint records of measurement duly signed by the Employer/Professional Advisor/Committee Member with proper justification as and when require. No extra cost or rate shall be considered if applicant is unable to justify the extra or additional work. If required, the measurements shall be supported by Total Station Survey. The contractor shall provide CD of Video recording of the entire event under the applicant's scope work to the Invest UP.

10 EXTENSION OF WHOLE OR PART OF THE EVENT

1. In case of extension of the whole event or part beyond planned event days, compensation shall be decided on mutual understanding between the Promoter and Invest UP.
2. In case of extension of the whole event or part of the event, the revised income would be worked out by Invest UP based on the commitments made and variable inputs for the event. The applicant would have to maintain the records for the additional expenses incurred due to extension of the event period and submit to Invest UP.

11 MANPOWER REQUIREMENT

Necessary arrangements of manpower to execute the scope of work is to be carried out by the agency, and is desired to have manpower for the following:

1. Marketing and sales executives
2. Graphic designer
3. IT personnel
4. ELV expert
5. Fire expert – As directed by local fire authority
6. HVAC and Electrical expert
7. Security in-charge
8. Site in-charge
9. Individual dome in-charge
10. Housekeeping in-charge
11. Food-court in-charge
12. Event Coordinator, if required
13. VD coordinator
14. Guest relationship manger
15. Civil engineer
16. Electrical Engineer
17. Social Media Incharge

12 DEFECTIVE WORK

In cases where the Bidder has carried out defective work or used defective materials, Invest UP shall be entitled to:

1. Where reasonable to do so, order a suspension of work and further inspect the work to determine the exact nature of the defect
2. To order the removal or replacement of defective work or material without any additional payment, or
3. Quality and finishing of all structures will be reviewed after final execution of work. Any deviations or non-compliance from approved designs are bound for removal and re-installation.

13 INSTRUCTION TO BIDDERS

The Promoter shall function as the Sports Event Management Agency for Conceptualizing, Organising and promoting the MotoGP event in Uttar Pradesh, India and its scope would be extended to items lists in the scope of work.

The proposal will be evaluated on the basis of the evaluation criteria set out in this tender document in order to identify the successful bidder ('successful bidder'). The successful bidder will be issued a work order by the Client. The Client intends to adopt a single stage-two envelope bidding process for the selection of the agency for the assignment. Hence, the technical and financial proposal shall be uploaded as two separate files on the e-tendering website.

Each bidder shall submit a maximum of one (1) proposal for the assignment, in response to this tender document. Any bidder who submits more than one proposal for the assignment shall be disqualified. A Joint Venture/Consortium of maximum of 3 partners is allowed. The lead partner of Joint Venture/Consortium should have at least 26% share and should satisfy technical and financial qualification as per this RFP. The proposal shall remain valid for a period of not less than 180 days from the proposal due date (proposal validity period). The Client reserves the right to reject any proposal, which does not meet this requirement.

1. **Venue for the event:** Venue for the event is Buddh International Circuit, Greater Noida. The venue will be provided free of charge by the nodal agency appointed by the GoUP.
2. **Site Visits:** Bidder is advised to depute a suitable team to visit the proposed venue to fully understand the venue and ascertain the difficulties that may be encountered during execution of works and for obtaining all information for himself on his own responsibility that may be necessary for preparing the bid and entering contract. The site visits shall be entirely at bidder's own expense.
3. **Local conditions:** Each Bidder is expected to get fully acquainted with the local conditions and factors, such as historical, geographical, social, political, legal, administrative, and/or infrastructure etc., which would have any effect on the performance of the contract and /or the cost. The Bidder is expected to know all conditions and factors, which may have any effect on the execution of the contract after issue of Letter of Award as described in the bidding documents. Invest UP will not entertain any request for clarification from the Bidder regarding such local conditions. It is the Bidder's responsibility that such factors have properly been investigated and considered while submitting the bid proposals and no claim whatsoever including those for financial adjustment to the contract awarded under the bidding documents will be entertained by the owner. Neither any change in the time schedule of the contract nor any financial adjustments arising thereof shall be permitted by the owner on account of failure of the Bidder to know the local laws / conditions. The Bidder is expected to visit and examine the location of work site and its surroundings and obtain all information that may be necessary for preparing the bid at their own interest and cost.
4. **Ticket fees for Races:** The promoter would have to incur expenses necessary to market, set up, and manage the event and related services. The applicant would also be entitled to charge visitors/audience for attendance in the race/ event. However, no participation fees would be allowable to be charged by the applicant.
5. **Title Sponsorship:** The promoter will have exclusive right of onboarding a title sponsor for the race. However, the Title sponsorship package can only be offered or negotiated with any company after approval from Invest UP.
6. **Media Rights:** The Promoter will be granted the right to display the Live Programme (which includes the International Programme Feed, official timing, necessary graphics, relevant MotoGP information, and natural sound) on giant screens located at the Circuit during the Event. The Live Programme cannot be modified, recorded, or used for any other purpose. The rights and images granted to the Promoter/Agency under this clause

shall not be supplied, transferred, assigned, licensed, or sub-licensed to any third party under any circumstances.

7. **Number of Proposals:** A bidder can only submit one proposal either individually or as a consortium member. If a bidder participates in more than one proposal individually or as a partner, then all such proposals will be rejected.
8. **Royalty:** The applicant would provide the proposal stating the Royalty amount that it would be providing to Invest UP for the event in the year 2024-25. This Royalty amount will be indexed upward annually by 5%. The quote should be exclusive of taxes, i.e. the bidder would have to pay the applicable tax extra beyond the quoted amount.

14 EARNEST MONEY DEPOSIT (EMD)

An Earnest Money Deposit (EMD) for an amount of INR 10,00,000/- (Rupees Ten Lakh only) if the Bidder is an Indian entity, or USD 12000 (Twelve Thousand US dollars) if the Bidder is a foreign entity through RTGS has to be submitted for acceptance of the e-bid. The RTGS has to be made on or before the bid submission date and time.

EMD shall be returned to the unsuccessful bidders within a period of one month from the date of issue of 'Letter of Intent' to the 'Successful Bidder'. EMD submitted by the 'Successful Bidder' shall be returned one week post the submission of performance security. EMD shall be forfeited in the case if any information or document furnished by the bidder turns out to be misleading or untrue in any material respect.

15 FORMAT AND SIGNING OF E-BIDS

The bidder shall provide all the information as per this tender document. The Client will evaluate only those proposals that are received in the required format and are complete in all respects. The bidder shall prepare the electronic copy for the e-bids (in pdf format) and upload the e-bids on e-tender portal <https://etender.up.nic.in> through the bidder's Digital Signature Certificate (DSC).

Each proposal shall comprise the following:

Part I Submission

- A. Proof of deposit of tender fee in the prescribed bank account
- B. Proof of deposit of EMD in the prescribed bank account
- C. Covering letter in the format set out in Appendix A
- D. Details of the bidder in the format set out in Appendix B. The bidder shall declare the company profile such as memorandum & article of association of the company, etc. The documents to be submitted should also include the following:
 - I. Self-attested copy of company registration
 - II. Self-attested copy of PAN card/TIN/ TAN
 - III. Self-attested copy of the GSTIN number
 - IV. Self-attested copy of the company profile, along with the list of significant clients
 - V. Chartered accountant certificate (original) specifying the annual turnover for the last three financial years in the format set out in Appendix E
 - VI. Chartered accountant certificate (original) specifying the net worth for the last three financial years.
- E. Power of attorney as per Appendix C, authorizing the signatory of the proposal to commit the bidder
- F. Technical proposal comprising:

- I. Project data sheets & technical capacity of the bidder in the format set out in Appendix D, with supporting proofs as indicated in Clause 'Eligibility Criteria and Evaluation Methodology'
- II. Technical presentation per guidelines prescribed in Appendix F
- III. Affidavit (Appendix G) regarding the non-debarment by any State/Central Government or their agencies

Part II Submission

- A. Financial proposal will be separately uploaded on the e-tendering website after dully filling the 'Bill of Quantities' Separate MS Excel sheet has been provided for the financial proposal (BOQ).
- B. The bidders will have to bid for the royalty amount they will provide to the GoUP /Invest UP for the event in the year 2024-25. The bidder bidding for highest amount of Royalty be adjudged successful after the outcome of QCBS Process of selection. The financial proposal should contain the amount of royalty proposed to be paid by bidder to GoUP/Invest UP for the event in the year 2024-25.

Each page of the technical e-bid shall be numbered and signed by an authorized signatory of the bidder.

16 SUBMISSION OF E-BIDS

The bidders should submit their bids online in the 'Submission' module of the e-tender portal <https://etender.up.nic.in> as well as physically at Invest UP office. The bids shall be submitted only from the bid submission start date till the bid submission end date and time given in the e-tender portal <https://etender.up.nic.in>. Therefore, bidders are advised to submit the bids well in time.

The proposal, all correspondence and documents shall be written in English. In case of accompanying literature or brochures, etc. being in a language other than English, a certified translation should accompany the documents as part of the tender. All proposals and accompanying documentation will become the property of the Client and will not be returned. The bidders should submit their e-bid considering the server time displayed on the e-tender portal <https://etender.up.nic.in>. The server time is the time by which the e-bid submission activity will be allowed till the permissible time on the last/end date of submission of e-Bids indicated in the e-tender schedule. Once the e-bid submission date and time is over, the bidders cannot submit their e-bid. The bidders shall only be held responsible for any delay and whatsoever reason in submission of e-bid.

The procedure for submission of e-bids by the bidders on the e-tender portal <https://etender.up.nic.in> is already available on the portal and has also been explained in the tender document under 'Instructions for e-tendering' section.

17 LATE BIDS

The server time indicated in the bid management window on the e-tender portal <https://etender.up.nic.in> will be the time by which the e-bids submission activity will be allowed till the permissible date and time scheduled in the e-tender. Once the e-bids submission date and time is over, the bidder cannot submit his/her bid. Bidder has to start the e-bid submission well in advance, so that the submission process passes off smoothly. The bidder only, will be held responsible if his/her e-bids are not submitted in time due to any reasons.

It shall be deemed that prior to the submission of the proposal, the bidder has:

- Made a complete and careful examination of terms and conditions/requirements, and other information as set forth in this tender document
- Received all such relevant information as it has requested from the Client
- Made a complete and careful examination of the various aspects of the project

The Client shall not be liable for any mistake or error or neglect by the bidder in respect of the above.

18 WITHDRAWAL AND RESUBMISSION OF E-BIDS

Withdrawal: At any point of time, a bidder can withdraw his/her e-bids submitted online/physically before the e-bids submission end date and time. For withdrawing, the bidder should first log in using his/her login ID and password and subsequently by his/her digital signature certificate on the e-procurement portal <https://etender.up.nic.in>. The bidder should then select 'My Bids' option in the 'Bid Submission' menu. The page listing all the bids submitted by the bidder will be displayed. Click 'View' to see the details of the bid to be withdrawn. After selecting the 'Bid Withdrawal' option, the bidder has to click 'Yes' to the message "Do you want to withdraw this Bid?" displayed in the 'Bid Information' window for the selected bid. The bidder also has to enter the Bid Withdrawing reasons and upload the letter giving the reasons for withdrawing before clicking the 'Submit' button. The bidder has to confirm again by pressing 'Ok' button before finally withdrawing his / her selected bid. Once the bidder has withdrawn his/her bid he/she cannot re-submit this bid again.

Resubmission: The bidder can resubmit his/her e-bids as and when required till the bid submission end date and time. The new bid will replace the e-bids submitted earlier. The payment made by the bidder earlier will be used for revised e-bids and the new bid submission summary generated after the successful submission of the revised e-bids will be considered for evaluation purposes. For resubmission, the bidder should first log in using his/her login ID and password and subsequently by his/her Digital Signature Certificate on the e-tender procurement portal <https://etender.up.nic.in>. The bidder should then select 'My Bids' option in the 'Bid Submission' menu. The page listing all the bids submitted by the bidder will be displayed. Click 'View' to see the details of the bid to be resubmitted. After selecting the 'Bid Resubmission' option, click 'Encrypt & Upload' to upload the revised e-bids documents by following the methodology provided in clause submission of e-bids above.

The bidders can submit their revised bids as many times as possible by uploading their e-bids documents within the scheduled date & time for submission of e-bids. No e-bids can be resubmitted subsequently after the deadline for submission of e-bids. The Client may, in exceptional circumstances, and at its sole discretion, extend and amend the above proposal due date by issuing a corrigendum.

19 RECEIPT AND OPENING OF E-BIDS

Bidders are advised to submit their e-bids in 'Two-packet' system with technical and financial bids separately on e-tender portal. Please note that the financial bid must not be quoted in the technical bid. The financial bid must only be quoted in the BOQ. On receipt on the e-Tender portal, the technical proposals will be opened by the Bid Evaluation Committee (BEC) members in the office of Invest UP, Lucknow.

The Client will open all e-Bids, in the presence of bidder's authorized representatives who choose to attend on the date and time mentioned in the 'Notice Inviting Tender'. The bidder's representatives who are present shall record their attendance on the attendance sheet. In the event of the specified date of e-bid opening being declared a holiday for the purchaser, the e-bids

shall be opened at the appointed time and place on the next working day. The bidder's names & the presence and other details as the purchaser at its discretion may consider appropriate, will be announced at the opening of the e-bids. The names of such bidders not meeting the qualification requirement shall be notified subsequently.

After the evaluation of the technical e-bids, the Client shall notify those bidders whose e-bids were considered non-responsive to the conditions as mentioned in this tender document and not meeting the qualification requirements indicating that they did not technically qualify for selection as the agency for this project. The Client will simultaneously notify on the e-tender portal <https://etender.up.nic.in>, whose technical e-bids were considered acceptable and have been shortlisted for the presentation and opening of their financial e-bids. The Client reserves the right to reject any proposal not submitted on time and which does not contain the information/documents as set out in this tender document. To facilitate evaluation of proposals, the Client may, at its sole discretion, seek clarifications in writing from any bidder regarding its proposal.

20 EVALUATION

The criteria for pre-qualification, technical evaluation and selection of bidders are set out under Section 'Eligibility Criteria and Evaluation Methodology'. As part of the evaluation, the Part I – Technical Submission shall be checked for responsiveness with the requirements of the tender document and only those proposals which are found to be responsive would be further invited to give a presentation in accordance with the criteria set out in this tender document.

Part I – Submission would be considered to be responsive if it meets the following conditions:

1. The amount towards the tender fee and EMD has been received on or before the proposal due date including any extension thereof.
2. It is signed and marked as stipulated in Clause 'Format and signing of e-bids' and 'Submission of e-bids'. It contains all the information and documents including proof of deposit of tender fee and EMD as requested in the tender document.

The responsive proposals shall be evaluated as per the criteria set out in Section 'Eligibility Criteria and Evaluation Methodology'.

Quality cum Cost-Based Selection (QCBS) method shall be adopted for selection of the agency, which has been fully described in Section 'Eligibility Criteria and Evaluation Methodology' of this tender document. The bidder achieving the highest combined technical and financial score will be considered to be the successful applicant and will be invited for negotiations, if required before the final contract signing (the "Successful Applicant").

The Client reserves the right to reject any proposal, if:

1. At any time, a material misrepresentation is made or discovered; or
2. The bidder does not respond promptly and diligently to requests for supplemental information required for the evaluation of the proposal.
3. In the event of acceptance of the proposal of the preferred bidder, the Client shall declare the preferred bidder as the successful bidder. The successful bidder(s) shall be issued the work order on priority.

21 PERFORMANCE SECURITY

The successful bidder shall at his own expense will deposit with the Client, within 10 (ten) days after the receipt of notification of award of the Letter of Intent (Work Order) from the Client, an

unconditional and irrevocable Performance Bank Guarantee (PBG) amounting to 10% of the Royalty from a scheduled commercial bank acceptable to the Client, payable on demand, for the due performance and fulfilment of the agreement by the bidder. All incidental charges whatsoever such as premium, commission, etc. with respect to the performance guarantee shall be borne by the bidder. The performance guarantee shall be valid at least for six months post completion of the project satisfactorily. Subject to the terms and conditions in the performance bank guarantee, at the end of 6 (six) months, the performance bank guarantee may be discharged/returned by the Client upon being satisfied that there has been due performance of obligations of the bidder under the agreement. However, no interest shall be payable on the performance guarantee.

Failure of the successful bidder to comply with the requirements of clause performance security shall constitute sufficient grounds for the annulment of the Work Order/LoA and forfeiture of the EMD. In such an event, the Client reserves the right to:

- a) Either invite the next best bidder to match with the financial proposal of the successful bidder, or;
- b) Take any such measures as may be deemed fit in the sole discretion of the Client, including annulment of the bidding process and blacklisting of the firm from the Client for any future work.

Notwithstanding anything contained in this tender document, the Client reserves the right to accept or reject any Proposal, or to annul the bidding process or reject all proposals, at any time without any liability or any obligation for such rejection or annulment. The bidding process shall be governed by, and construed in accordance with, the laws of India and the courts in Lucknow shall have exclusive jurisdiction over all disputes arising under, pursuant to and or in connection with the bidding process.

22 CONFLICT OF INTEREST

The Promoter shall not receive any remuneration in connection with the assignment except as provided in the Agreement. The Bidder and its affiliates shall not engage in activities that conflict with the interest of the Invest UP under the contract and shall be excluded from downstream supply of goods or construction of works or purchase of any asset or provision of any other service related to the assignment other than a continuation of the Services under the ongoing contract. It should be the requirement of the contract that the Bidder should provide professional, objective and impartial advice and at all times hold Invest UP's interest paramount, without any consideration for future work, and that in providing advice they avoid conflicts with other assignments and their own corporate interests. Bidder shall not be hired for any assignment that would be in conflict with their prior or current obligations to Invest UP, or that may place them in a position of being unable to carry out the assignment in the best interest of Invest UP. Without limitation on the generality of the foregoing, Bidder shall not be hired, under the circumstances set forth below:

1. **Conflict between assigned works and services:** A Bidder that has been engaged to provide goods, works, or services for a project, and each of its affiliates, shall be disqualified from providing services related to those goods, works or services. Conversely, a Bidder concern hired to provide services for the said event and each of its affiliates, shall be disqualified from subsequently providing goods, works or services for such preparation or implementation.

2. **Conflict among assignments:** Neither Bidder (including their personnel and) nor any of their affiliates shall be hired for any assignment that, by its nature, may be in conflict with another assignment of the Service Providers.
3. **Relationship with Employer's staff:** Bidder (including their personnel and sub-vendors) that have a business or family relationship with such member(s) of the Employer's staff or with the staff of the project implementing agency, who are directly or indirectly involved in any part of; (i) the preparation of the TOR of the contract, (ii) the selection process for such contract, or (iii) supervision of such contract; may not be awarded a contract unless it is established to the complete satisfaction of the employing authority, for the reason to be recorded in writing, that such relationship would not affect the aspects of fairness and transparency in the selection process and monitoring of Agency's work.

23 INTELLECTUAL PROPERTY RIGHTS

Invest UP shall remain the owner of all the content conceptualized, created, and implemented by the Promoter under this RFP. All intellectual property rights in the content whether in tangible or intangible form shall belong to Invest UP and the Promoter has no right to assign, licence, sell, or use any content conceptualized, created and implemented under this RFP and/or accompanying Agreement to any third party under any circumstances.

24 UNFAIR COMPETITIVE ADVANTAGE

Fairness and transparency in the selection process require that Bidders or their affiliates competing for a specific assignment do not derive a competitive advantage from having provided services related to the assignment in question. To that end, the request for proposals and all information would be made available to all short-listed bidders together.

25 CONFIDENTIALITY

Information relating to the examination, clarification, evaluation, and recommendation for the selection of Bidders shall not be disclosed to any person who is not officially concerned with the process or is not a retained professional adviser advising Invest UP in relation to, or matters arising out of, or concerning the Selection Process. Invest UP will treat all information, submitted as part of the Proposal, in confidence and will require all those who have access to such material to treat the same in confidence. Invest UP may not divulge any such information unless it is directed to do so by any statutory entity that has the power under law to require its disclosure or is to enforce or assert any right or privilege of the statutory entity and/or Invest UP.

The Event Management Agency and its Personnel shall not, either during the term of contract or within two years after the expiration or termination of the Agreement disclose any proprietary information, including information relating to reports, data, drawings, design software or other material, whether written or oral, in electronic or magnetic format, and the contents thereof; and any reports, digests or summaries created or derived from any of the foregoing that is provided by Invest UP to the Event Management Agency, and a Personnel of Event Management Agency any information provided by or relating to Invest UP, its technology, technical processes, business affairs or finances or any information relating to the Invest UP's employees, officers or other professionals or suppliers, customers, or contractors of Invest UP; and any other information which the Event Management Agency is under an obligation to keep confidential in relation to the assignment, the Services or the Agreement ("Confidential Information"), without the prior written consent of Invest UP.

Notwithstanding the aforesaid, the Event Management Agency, and its Personnel may disclose Confidential Information to the extent that such confidential Information:

- a) was in the public domain prior to its delivery to the Event Management Agency and its Personnel or becomes a part of the public knowledge from a source other than the Event Management Agency, and it's Personnel
- b) is required to be disclosed by Law or judicial or administrative or arbitral process or by any Governmental Instrumentalities, provided that before any such disclosure, the Event Management Agency, shall give Invest UP, written notice, and use reasonable efforts to ensure that such disclosure is accorded confidential treatment

26 FORCE MAJEURE

1. If the Event is excluded from the FIM Grand Prix World Championship Calendar in any year, or if it cannot proceed due to Force Majeure occurring before scrutineering and sporting checks, this Agreement shall be null and void for that year, without liability to either party, except for continuing liabilities for other years under this Agreement.
2. "Force Majeure" includes events beyond parties' control such as strikes, civil strife, natural disasters, and governmental actions affecting Event staging.
3. Force Majeure shall not include (i) any event which is caused by the negligence or intentional action of a Party or agents employees thereof, nor (ii) any event which a diligent Party could reasonably have been expected to both (A) take into account at the time of the conclusion of the Agreement and (B) avoid or overcome in the carrying out of its obligations hereunder.
4. Force Majeure shall not include insufficiency of funds or failure to make any payment required hereunder.
5. Invest UP will decide the eventuality of Force Majeure which will be binding on both the parties.

No Breach of Agreement: The failure of a Party to fulfil any of its obligations shall not be considered to be a breach of, or default under, the Agreement insofar as such inability arises from an event of Force Majeure, provided that the Party affected by such an event has taken all reasonable precautions, due care and reasonable alternative measures, all with the objective of carrying out the terms and conditions of the Agreement.

Actionable Measures:

1. A Party affected by an event of Force Majeure shall take all reasonable measures to remove such Party's inability to fulfill its obligations hereunder with a minimum of delay.
2. A Party affected by an event of Force Majeure shall notify the other Party of such event as soon as possible, and in any event not later than fourteen (14) days following the occurrence of such event, providing evidence of the nature and cause of such event, and shall similarly give notice of the restoration of normal conditions as soon as possible.
3. The Parties shall take all reasonable measures to minimize the consequences of any event of Force Majeure.

Payments: During the period of its inability to perform the Services as a result of an event of Force Majeure, the Event Management Agency shall be entitled to be reimbursed for costs reasonably and necessarily incurred by it during such period for the purposes of the Services and in reactivating the Services after the end of such period. Such expenses will be approved by Invest

UP. The Agency will have to provide proper justification and certificate from their auditors for such expenses on the format as may be decided by Invest UP.

Consultation: Not later than thirty (30) days after the Agency has, as the result of an event of Force Majeure, become unable to perform a material portion of the Services, the Parties shall consult with each other with a view to agreeing on appropriate measures to be taken in the circumstances.

27 SUSPENSION OF AGREEMENT

Invest UP may, by written notice of suspension to the Event Management Agency, without any obligation (financial or otherwise) suspend all the payments to the Event Management Agency hereunder if the Event Management Agency shall be in breach of the Agreement or shall fail to perform any of its obligations under the Agreement, including the carrying out of the Services; provided that such notice of suspension (i) shall specify the nature of the breach or failure, and (ii) shall provide an opportunity to the Event Management Agency to remedy such breach or failure within a period not exceeding thirty (30) days after receipt by the Event Management Agency of such notice of suspension.

28 TERMINATION OF AGREEMENT

Invest UP may terminate the Contract in whole or part without assigning any reason if:

- a) The qualified Bidder fails to perform any of the obligation(s) under the Contract.
- b) If the Bidder is in material breach of the representations and warranties contained in their bid.

The termination of contract shall be made by prior written notice of default sent to the Bidder. The bidder is not authorized to terminate the agreement before its maturity.

29 DISPUTE RESOLUTION

Amicable Settlement: The parties shall use their best efforts to settle amicably all disputes arising out of or in connection with the Agreement or the interpretation thereof. In the event of a dispute, differences or claim arises in connection with the interpretation or implementation of the agreement, the aggrieved party shall issue a written notice setting out the Dispute/differences or claim to the other party, parties shall first attempt to resolve such dispute through mutual consultation. If the dispute is not resolved as aforesaid within 15 days from the date of receipt of written notice, the matter will be referred for Arbitration.

Arbitration: In case any dispute is not resolved as per the condition of the tender, any party may issue a notice of reference, invoking resolution of disputes through arbitration in accordance with the provisions of the Arbitration Conciliation Act, 1996 and amendments thereof. The arbitral proceedings shall be conducted by a sole arbitrator that may be appointed with the consent of Parties to such dispute. If there is no agreement among the parties to the identity or appointment of such sole arbitrator within 30 days of issue of notice of reference, then the arbitral proceedings will be conducted by a panel of three arbitrators, one arbitrator to be appointed by Invest UP and other appointed by Event Management Agency and the third arbitrator to be mutually appointed by the other two arbitrators in accordance with provisions of Arbitration and Conciliation Act, 1996 and amendments thereof. Arbitration proceedings shall be conducted in, and the award shall be made in English language. Arbitration proceedings shall be conducted at Lucknow and following are agreed:

1. The arbitration award shall be final and binding on the Parties, and the Parties agree to be bound thereby and to act accordingly.

2. The arbitrator may award to the Party that substantially prevails on merit, its costs and reasonable expenses (including reasonable fees for counsel)
3. When any dispute is under arbitration, except for matters under dispute, the Parties shall continue to exercise their remaining respective rights and fulfil their remaining respective obligations under the Agreement.

30 INDEMNITY

1. The completion period of the entire work shall be as per the dates specified for the Event; this shall be deemed to be the essence of the contract. The time limit specified above and as approved in writing by Invest UP, shall be strictly adhered to and followed. Liquidated Damages will be applicable, on the entire value of the contract. In case of delay in completion of a specific job beyond the date of completion given by the Applicant and accepted by Invest UP, unless extended by Invest UP in writing, penalty would be at the rate of 1% of the decided royalty value for delay of each day taken by the Applicant, subject to maximum of 5% of the royalty value in addition to the total value of the royalty.
2. In case of observance of delay to deliver the work within stipulated time-limit, and if felt by Invest UP about the non-competence of the bidder to complete the work; Invest UP reserves the right to terminate the contract and get all the jobs or the delayed job completed through another agency of its choice. Any extra loss/cost that Invest UP will have to incur for completion of the balance job/s through another agency will be recovered from the initial contracting agency's account, Security deposit, etc.
3. Moreover, Invest UP shall be entitled to all other legal proceedings as may be required for shortfalls in recovery.

31 MISCELLANEOUS

The Selection Process shall be governed by, and construed in accordance with, the laws of India and the Courts at Lucknow shall have exclusive jurisdiction over all disputes arising under, pursuant to and/or in connection with the Selection Process.

Invest UP, in its sole discretion and without incurring any obligation or liability, reserves the right, at any time, to:

1. suspend and/or cancel the Selection Process and/or amend and/or supplement the Selection Process or modify the dates or other terms and conditions relating thereto;
2. consult with any Bidder in order to receive clarification or further information;
3. retain any information and/or evidence submitted to Invest UP by, on behalf of and/or in relation to any Bidder; and/or
4. independently verify, disqualify, reject and/or accept all submissions or other information and/or evidence submitted by or on behalf of any Bidder.

It shall be deemed that by submitting the Proposal, the Bidder agrees and releases Invest UP, its employees, agents and advisers, irrevocably, unconditionally, fully and finally from any and all liability for claims, losses, damages, costs, expenses or liabilities in any way related to or arising from the exercise of any rights and/or performance of any obligations hereunder, pursuant hereto and/or in connection herewith and waives any and all rights and/or claims it may have in this respect, whether actual or contingent, whether present or future.

32 PAYMENT

The payments to be made by the successful applicant to Invest UP as per following schedule:

Payment Schedule	% of Royalty
Within 10 days of announcement of Race Schedule for MotoGP Bharat by Dorna Sports	5%
One month before the Event Start Date	20%
One week before the Event Start Date	25%
Within One month of completion of Event	50%

1. Services under the contract shall be provided strictly in accordance with the schedule specified in the purchase/work order.
2. Delay(s) in the performance obligations including delay in payment of royalty amount as per the timeline mentioned in this shall render the selected agency/supplier of service liable to any or all as may be decided by Invest UP;
 - o Penalty as per the stipulation in Indemnity clause
 - o forfeiture of performance security (S/D),
 - o imposition of liquidated damages and/or termination of the contract for default, and/or
 - o barring the promoter for 3 years.
3. If at any time during performance of the contract, the supplier should encounter conditions impeding timely delivery of the services, the supplier shall promptly notify in writing of the full fact about the delay, its likely duration & cause(s). As soon as practicable after receipt of the supplier's notice, the discretion to extend the period for performance of the contract after mutual discussions, lies with the purchaser i.e. Invest UP.
4. If the Event Contractor fails to deliver required work as per agreed schedule or quality, Invest UP can appoint other Agencies, Contractors and actual payment made to these agencies shall be deducted from the security agency and bank guarantee available.

33 ELIGIBILITY CRITERIA AND EVALUATION METHODOLOGY

Bidders which are registered on the e-tender portal are eligible to participate in this e-tendering process. E-bids submitted by any other bidders will be treated as non-responsive and will not be considered against this e-bid. New bidders who wish to participate should initiate new registration on the e-tender portal to be able to participate in the process.

1. Pre-Qualification Criteria

Note: Qualitative comparative evaluation of work credentials amongst the participating bidders may be applied. Work credentials will be considered as on last date of submission of e-bids. Since the characteristics of the project is special in nature and is being desired for a marquee event, the Client will perform sufficient analysis & checks on the technical capability/credentials of the bidders and comparison for each of the projects suggested by the bidder. Evaluation will be finally based on the decision of Client.

S. No.	Criteria	Documentary Evidence
1.	The bidding entity should be a registered entity with minimum 5 years of existence on the day of the submission of e-bid.	<ul style="list-style-type: none"> ➤ Duly registered copy of Partnership Deed/MOA of the Company/Certificate of Incorporation/ Registration Certificate of the firm /Company/Agency in the country of origin (as per law of the country origin). ➤ Valid PAN, TIN (Taxpayer Identification Number)/TAN (as per law of the country origin)
2.	<p>The bidding entity must have minimum Average Annual Turnover of at least Rs. 200 Cr. in last 3 financial years from 2021-2024 (i.e. 2021-22, 2022-23 and 2023-24) from Event, Advertising and Marketing related activity.</p> <p>(Turnover of sister concerns/ affiliates will not be considered)</p>	<ul style="list-style-type: none"> ➤ CA certificate (original) Audited balance sheets for any three financial years from 2021-2024 (i.e. 2021-22, 2022-23 and 2023-24) to support the claim
3.	<p>The bidding entity must have positive Net Worth.</p> <p>(Net worth of sister concerns/ affiliates will not be considered)</p>	<ul style="list-style-type: none"> ➤ CA/Auditor certificate certifying the present net worth.
4.	<p>Prior experience of hosting/organising at least 2 large scale sporting event or hosting/organising large events showcasing organizational capabilities in last 8 years.</p> <p>(A large-scale event is a significant gathering or happening that typically draws at least 20,000 participants, spectators, or both, and requires substantial logistical planning and coordination. These events can occur over several days (not one day) and have a broad impact on the host city or region, often attracting international attention and media coverage.)</p>	<ul style="list-style-type: none"> ➤ LoA/Agreement/Contract/Work order/Completion certificate, duly certified by the authorized signatory of the bidding company ➤ Appendix D (Project Data Sheet) for each of the project with all listed details. In any case, projects for which Appendix D is not submitted will not be considered. Appendix D must clearly indicate the scale of event, presence of dignitaries, event scope, actual delivery to establish the fulfilment of the criteria. ➤ Any other promotional material or literature to be enclosed in support of projects

5.	The bidding entity must not be blacklisted, terminated, debarred by any State or Central Government or their agencies and should not have been found guilty of any criminal offence by any court of law, in the last seven (7) years.	➤ Affidavit (Appendix G format only) by the authorised signatory
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2. Technical Evaluation Criteria

S. No.	Evaluation Criteria	Score
1	Relevant Experience	70
1.1	<p>The bidding entity should be a registered entity with minimum 5 years of existence on the day of the submission of e-bid.</p> <p>Marking:</p> <p>05 Years – 10 Years of existence – 10 Marks 10 Years – 15 Years of Existence – 12 Marks 15 Years – 18 Years of Existence – 15 Marks 18 Years – 20 Years of Existence – 18 Marks 20 Years + Existence – 20 Marks</p>	20
1.1	<p>A minimum Average Annual Turnover of at least Rs. 200 Cr. in last 3 financial years from 2021-2024 (i.e. 2021-22, 2022-23 and 2023-24) from Event, Advertising and Marketing related activity.</p> <p>Marking:</p> <p>INR 200-250 Crore- 10 marks INR 250-300 Crore- 15 marks INR 300 Crore+- 25 marks</p> <p>Documentary Evidence:</p> <ul style="list-style-type: none"> • CA certificate (Original) • Audited balance sheets for any three financial years from 2022-2024 (i.e. 2021-22, 2022-23 and 2023-24) to support the claim 	25
1.2	<p>Prior experience of hosting at least 2 large scale sporting event or similar events showcasing organizational capabilities in last 5 years. (A large-scale event is a significant gathering or happening that typically draws at least 20,000 participants, spectators, or both, and requires substantial logistical planning and coordination. These events can occur over several days (not one day) and have a broad impact on the host city or region, often attracting international attention and media coverage.)</p> <p>Marking:</p>	15

	<p>2 No. of sporting/large scale Events conducted: 5 marks</p> <p>Between 3 to 5 No. of sporting/large scale Events conducted: 10 marks</p> <p>More than 5 No. of sporting/large scale Events conducted: 15 marks</p> <p>Documentary Evidence:</p> <ul style="list-style-type: none"> • LoA/Agreement/Contract/Work order/Completion certificate, duly certified by the authorized signatory of the bidding company • Appendix D (Project Data Sheet) for each of the project with all listed details. In any case, projects for which Appendix D is not submitted will not be considered • Any other promotional material or literature to be enclosed in support of projects • Appendix D must clearly indicate the scale of event, presence of dignitaries, event scope, actual delivery to establish the fulfilment of the criteria 	
1.3	<p>Experience of organising Dynamic Track Events on motor sports in India for two-wheeler automobile companies:</p> <p>1 Event – 2 Marks</p> <p>2 to 3 Events – 3 Marks</p> <p>More than 3 Events – 5 Marks</p>	5
1.4	<p>Experience of organising Dynamic Track Events on international MotoGP Circuits (apart from India) for two-wheeler automobile companies:</p> <p>1 Event – 2 Marks</p> <p>2 to 3 Events – 3 Marks</p> <p>More than 3 Events – 5 Marks</p>	5
2	Technical Presentation	30
2.1	<p>Technical Presentation to the Committee on the understanding of the project, capability for organizing event, Institutional tie-ups, manpower availability, assets availability, sports event/ similar kind of event organizing experience, design proposed for the event, concept for business conclave, presentation of overall ambience for the venue, the complete work flow of organizing of Moto GP, media and promotional plan, use of IT, Innovativeness of organizing event. The guideline for presentation is given in Appendix F</p>	30
	Grand Total	100

Note: Each page of the technical bid, including all the supporting documents and Appendix must be signed at the authorized signatory of the bidding entity and stamped.

The technical score (Ts) for the technical proposal will be the arithmetic sum of the marks assigned to the bidders under each of the parameters listed above. **The bidder is required to achieve a minimum technical score of 70 marks (benchmark score) for opening of financial bids.**

3. Evaluation Methodology

The financial proposals shall be given scores as follows:

- Financial score (Pf) = $100 \times \frac{\text{Financial proposal of bidder under consideration}}{\text{Financial Proposal of Highest bidder}}$

The composite score shall be computed as follows:

- Composite score = $(Pe \times 0.70) + (Pf \times 0.30)$

The **evaluation methodology will be based on quality and Cost Based Selection Method (Q.C.B.S.), with 70% weightage on technical score and 30% weightage on financial score.** The bidder obtaining the highest composite score would be declared as the selected bidder.

Example:

The following procedure will be followed. In response to the RFP, 3 proposals, A, B & C were received. The bid evaluation committee awarded them 70, 80 and 90 marks respectively. The minimum qualifying marks were 70. All the 3 proposals were, therefore, found technically suitable and their financial proposals were opened after notifying the date and time of bid opening to the successful participants. The evaluation committee examined the financial proposals and evaluated the quoted prices as under:

Proposal	Evaluated Cost
A	120
B	100
C	110

Using the formula $LEC \times 100/EC$, where LEC stands for Lowest Evaluated Cost and EC stands for Evaluated Cost, the committee gave them the following points for financial proposals:

- A: $100 \times 120 / 120 = 100$ points
- B: $100 \times 100 / 120 = 83.33$ points
- C: $100 \times 110 / 120 = 91.67$ points

In the combined evaluation, thereafter, the evaluation committee calculated the combined Technical and Financial score as under:

- Proposal A: $70 \times 0.70 + 100 \times 0.30 = 79$ points
- Proposal B: $80 \times 0.70 + 83.33 \times 0.30 = 81$ points
- Proposal C: $90 \times 0.70 + 91.67 \times 0.30 = 90.50$ points

The three proposals in the combined technical and financial evaluation were ranked as under:

- Proposal A: 79 points H3
- Proposal B: 81 points H2
- Proposal C: 90.5 points H1

Proposal C at the evaluated royalty fee of Rs. 110 was, therefore, considered for selection and recommended for approval, to the competent authority.

Note: Bidders are advised that Selection will be entirely at the discretion of Invest UP. Bidders will be deemed to have understood and agreed that no explanation or justification on any aspect of the Selection Process or Selection will be given. Any information contained in the Proposal shall not in any way be construed as binding on Invest UP, its agents, successors or assigns, but shall be binding against the Bidder if the work is subsequently awarded to it.

Note: Submission of forged documents will also result in summary rejection of the bid.

Important note: E-bid should comprise of following sections:

- I. Technical Bid
- II. Financial Bid

Both the bids must be submitted separately on the e-tender portal <https://etender.up.nic.in>. The financial quote must not be quoted in the technical bid. The prices should be quoted in the financial bid only.

34 FRAUD AND CORRUPT PRACTICES

The bidders and their respective officers, employees, agents and advisers shall observe the highest standard of ethics during the bidding process and subsequent to the issue of the LoA and during the entire project duration. Notwithstanding anything to the contrary contained herein, or in the LoA, the Client may reject a bid, withdraw the LoA, or terminate the association with the Promoter, as the case may be, without being liable in any manner whatsoever to the bidder, if it determines that the bidder, has, directly or indirectly or through an agent, engaged in corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice in the bidding process. In such an event, the authority shall be entitled to forfeit and appropriate performance security, as damages, without prejudice to any other right or remedy that may be available to the Client under the bidding documents and/or the LoA, or otherwise.

Without prejudice to the rights of the Client under the clause 'Fraud and corrupt practices' hereinabove and the rights and remedies which the Client may have under the LoA, or otherwise if a bidder, is found by the Client to have directly or indirectly or through an agent, engaged or indulged in any corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice during the bidding process, or after the issue of the LoA or the project duration, such bidder shall not be eligible to participate in any tender or RFP issued by the Client for a period of 2 years from the date such bidder, is found by the authority to have directly or indirectly or through an agent, engaged or indulged in any corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practices, as the case may be.

For the purposes of this clause 'Fraud and corrupt practices', the following terms shall have the meaning hereinafter respectively assigned to them:

- A. '**corrupt practice**' means (i) the offering, giving, receiving, or soliciting, directly or indirectly, of anything of value to influence the actions of any person connected with the bidding process (for avoidance of doubt, offering of employment to or employing or engaging in any manner whatsoever, directly or indirectly, any official of the Client who is or has been associated in any manner, directly or indirectly, with the bidding process

or the LoA or has dealt with matters concerning or arising therefrom, before or after the execution thereof, at any time prior to the expiry of one year from the date such official resigns or retires from or otherwise ceases to be in the service of the Client, shall be deemed to constitute influencing the actions of a person connected with the bidding process); or (ii) save and except as permitted under the clause 'Performance security' (B) of this tender, engaging in any manner whatsoever, whether during the bidding process or after the issue of the LoA or during the project duration, as the case may be, any person in respect of any matter relating to the Project or the LoA, who at any time has been or is a legal, financial or technical adviser of the Client in relation to any matter concerning the project;

- B. **'fraudulent practice'** means a misrepresentation or omission of facts or suppression of facts or disclosure of incomplete facts, in order to influence the bidding process;
- C. **'coercive practice'** means impairing or harming, or threatening to impair or harm, directly or indirectly, any person or property to influence any person's participation or action in the bidding process;
- D. **'undesirable practice'** means (i) establishing contact with any person connected with or employed or engaged by the Client with the objective of canvassing, lobbying or in any manner influencing or attempting to influence the bidding process; or (ii) having a conflict of interest; and;
- E. **'restrictive practice'** means forming a cartel or arriving at any understanding or arrangement among bidders with the objective of restricting or manipulating a full and fair competition in the bidding process.

35 Penalties

The Promoter shall at all times during the Framework Period comply with the Scope of Work and achieve the Scope of Work targets set out in this document. Failure to do so will be subject to penalty of 10% of the Royalty.

Appendices

Appendix A-

Cover Letter for Bid

(To be submitted on the letterhead of the bidder)

The Chief Executive Officer,

Invest UP,
6th Floor,
Gomti Nagar,
Lucknow-226001

Sub: Selection of a Promoter Agency for Conceptualizing, Organising and promoting the MotoGP event in India

Dear Sir,

1. With reference to your RFP document dated....., we, having examined the Bidding Documents and understood their contents, hereby submit our Proposal for the aforesaid Assignment. This proposal is unconditional.
2. All information provided in the **Proposal** and in the Appendices is true and correct.
3. This statement is made for the express purpose of qualifying as a Bidder for undertaking the Assignment.
4. We shall make available to the Invest UP any additional information it may find necessary or require to supplement or authenticate the Bid.
5. We acknowledge the right of the Invest UP to reject our Proposal without assigning any reason or otherwise and hereby waive our right to challenge the same on any account whatsoever.
6. We certify that, we have neither failed to perform on any contract, as evidenced by judicial pronouncement or arbitration award, nor been expelled from any project or contract nor have had any contract terminated for breach on our part nor blacklisted nor debarred by any state/ central Government or their agencies including Central/State Level Public Enterprises.
7. We declare that:
 - A. We have examined and have no reservations to the Bidding Documents, including any Addendum issued by the Invest UP.
 - B. We do not have any conflict of interest in accordance the RFP document;
 - C. We have not directly or indirectly or through an agent engaged or indulged in any corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice, as defined in the RFP document, in respect of any tender or request for proposal issued by or any agreement entered into with the Invest UP or any other public sector enterprise or any government, Central or State; and
 - D. We hereby certify that we have taken steps to ensure that in conformity with the provisions of the RFP, no person acting for us or on our behalf has engaged or will engage in any corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice.

8. We understand that you may cancel the Bidding Process at any time and that you are neither bound to accept any Proposal that you may receive nor to invite the Bidders to Bid for the Assignment, without incurring any liability to the Bidders, in accordance with the RFP document.
9. We understand that, in case of any fact found false, the proposal shall be treated as cancelled even after award of LoA.
10. We declare that we are not a member of any other firm submitting a Proposal for the Assignment.
11. We certify that in regard to matters other than security and integrity of the country, we (any member of consortium) have not been convicted by a Court of Law or indicted or adverse orders passed by a regulatory authority which could cast a doubt on our ability to undertake the Assignment or which relates to a grave offence that outrages the moral sense of the community.
12. We further certify that in regard to matters relating to security and integrity of the country, we (any member of consortium) have not been charge-sheeted by any agency of the Government or convicted by a Court of Law for any offence committed by us or by any of our Associates.
13. We further certify that no investigation by a regulatory authority is pending either against us (any member of consortium) or against our Associates or against our CEO or any of our Directors/ Managers/ employees.
14. We undertake that in case due to any change in facts or circumstances during the Bidding Process, we are attracted by the provisions of disqualification in terms of the guidelines referred to above, we shall intimate the Invest UP of the same immediately.
15. We hereby irrevocably waive any right which we may have at any stage at law or howsoever otherwise arising to challenge or question any decision taken by the Invest UP in connection with the selection of the Bidder, or in connection with the Bidding Process itself, in respect of the above-mentioned Assignment and the terms and implementation thereof.
16. In the event of our being declared as the successful Bidder, we agree to enter into an Agreement in accordance with the draft that has been provided to us prior to the Proposal Due Date. We agree not to seek any changes in the aforesaid draft and agree to abide by the same.
17. We have studied all the Bidding Document carefully. We understand that except to the extent as expressly set forth in the Agreement, we shall have no claim, right or title arising out of any documents or information provided to us by the Invest UP or in respect of any matter arising out of or concerning or relating to the Bidding Process including the award of Concession.
18. We agree and understand that the Proposal is subject to the provisions of the Bidding Document. In no case, we shall have any claim or right of whatsoever nature if the assignment is not awarded to us or our Proposal is not opened.
19. We agree to keep this offer valid for 180 (One hundred eighty) days from the Proposal Due Date specified in the RFP.
20. We agree and undertake to abide by all the terms and conditions of the RFP document.

21. In case of a Consortium (maximum 3 allowed) information regarding the role of each Member should be as per table below:

Sl. No.	Name of Member	Role	Percentage of Equity in Consortium

In witness thereof, we submit this Proposal under and in accordance with the terms of the RFP document.

Yours faithfully,

Date: (Signature of the Authorized signatory)

Place: (Name and designation of the of the Authorized signatory)

Name and seal of Bidder

Appendix B –**Organisational Profile:****FORM-I****Details of Bidder**

(On the letterhead of the bidder)

1.	Name of the project	Promoter Agency for Conceptualizing, Organising and promoting the MotoGP event in India	
2.	Name of the bidder firm/Consortium		
3.	Domicile of Firm	Indian/Foreign	
4.	Registered Office	Address (With Pin Code)	
		Telephone Nos. (With STD/ISD Code)	
		Fax Nos. (With STD/ISD Code)	
		E-mail ID	
		Website	
5.	<p>➤ Duly registered copy of Partnership Deed/MOA of the Company / Certificate of Incorporation/ Registration Certificate of the firm /Company/Agency in the country of origin (as per law of the country origin). (Copy to be Enclosed)</p>		
6.	<p>➤ Valid PAN, TIN (Taxpayer Identification Number)/TAN (as per law of the country origin) (Copy to be Enclosed)</p>		

7.	Name and designation of the Chief Executive of the firm	
8.	Name and designation of the authority that is authorized to sign the e-Bid document	
9.	Cost of tender (Details of the Payment) EMD amount (Details of the Payment)	
9.	Other Eligibility documents attached:	
9 A.	Documents in evidence of Past Experience	
9 A I.	List of important clients	
9A II.	Proof of such association like accreditations, memberships and certificates from important past clients	

FORM-II

Management/Supervisory Personnel and Labour Resources.

(On the letterhead of the bidder)

Promoters shall provide a list of key personnel, including names, proposed to manage the works package.

Position	Name of Proposed Representative
Project Director	
Project Manager	
Project Supervisor(s)	
Key Technical Discipline Lead(s)	
(Other – please list)	

Appendix C-

Format for Power of Attorney for signing of proposal

(On stamp paper of INR 100/-)

POWER OF ATTORNEY

Know all men by these presents, we _____ (name and address of the registered office) do hereby constitute, appoint and authorize by Mr./Ms. _____ (name and address of residence) who is presently employed with us and holding the position of _____ as our representative, to do in our name and on our behalf, all such acts, deeds and things necessary in connection with or incidental to our proposal for the **Selection of a Promoter Agency for Conceptualizing, Organising and promoting the MotoGP event in India** including signing and submission of all documents and providing information/ responses to Invest UP, representing us in all matters before Invest UP in connection with our proposal for the said Project.

We hereby agree to ratify all acts, deeds and things lawfully done by our said representative pursuant to this Power of representative and that all acts, deeds and things done by our aforesaid attorney shall always be deemed to have been done by us.

(Signature)

(Name, Title and Address)

I Accept

_____ (Signature)

(Name, Title and Address of the Attorney)

Notes:

The mode of execution of the Power of Attorney should be in accordance with the procedure, if any, laid down by the applicable law and the charter documents of the executant(s). Also, where required, the executants(s) should submit for verification the extract of the charter documents and documents such as a resolution / power of attorney in favour of the Person executing this Power of Attorney for the delegation of power hereunder on behalf of the Event Management Agency.

In case the Proposal is signed by an authorized signatory on behalf of the bidder, a copy of appropriate resolution certified by company secretary conveying such authority may be enclosed in lieu of the power of Attorney.

Appendix D-
Project Details:

(To be used for providing additional information for past projects)

Name of the Firm: _____

Event Name:		Country
Project Location & Country:		Type of Event:
Name of Client		No. of Participants:
		Cost (Rs Crore):
Start Date (Month/Year)	Completion Date (Month/Year)	Approx. Value of Services (in INR):
Description of the Project:		
Description & Samples (if any) of Actual Services provided:		

This is to certify that the above information has been examined by us on the basis of Documents viz. Letter of Award/Agreement, duly certified by the authorized signatory of the bidding company/Chartered Accountant to be enclosed in support of conducted summits and found correct.

(Signature, Address, Seal & Membership No. of Chartered Accountant) OR (Signature of the Authorized Signatory)

Note: Documents viz. Letter of Award/Agreement, duly certified by the authorized signatory of the bidding company/Chartered Accountant to be enclosed in support of projects. In addition, samples of creatives, video links etc. also needs to be furnished as sought in individual eligibility criteria.

Appendix E-

Financial Capacity of the Bidder/Lead Member of Consortium

(Chartered Accountant certificate, for any three consecutive financial years from 2021-2024
(i.e. 2021-22, 2022-23 and 2023-24))

Bidder:				
Financial Year	2021-22	2022-23	2023-2024	Average Annual Turnover
Annual Turnover				
Net Worth				

(Turnover of sister concerns/ affiliates will not be considered)

Name & address of Bidder:

Instructions:

The Bidder shall submit a Chartered Accountant certificate only. The certificate should mention:

1. CA certification regarding annual turnover for the last three financial years (2021-2024 (i.e. 2021-22, 2022-23 and 2023-24))
2. Net worth for the last three financial years (2021-2024 (i.e. 2021-22, 2022-23 and 2023-24)).
3. A certificate of net worth being positive.

Appendix F-

Guidelines for Technical Presentation

Detailed presentation on the concept and execution plan for MotoGP Bharat at Buddh International Circuit, Greater Noida. It must include, but not limited to:

- Quality of Previous similar work
- EMA's vision with MotoGP Bharat-2025 and concept for Business Conclave of Invest UP
- Race organisation and operation plan.
- Media and Promotional plan including Social Media plan/strategy.
- Site layout plan, detailing each element of the event, area demarcation, access & navigation and structural requirements.
- Ambience décor & design theme for MotoGP Bharat-2025 event venue and all its elements (exterior & interior)
- Comprehensive infrastructure plan, including but not limited to, all hangers and its interior setup
- Design rendering for the entire venue and all its elements
- Overall branding plan, including but not limited to, venue branding plan (indoor and outdoor), VIP village, VIP Lounge and welcome gates, entry/exit points, walkways, all hangar, lounges, etc.
- Collateral and brand creative samples, including but not limited to, invitation card, car pass, delegate badges with lanyard, pen drive, etc.
- Emergency & security services plan, CCTV deployment, access routes, evacuation plan and all strategy related to the safety and security of the event
- Any other concept or innovative concepts to elevate the overall appeal of MotoGP Bharat-2025
- Strategy to promote Uttar Pradesh as best investment destination.

Appendix G:

Non-Debarment Affidavit

(On stamp paper of INR 100/-)

Date:

To,

The Chief Executive Office

Invest UP,

6th Floor, Block A,

PICUP Bhawan,

Gomti Nagar,

Lucknow-

Reference: Selection of a Promoter Agency for Conceptualizing, Organising and promoting the MotoGP event in India

Dear sir,

I/We _____ hereby declare that statements, project documents, credentials, documentary evidence, financial statements and other tender documents in the proposal are true, authentic to the best of my/our knowledge. I/we have not incorporated any information not undertaken by us, in the proposal. I/We, for the purpose of the said RFP, have not forged, misrepresented & misled any information that has not been undertaken by us. For the purpose of the evaluation, Invest UP, has the right to verify the authenticity of the proposal submitted by us.

I/We fully understand that in case of furnishing any false documents or statements, forging, misrepresentation & producing misleading information in the proposal, and failure to abide by the terms and conditions of the tender, I/we are liable to any actions that may be taken against us by Invest UP.

I/We, also declare that I/We have not be blacklisted / terminated / debarred by any State or Central Government of any country or their agencies and have not been found guilty of any criminal offence by any court of law, in the last seven (7) years.

All abovementioned point is true, authentic to the best of my/our knowledge

Yours faithfully,

Name of the Bidder

.....

Signature of the Authorised Person

.....

Name of the Authorized Person

Appendix I:

"Promoters Contract Form/Promoters Agreement (Draft)"

FIM GRAND PRIX WORLD CHAMPIONSHIP

YEAR

PROMOTERS CONTRACT

COUNTRY:

CIRCUIT:

This agreement made the _____ day of _____, 20__

BY AND BETWEEN

- 1) **DORNA SPORTS, S.L.** a company incorporated in Spain as of Príncipe de Vergara, 183 ; 28002 MADRID with registered number ES B-84760800 (hereinafter referred to as "DORNA")
- 2) **INVEST UP** a society incorporated under the societies registration act of India with its registered office at 4th floor, A-Wing, PICUP Bhawan, Gomti Nagar, Lucknow – 226 010, with registered number: xxxxxxxx and represented by Mr. xxxxxxxxx. (Hereinafter referred to as **Invest UP**).

AND

- 3) _____ a company incorporated according to the laws of _____ whose principal place of business is at _____ with registered number _____ (hereinafter referred to as "THE PROMOTERS")

WHEREAS

- A. Pursuant to various agreements, in particular an agreement made as at 19th. December, 1994 between the Fédération Internationale Motocycliste ("FIM"), DORNA and others ("the Principal Agreement"), DORNA has the sole right (inter alia) to negotiate and enter into agreements regulating the promotion of Events of the FIM Grand Prix World Championship (formerly known as FIM Road Racing World Championship Grand Prix or FIM Circuit Racing World Championship Grand Prix) entered on the official FIM Grand Prix World Championship Calendar and counting for the FIM Grand Prix World Championship in various classes, it being understood that such agreements will govern exclusively the commercial and financial management of the Events.
- B. Invest UP is an organization of the State Government of Uttar Pradesh dedicated towards promoting and facilitating investment in the state, besides solving various problems of existing & up-coming industries.

- C. DORNA and Invest UP are each party to the EVENT HOSTING AGREEMENT dated as of the 4th of July 2024, by means of which DORNA granted Invest UP the hosting rights of a Grand Prix of MotoGP™ during the in the years 2025, 2026 and 2027 in Uttar Pradesh, together with certain other rights and/or services.
- B. THE PROMOTERS wish to promote the Event (as hereinafter defined) at an homologated circuit in India/ Uttar Pradesh (hereinafter referred to as "the Circuit" and which expression shall include all areas within the boundaries or confines thereof from time to time) and the parties wish to record their agreement in that regard on the terms and conditions hereinafter set out.

ACCORDINGLY, IT IS HEREBY DECLARED AND AGREED AS FOLLOWS:

In this Agreement (including recitals and schedules) except where the context otherwise requires:

"Circuit" means the circuit known as Buddh International Circuit which expression shall be deemed to include all areas within the boundaries or confines thereof from time to time excluding any area within such boundaries or confines (i) over which the Promoters have no legal possession and (ii) in respect of which the Promoters do not give or receive any monies or other benefit of any kind for the use of such area.

"Commercial Rights" mean all the rights in and to the commercial exploitation of the Event, including but not limited those defined and described in Schedule 2 which are held by DORNA including (i) the right to retain all incomes derived from the exercise or exploitation of the Commercial Rights (or from each one of them individually) and (ii) the right to exercise such rights on behalf of its own and sole benefit in accordance with the conditions stated in Schedule 2 which, at all effects, form part of this Agreement.

"Competitors" means those Teams (all its personnel included) and riders who are validly entered for and accepted to take part in the Event;

"Event" means each and any Circuit Racing event scheduled to be held at the Circuit in any year during the Term, entered in the official FIM Grand Prix World Championship Calendar for that year and which counts for the FIM Grand Prix World Championship such event to include scrutineering, practice, qualifying (if any), Race and podium ceremony in any or all of the following classes or those which could substitute them, namely: Moto3™, Moto2™ and MotoGP™ class as defined in the Series Regulations (it being acknowledged that variations will occur to the Series Regulations from time to time pursuant to (and only pursuant to) the Principal Agreement with regard to the precise classification for each of the MotoGP™ class, Moto2™ class and Moto3™ class) together with such other (and only such other) races, events and on-track activities (if any) as DORNA may expressly approve or require from time to time;

" FIM Grand Prix World Championship " means the FIM Grand Prix World Championship (formerly known as FIM Road Racing World Championship Grand Prix or FIM Circuit Racing World Championship Grand Prix) organised and promoted in accordance with the DORNA's Promoters Manual and with the Sporting Regulations (which include: Technical Regulations, Medical Code, Disciplinary and Arbitration Proceedings and Circuit safety standards) referred to therein as supplemented or amended from time to time (hereinafter collectively referred to as the "Series Regulations"). The FIM Grand Prix World Championship is also know by its commercial name "MotoGP", which denomination and logo are validly registered trademarks property of DORNA.

"Grand Prix" means any and all of the events pertaining to the FIM Grand Prix World Championship.

“Media Rights” means with respect to the FIM Grand Prix World Championship and specifically to the Event and all aspects thereof, the organization, management, production, recording, edit, broadcast, transmission, public communication or any form of commercial exploitation (for film, television, video, radio, internet and/or any other intangible or tangible support, means, technology and/or electronic media of any nature now known or thereafter invented) of all forms of sound, all forms of visual images, including without limitation moving picture images, and/or distinctive sensitive representation irrespective of how such sounds and/or images are or may be generated, created, recorded, preserved, reproduced, copied, created, received, distributed, made available, transmitted, broadcast, received or otherwise dealt with by any known or future means, modes, technology or media. For the avoidance of doubt, the term "moving pictures" in this Agreement (and in particular in this definition) shall be deemed to include any and all moving picture images and/or augmented or virtual reality images of any kind whatsoever, with or without sound, (together with any and all still pictures derived or capable of being derived therefrom) whether now or hereafter made or known, of any length or lengths, and impressed on or contained in any kind of material or any signal or electronic means capable of being originated, generated, stored, recorded, preserved, reproduced, received, transmitted, exhibited, put at disposal, broadcast or any other kind of transmission by any support, technology, media and/or means whatsoever now or hereafter known by any present or future means;

All rights in and to the Media Rights are held by DORNA including (i) the right to retain all incomes derived from the exercise or exploitation of the Media Rights (or from each one of them individually) and (ii) the right to exercise such rights on behalf of its own and sole benefit at its sole discretion.

"Passes" means any tickets, passes or credentials (excluding general admission or grandstand tickets available for sale to the general public and which grant a right of entry into the Circuit for the Event) which grant a right of entry (whether vehicular or pedestrian) into the Circuit and/or into any particular area(s) within the Circuit for or in connection with the Event (or any part thereof) (whether or not such tickets, passes or credentials also grant a right of entry to any other round of the FIM Grand Prix World Championship) and "Pass" means any single such ticket, pass or credential (excluding any general admission or grandstand ticket available for sale to the general public and which grants a right of entry into the Circuit for the Event);

"Race" means each and any race held during the Event in the MotoGP™ class, Moto2™ class and Moto3™ class and approved events/on-track activities;

"Circuit Racing" means motorcycle racing on permanent homologated race tracks in the context of a world championship in any class whatsoever including without limitation in the MotoGP™ class, Moto2™ class and Moto3™ class (or in any class or classes purporting to be MotoGP™ class, Moto2™ class and/or Moto3™ class) but excluding motorcycle racing in superbike and endurance categories as such categories are known and exist as at the date of execution of this Agreement.

"the Term" means the period commencing on the date upon which this Agreement comes into force pursuant to clause 48 and ending on the 31st. day of December 2027, subject to Clause 45

1. THE PROMOTERS will promote the Event and DORNA will arrange for no less than thirteen (13) motorcycles with thirteen (13) riders of an acceptable standard in the MotoGP™ class, Moto2™ class and/or Moto3™ class respectively to take part in the Event on the date set out in the official FIM Grand Prix World Championship Calendar in the years 2025, 2026 and 2027 in accordance with, the DORNA's Promoters Manual, and the Series Regulations. Regulations which THE

PROMOTERS, expressly recognize, have received, examined and understood.

2. In consideration of the foregoing THE PROMOTERS warrant as follows:

- (A) that they have the sole and exclusive right subject only to any conditions that have already been notified in writing to DORNA to promote the Event in each year during the Term.
- (B) that they are in sole and exclusive possession of all the required rights, permits, licences and consents relating to the Circuit upon which the Event is to be held;
- (C) that they have applied for and obtained (or as the case may be will apply for and obtain) all licences permits and consents (including if such be the case Governmental consents) which are necessary for the Event to take place and that all such licences, permits and consents are or will be unconditional or subject only to such conditions as have already been notified in writing to DORNA and that they are or will not be subject to revocation;
- (D) that the Circuit will be ready for homologation by the FIM not later than 180 days before the first Event of the Term and not later than 90 days before each Event thereafter.
- (E) that they will be liable to pay for the Calendar Fee when requested by its National Federation.
- (F) that THE PROMOTERS shall be responsible for contracting all needed personnel to comply with its obligations under this Agreement. THE PROMOTERS hereby undertake and warrant that all the staff working and personnel hired and under THE PROMOTERS' instructions for the purpose of this Agreement will be legally employed according to the applicable labour legislation and covered by all necessary social insurance required in the territory where the Event is held.

THE PROMOTERS shall be responsible for and bear all costs involved in the contracting of all its employees or personnel hired for the purpose of this Agreement, such as salaries, professional licenses, taxes, insurance that cover any possible damage, illness and/or injury, or any other cost arising from the hiring of personnel according to the local legislation

THE PROMOTERS hereby undertake and agree to indemnify and keep indemnified and harmless DORNA, the FIM and/or any other entity involved in the organization and development of the Event, including its employees, representatives and directors, against all liability, proceeding, action, demand, claim howsoever arising from the contracting or hiring of THE PROMOTERS' employees or personnel required for the purpose of this Agreement and/or for any breach or default of PROMOTERS' obligations, either labour obligations or any other obligations whatsoever, in relation or towards to its employees or contracted personnel.

- (G) that the Event shall be deemed to commence at the scheduled time for scrutineering and sporting checks and shall end at the later of the time for the lodging of a protest under the terms of the Series Regulations and the time when a technical or sporting verification has been carried out under the Series Regulations after the last Race; and
- (H) that proper applications for the promotion and organisation of the Event shall be duly made (or have already been duly made as the case may be) for all and each of the years during the Term, in accordance with this Agreement, the DORNA's Promoters Manual and the Series Regulations and any other rules and regulations governing the FIM Grand Prix World Championship in force from time to time (if any other) and

further that the Event being a qualifying event for the FIM Grand Prix World Championship will be run strictly in conformity with the Series Regulations in all respects.

3. The track and layout of the Circuit and all equipment and facilities thereof and all safety measures, equipment and facilities employed for the Event shall comply in all respects with the Series Regulations.
4. THE PROMOTERS shall respect honour and strictly abide by all circuit safety standards contained in or otherwise applicable to the Series Regulations. Without limiting the generality of Clause 3 or the foregoing provisions of this Clause 4 and SAVE ONLY TO THE EXTENT otherwise expressly agreed between THE PROMOTERS and DORNA from time to time during the Term (if at all) THE PROMOTERS shall use its best endeavours to procure that any capital and/or recurrent works (including the obtaining and maintaining of any and all necessary consents, licences, rights, approvals, authorisations, permits and/or exemptions therefor) necessary to ensure compliance with the provisions of clause 3 and this clause 4 are carried out to the Circuit (including without limitation modifications to design, layout, surfacing and/or resurfacing of the track) and in accordance with any safety related resolutions and/or directions which might be issued from time to time and time shall be of the essence as regards THE PROMOTERS performance of its obligations herein.
5. THE PROMOTERS shall be responsible for the competence of any and all persons designated to fulfil positions of responsibility in the Event and must ensure they have received the appropriate training.
6. THE PROMOTERS will schedule and allocate all practice, warm up, qualifying and Race times strictly in accordance with the Series Regulations.
7. THE PROMOTERS will take whatever action is required to ensure that the Race starts and finishes punctually and that the podium ceremony for the Race is conducted strictly in accordance with the Series Regulations and time shall be of the essence in this regard.
8. THE PROMOTERS shall ensure that if one of the Competitor's motorcycles is abandoned by the rider on or adjacent to the track during the Event the Promoters will take whatever action is necessary to protect it from damage and will ensure that all spectators are kept at a safe and proper distance from it and that they are not in a position to interfere with it in any way.
9. THE PROMOTERS shall not employ members of the police or armed services in the role of pit marshals.
10. THE PROMOTERS shall ensure that any person who is not in possession of a valid and appropriate Pass does not have access to the Competitor's motorcycles and their equipment and Team support vehicles in any of the places where the Competitors' mechanics may be called upon to work on them and without prejudice to the generality of the foregoing ensure that there is at no time an obstruction to the free passage of the motorcycles and Team personnel in the pit or paddock area. Furthermore, THE PROMOTERS shall be responsible for any loss that may occur due to the unfulfilment of his obligations herein.
11. THE PROMOTERS shall take whatever action is necessary to ensure that the Circuit is open, to receive the Competitors and their equipment, in exclusivity, at all times as and from the Monday immediately prior to the Event and that the Circuit and in particular the track, pit, paddock, garage and VIP Village area is kept fully and properly secure and safeguarded at all times from midnight on such Monday until midnight on the Monday immediately following the Event and that within the aforementioned term sanitary assistance service shall be available at the Circuit. Furthermore, if so requested by DORNA, THE PROMOTERS will allow access to the paddock area to DORNA, the Competitors, the Service Companies and their equipments, from Friday immediately prior to the

Event at the Paddock just for installation purposes. If and when called upon to do so by DORNA, THE PROMOTERS shall make such arrangements as may be necessary to allow the Competitors to remain at the Circuit until the Tuesday immediately following the Event and that if so called upon to do so by DORNA to further maintain full and proper security of the Circuit from midnight on the Monday until midnight on the Tuesday immediately following the Event. It is acknowledged that if the final day of any Event is on any day other than Sunday the days referred to in this clause (or elsewhere in this Agreement) shall be adjusted accordingly.

12. THE PROMOTERS will provide all assistance necessary to enable customs clearance for the Competitors and their motorcycles and spares and ancillary equipment to take place without delay.
13. It will however be the responsibility of the Competitors to ensure that they are in possession of the proper customs documents.
14. THE PROMOTERS will ensure preference of access to competitors and Officials, for this purpose, THE PROMOTERS will in so far as the same is practicable provide an entrance for the accredited vehicles separate from the public entrance to the Circuit. Furthermore, THE PROMOTERS will ensure that the police and all personnel in charge of the access controls are familiar with MotoGP accreditations and will enforce their preference of access.

Deliverables/Activities to be executed by Promoter for Invest UP

- a. Business Conclave: Promoter on its own expense will organise a Business Conclave during organising India edition of Moto GP event, to showcase investment opportunities available in the State of Uttar Pradesh. It will be sole responsibility of Promoter to create/provide infrastructure and peripherals for organising this conclave as well as will invite relevant stakeholders from the industry in the Conclave. This Conclave will usually be a small session of about 60 (sixty) to 90 (ninety) minutes duration.
- b. Promoter will play an integral role in the organization and facilitation of Invest UP Business Conclave during each annual edition of the Moto GP event in India during the Agreement period. The Conclave will aim to initiate discussion with the various CEOs/ CXOs participating at the Moto GP event on the investment potential in the State of Uttar Pradesh and subsequently attract such investments, on a best effort basis. Promoter will take feedback from participating companies for their interest on investment and submit to Invest UP from time to time on as and when required basis.
- c. Business Conclave at international locations: Promoter to play an integral role in the organization and facilitation of Invest UP Business Conclave during each annual Moto GP edition at any one international location featured in the Moto GP calendar during the Agreement period. Invest UP will decide the locations based on the potential of the country/ location as a source of foreign investment. Promoter, through Dorna, will assist in organizing the Invest UP Business Conclave in one country every year over and above Business Conclave in India. Invest UP and Promoter, in consultation with Dorna, will decide a country agreeable to Invest UP as the location of such International Business Conclave. The cost for organizing such international conclave shall be borne entirely by Invest UP on actuals, and Promoter and Dorna shall be held harmless and indemnified of any such claims arising out of the organization of such international conclave.
- D. Presence on the Event: Promoter, commits to ensuring the presence of the Indian Grand Prix and consistent inclusion of the Invest UP Business Conclave during the Grand Prix of India in each year within the Term.
 - i. Participant Engagement: Promoter, along with Dorna, to facilitate the active participation of all prospective companies, Team Principals, and Manufacturers to participate in the MotoGP event in India and assist in initiation of dialogues with such companies during the Invest UP

Business Conclaves. Promoter will take feedback from participants and share with Invest UP to promote on social media for their interest on investment.

- ii. One-to-One Meetings: Promoter with the help of Dorna to take an active role in facilitating one-to-one B2G meetings with the key stakeholders who are keen on making substantial investments in the state of Uttar Pradesh. In addition to this personalized matchmaking, Promoter will ensure sharing of comprehensive contact information for all the major players involved in this endeavour.
- e. Inclusion in Event Materials: Invest UP's branding and participation to be included in all official event materials, wherever reasonably practicable.
- f. Economic & Media Impact: Economic and media impact report of the Indian Grand Prix to be released by Promoter in coordination with Dorna. Media Impact to be released within 10 days' post event and Economic impact to be released 30 days' post event. Promoter will ensure global publicity of the state and race via Dorna media channels.

15. THE PROMOTERS acknowledge and accept that the sole right to determine:

- (i) the design and layout of the pit, paddock, parking area, garage area of the Circuit and Race Control and Media/Press Centre, TV Compound for each Event to the extent necessary for DORNA to (a) allocate space therein amongst International and/or National Press, Event Officials, each of the Competitors, Teams, Dorna, their guests and their equipment and vehicles and (b) control access to any such areas and
- (ii) the supply and allocation of any and all Passes (including without limitation all Passes granting any right of access (whether vehicular or pedestrian) into the pit, paddock, garage area, track, Race Control areas, the areas allocated to the International and/or National Press and/or VIP Village area.

shall vest in and remain with DORNA (and/or such persons or organisations (if any) as DORNA may from time to time nominate for such purpose and advise THE PROMOTERS accordingly) and THE PROMOTERS agrees to abide by any reasonable directions of DORNA or its nominee as aforesaid in relation thereto.

- 16. THE PROMOTERS shall at all times uphold (and ensure the upholding of) the validity of all Passes and without limitation take whatever steps are necessary to ensure that all police and circuit officials are familiar with the Passes and uphold their validity.
- 17. THE PROMOTERS shall ensure that the paddock area, as determined by DORNA, is allocated to and made available free of charge for the Competitors, their motorhomes, support vehicles, service vehicles and catering arrangements approved by DORNA from the time of the Competitors arrival until midnight on the Tuesday immediately following the Event.
- 18. The PROMOTERS shall make available free of charge a grandstand area in which holders of passes may view the races. The minimum capacity of the viewing area must be sufficient for no less than 1000 persons.
- 19. THE PROMOTERS shall not attempt to restrict in any way the advertising normally displayed on or by the Competitors' motorcycles, riders, Team personnel, transporters or Team support vehicles unless such restriction is required pursuant to any applicable laws in force (if any) and the details of such laws have been notified in writing to DORNA prior to the execution hereof.
- 20. THE PROMOTERS shall not require the Competitors' motorcycles, riders, Team personnel, transporters or Team support vehicles to carry any advertising or promotional material additional

to that normally displayed.

21. Save as and to the extent required otherwise by law and subject to clause 46 herein, THE PROMOTERS will not cause or permit the display of any advertising (other than the advertising normally displayed on the Competitors' motorcycles, riders, Team personnel, transporters or Team support vehicles) within the Circuit or within view from the Circuit (to the extent that THE PROMOTERS are able by whatever lawful means available to them to control advertising which is outside the Circuit but within view from the Circuit) which (a) have not been approved by DORNA or (b) which might (in the reasonable opinion of DORNA which shall be final and binding upon the parties) cause the annulment of the broadcast of television pictures of the Event (or part thereof) unless and except where the express written approval of DORNA has first been obtained which approval may be given or withheld in the absolute discretion of DORNA).
22. Save as required otherwise by law or as otherwise mutually agreed in writing between DORNA and THE PROMOTERS from time to time if at all, THE PROMOTERS shall adopt and use (to the exclusion of all other names, titles, expression(s) and logo(s)) any and all official name(s), title(s), expression(s) and logo(s) pertaining to the FIM Grand Prix World Championship and the event respectively as determined by DORNA in and on any and all publicity and promotional material produced or reproduced by THE PROMOTERS or by their employees, agents or contractors in relation to the FIM Grand Prix World Championship and/or the Event.
23. THE PROMOTERS shall strictly abide by any and all rules and guidelines issued by DORNA (design manual) from time to time concerning the layout, design and use of any and all name(s), title(s), expression(s) and logo(s) pertaining to the FIM Grand Prix World Championship and/or the Event.
24. THE PROMOTERS shall procure that the Media/Press Centre at the Event shall carry only the official name(s) title(s) expression(s) and logo(s) of the FIM Grand Prix World Championship and the Event to the exclusion of all other name(s) title(s) expression(s) and logo(s) save and except that in respect of any and all material produced which contains or displays timekeeping data, information and/or results, such material shall in addition to the official name(s) title(s) expression(s) and logo(s) of the FIM Grand Prix World Championship also carry the name(s) and logo(s) of the official timekeeping and data processing companies.
25. THE PROMOTERS shall in respect of all timekeeping and electronic data processing for the Event use (and/or permit to be used) only the official timekeeping companies appointed for this purpose by DORNA (or appointed by such nominee as DORNA may select for such purpose from time to time) and THE PROMOTERS will afford such timekeeping companies all assistance prior to and throughout the Event and abide by any reasonable directions of DORNA as regards the provision of services, facilities and infrastructure for their use and without limiting the foregoing THE PROMOTERS shall make available as a minimum the services and facilities set out in Schedule 1 hereto;
26. THE PROMOTERS shall procure that all procedures and criteria issued by DORNA from time to time with respect to timekeeping and electronic data processing for the FIM Grand Prix World Championship and for the Event are adhered to in all respects.
27. THE PROMOTERS shall procure that any and all persons and organisations selling or offering for sale at the Circuit and its surrounding areas during the Event any goods or services shall produce to DORNA, upon demand, written evidence in a form satisfactory to DORNA in its absolute discretion that all goods or services that are sold or offered for sale under or with a trade mark, brand name or brand logo or other commercial name or logo other than those belonging to the person or organisation offering such goods or services for sale, are being sold with the express authority of the person(s) or company(ies) that have full rights (in so far as can be reasonably ascertained) to such trade mark, brand name, brand logo, commercial name or logo referred to. In the event that DORNA shall not be so satisfied by the evidence produced or in the event that the

person or company concerned fails for any reason to produce such evidence in compliance with this clause, THE PROMOTERS will procure that the relevant goods or services be withdrawn from sale immediately and removed from the Circuit forthwith and without limiting the foregoing, THE PROMOTERS will procure that it shall be a condition of any agreement pursuant to which a person or company has the right to sell or offer for sale goods or services at the Circuit during the Event that they understand and accept the provisions set out in this clause.

28. A) THE PROMOTERS shall arrange (at no cost to DORNA or the Competitors) for the provision of third party liability insurance insuring the international sporting Federation of the FIM Grand Prix World Championship ("the Federation"), DORNA, the International Road Racing Teams Association ("IRTA"), (or any other association or entity which may substitute the latter), the Competitors, all directors (or other officers) employees, agents, contractors riders and guests of DORNA and the Competitors against all risks (including but not limited to death of or injury to any person) for the whole period of the Event in an amount of not less than 10,000,000 Euros (or as amended from time to time as per the Series Regulations) per occurrence (including but not limited to death of or injury to any person) and valid from Monday 00:00am on Monday of the Event week until 24:00 hours on Monday after the Event. The insurers must be a company approved by DORNA and the terms and conditions of any policy or policies issued or proposed to be issued pursuant to this clause shall first be approved by DORNA whose approval shall not be unreasonably withheld. A copy of the relevant policy or policies shall be supplied to DORNA by THE PROMOTERS at least 60 days before the start of the Event.
- (B) THE PROMOTERS will not make any claim whatsoever against the Federation, DORNA, IRTA (or any other association or entity which may substitute the latter), the Competitors (or any of them) or any director (or other officer) employee driver agent or guest of the Federation, DORNA, IRTA (or any other association or entity which may substitute the latter), the Competitors (or any of them) in respect of death of or injury to any person or loss or damage to any person suffered as a result of the riding or using of a motorcycle whether the same be caused or contributed to by the negligence of any person or by any breach of contract or by any other act or omission on the part of the Federation, DORNA, IRTA (or any other association or entity which may substitute the latter), The Competitors (or any of them) or any of their directors (or other officers) employees agents riders or guests.
- C) THE PROMOTERS further agree to indemnify the Federation, DORNA, IRTA (or any other association or entity which may substitute the latter), the Competitors and their directors (and other officers) employees agents riders and guests against any action brought against them or any of them by any third party or the personal representatives of such third party or any relation or dependant of such third party as a result of the death to such third party or any injury loss or damage suffered by such third party as a result of the riding or using of a motorcycle belonging to the Competitors or any of them.
- D) It is hereby mutually agreed that failure of THE PROMOTERS to comply with the terms of Clause 28 (A) hereof shall entitle DORNA to terminate this Agreement forthwith without prejudice to their rights to seek damages against THE PROMOTERS for any loss DORNA and the Competitors (or any of them) may have sustained as the result of such termination of this Agreement.
- E) THE PROMOTERS accept that in so far as this Clause 28 is concerned DORNA contract for and on behalf of the Competitors (each for their own part) and their directors (and other officers) employees, agents, riders and guests and that this Clause 28 shall inure for their benefit.
29. (A) All the amounts to be paid by THE PROMOTERS under the Agreement are exclusive of VAT, GST or tax equivalent and, if applicable during the Term, any additional or substitute taxes, levies, impost, duties, fees or charges whatsoever in connection with the exercise of the rights hereby granted shall be paid by THE PROMOTERS.

Any payment under the Agreement shall be made by THE PROMOTERS in full, without any deduction or withholding (whether in respect of duties, taxes, charges, or otherwise however). If THE PROMOTERS are required by law to make a deduction or withholding from any payment under the Agreement, the amounts due to DORNA shall be increased by THE PROMOTERS to the extent necessary to ensure that, after making any such deduction or withholding, DORNA receives and retains an amount equal to the amount which it would have received if such deduction or withholding had not been required to be made.

- (ii) It is agreed that any and all Commercial Rights and Ancillary Rights as defined in Schedule 2 herein together with the right to retain any and all income and revenue derived or capable of being derived from the exploitation of the Ancillary Rights (or any of them or any part thereof) shall vest with and belong to DORNA for its own use and benefit absolutely for exercise in accordance with and subject to the provisions of Schedule 2 which such provisions shall form part of this Agreement.
- (B) Nothing in this Agreement shall convey to THE PROMOTERS any right to produce, market and/or sell (or authorise the production, marketing or sale at, during or in connection with the Event) or to carry on or authorize promotions, promote the delivery of services or products free of charge, etc. (whether at or near the Circuit or otherwise) of any goods or products which incorporate, display or depict (or purport to do so) the name, logo or image of any Competitor, Team's motorcycle(s), rider(s) or participant(s) in the FIM Grand Prix World Championship or the Event, the relevant Grand Prix, and the FIM Grand Prix World Championship, and without limiting the foregoing, THE PROMOTERS warrant to DORNA not at any time during the Term to produce market and/or sell (or authorise the production, marketing or sale at, during or in connection with the Event) (whether at or near the Circuit or otherwise) of any goods or products which incorporate, display or depict (or purport to do so) the name, logo or image of any Competitor, Team's motorcycle(s) rider(s) or participant in the FIM Grand Prix World Championship or the Event, The relevant Grand Prix, and the FIM Grand Prix World Championship, without first having obtained the express prior written consent of the relevant Competitor, Team, rider or right holder, who shall have an absolute discretion whether to grant or refuse consent.

Notwithstanding the content of this clause 29 C) DORNA Grants THE PROMOTERS the right to display the Live Programme (that means the International Programme Feed, which includes the official timing, necessary graphics and most relevant information to the MotoGP and natural sound plus any on site fan engagement activities and advertising spots from DORNA and, upon request and subject to DORNA's approval, advertising from THE PROMOTERS and/or its partners) on giant screens located at the Circuit during the Event from Friday to Sunday throughout the Term only. The Live Programme will be produced by DORNA and cannot be modified, recorded or used for any other purpose.

The rights and images granted to THE PROMOTERS under this clause shall not be supplied, transferred, assigned, licensed or sub-licensed to any third party under no circumstances.

In the event that THE PROMOTERS wish to use the Live Programme for other, it shall need previous written consent from DORNA. THE PROMOTERS will be the responsible of the technical set up to reach the Live Programme from the TV Compound and have it delivered to the giant screens.

- (D) Upon the arrival of the Competitors' motorcycles and their spares and ancillary equipment as well as of all the organizational material of all the parties involved at Indira Gandhi International Airport (New Delhi) (subject to the obtention of the relevant slot) ("the Landing") or at Port/harbour in our – ICD Delhi (inland container deport) (the Docking) THE PROMOTERS will transport them at its own cost from the arrival points to the Circuit and from the Circuit back to the departure points after the event. All ancillary costs including but not limited to airport/port taxes VAT, GST or equivalent taxes, customs clearance and

custom duties, handling, storage, screening THC, loading and unloading both at the Landing and at the Circuit will be paid by THE PROMOTERS at THE PROMOTER's sole cost.

Sea shipments shipping terms:

DORNA will send all cargo according to CIF Port conditions (Incoterms applicable on the year of the Event)

DORNA will receive all cargo according to FOB Port conditions (Incoterms applicable on the year of the Event)

Air shipments shipping terms:

DORNA will send all cargo according to CIP Airport conditions (Incoterms applicable on the year of the Event)

DORNA will receive all cargo according to FCA Airport conditions (Incoterms applicable on the year of the Event)

- (E) THE PROMOTERS grant to DORNA on a non exclusive basis the right to reproduce, whatever the procedure or the device in which such reproduction takes place, (i) its official name and/or (ii) the layout of the track, to be used always together with the official denomination of the Event and/or the MotoGP™ logo. Moreover THE PROMOTERS grant to DORNA the right to use and/or licence on a non-exclusive basis the designs of the official materials produced for the Event (posters, fliers, trophies...).
30. THE PROMOTERS expressly acknowledge and accept that any and all rights in respect to the Media Rights in connection with the Event, including without limitation its organization, management, production, recording, edit, broadcast, transmission or any form of commercial exploitation, shall remain DORNA's sole and exclusive right/property.

THE PROMOTERS shall if and when called upon by DORNA to do so make it a condition of admission to the Circuit that all persons attending the Event for any purpose acknowledge and accept that exclusive right to control the origination and/or recording of all moving pictures (as hereinbefore defined) in, of and pertaining to the FIM Grand Prix World Championship and the Event vests with DORNA and that no moving pictures of the FIM Grand Prix World Championship or the Event shall be used by any person or organisation for or in connection with any public exhibition, broadcast, transmission or display or for any purpose except the private enjoyment of the person originating same without the prior written permission of DORNA first being obtained who shall have an absolute discretion whether to grant or refuse permission.

31. Except with the written permission of DORNA whose permission may be given or withheld in the absolute discretion of DORNA, THE PROMOTERS will not permit the making, recording, storing or transmitting (either directly or indirectly) of any form of sound, broadcast, television or of any moving pictures whatsoever of or pertaining to the Event (or any part thereof) or of the Competitors (or any of them) or of any motorcycles or riders at the Circuit or any part of it or within or near its surroundings over which THE PROMOTERS have control nor allow any sound recording to take place in any of the said places, PROVIDING ALWAYS that nothing in this clause 31 shall prevent any person attending the Event from originating amateur video recordings of the Event solely for his/her private enjoyment at the areas specifically designated for that purpose.
32. DORNA shall be entitled to give permission to such persons as they see fit to access the Circuit and use its facilities in order to make sound or electronic media or television or recordings or transmissions or to make or record films or moving pictures whatsoever of or pertaining to the FIM Grand Prix World Championship or the Event (or any aspect thereof) and THE PROMOTERS shall accord such persons all such assistance and facilities that they or DORNA may reasonably require for such purposes including (if and when called upon by DORNA to do so) the supply and installation at no cost to DORNA of no less than 34 television and radio commentary booths overlooking the start/finish line (or as near as practicable thereto) each fully equipped for two (2) persons with headsets, microphones, TV monitors, timekeeping monitors and all necessary feeds

and wiring. THE PROMOTERS shall allocate the use of such commentary booths to (and only to) those persons and organisations expressly approved by DORNA in writing and on such terms as advised by DORNA.

33. If called upon to do so by DORNA, THE PROMOTERS shall arrange for the Circuit to be made available to the Competitors (at no cost to the Competitors or DORNA) for a two-day testing session on such dates as DORNA shall nominate and advise THE PROMOTERS in advance.
34. (A) If in any of the years of this Agreement the Event is not included in the FIM Grand Prix World Championship Calendar whatever is the reason for this exclusion, or is prevented from taking place or the Competitors are prevented from attending the Event by Force Majeure (as hereinafter defined) and the event determined to be Force Majeure occurred prior to the time scheduled for the start of scrutineering and sporting checks of the Event, this Agreement shall be deemed null and void and neither party shall be under any liability to the other in respect of the Event in that year but without prejudice to the continuing liability of both parties in respect of any other year to which this Agreement applies subject always to the provisions of this clause.
- (B) "Force Majeure" shall mean any event or circumstances (whether arising from natural causes human agency or otherwise) beyond the control of the parties including but without prejudice to the generality of the foregoing strikes, lock-outs or other labour disputes, civil strife, aircraft failure flood or fire damages, transportation delay or breakdown and acts of God, expressly including but not limited to fire, flood, storm or diseases.
- (C) "Force Majeure" shall also mean (i) any event or circumstance which in the reasonable opinion of DORNA puts a risk or endangers in any way the safety or security of the Competitors or any of them and/or their motorcycles, spares or equipment including without limitation any public violence disorder or demonstration or any threat of violence to any of the aforementioned persons or any state of emergency (declared or threatened) and/or (ii) the imposition of sanctions by any country against the country in which the Event is held or scheduled to be held which in the opinion of DORNA adversely affects the staging of the Event and/or (iii) any laws, regulations, orders or directions of the country in which the Event is held or scheduled to be held or any political sub-division thereof or any authority therein or the interpretation or administration of any such laws, regulations, orders or directions which in the opinion of DORNA restricts or otherwise adversely affects the ability of THE PROMOTERS to perform their obligations to DORNA under clause 29 herein.
35. Upon the occurrence of any of the following events:
- 35.1.1 failure by THE PROMOTERS to pay either on the Due Date and/or on any other relevant payment date provided for in this Agreement the Event Fee and/or any other sum payable under the terms of this Agreement;
- 35.1.2 without prejudice to the foregoing failure by THE PROMOTERS to comply with any of their obligations, covenants or undertakings contained in this Agreement where such failure is not capable of being remedied to the reasonable satisfaction of DORNA, or if so capable of being remedied, is not so remedied within such period as DORNA may specify;
- 35.1.3 any consent, licence, authorisation, approval or exemption required to make this Agreement legal, valid, binding, enforceable and admissible in evidence or required to enable THE PROMOTERS to perform their obligations under this Agreement is withdrawn or ceases to be in full force and effect and such withdrawal or cessation is not capable of being remedied or is capable of being remedied but is not so remedied within 7 days of its occurrence; or
- 35.1.4 any representation, warranty or statement made by THE PROMOTERS in this Agreement or in any document furnished under or in connection herewith is incorrect in any

material respect as at the date on which it is made and as a consequence THE PROMOTERS ability to perform their obligations hereunder is adversely affected;

then and at any time thereafter DORNA may, in its sole discretion, by notice in writing to THE PROMOTERS declare that an event of default hereunder ("Event of Default") has occurred whereupon then and at any time thereafter DORNA shall have the right at its election to either:

- (i) treat that failure as a Force Majeure event and if it so elects then clause 34(A) of this Agreement shall apply; or
- (ii) terminate its obligations under this Agreement and/or cancel this Agreement whereupon the outstanding balance of the Event Fee for the year in question together with all interest, fees and other amounts payable hereunder shall become immediately due without further demand or other notice of any kind and further THE PROMOTERS shall forthwith surrender up to DORNA at no cost to produce a statutory certificate of destruction of any tape or recording by whatsoever of or pertaining to the FIM Grand Prix World Championship which THE PROMOTERS have in their possession, power, custody or control wherever located and this obligation shall continue in force notwithstanding termination of this Agreement.

In clause 35 and in clause 55, "Due Date" means each date on which the Event Fee or any part thereof or any other sum payable under the terms of this Agreement falls due.

- 35.2 THE PROMOTERS shall indemnify DORNA against any direct or indirect loss or expense which DORNA may sustain or incur as a consequence of the occurrence of any Event of Default (as defined in clause 35.1) including but not limited to damages, interest, costs (including legal fees) and expenses. The statement of DORNA of the amount of such loss or expense shall be in the absence of manifest error conclusive as to such amount.
- 35.3 Without prejudice to clauses 35.1 and 35.2, if there is a material change in the ownership or control of THE PROMOTERS or if THE PROMOTERS merge all or a substantial part of any of their operations with a third party, DORNA shall have the right (exercisable in its sole discretion) at any time thereafter to terminate this Agreement upon the giving of written notice to THE PROMOTERS whereupon this Agreement shall terminate one (1) month following the date of such notice (or within such longer period if any as DORNA may specify).
36. Subject to any laws applicable in India THE PROMOTERS warrant to DORNA to ensure that no international road racing event or race other than the Event will take place on the Circuit whether promoted by THE PROMOTERS or otherwise for one (1) month prior to the Event, and one (1) month after the Event without the prior written consent of DORNA whose consent shall not be unreasonably withheld PROVIDED ALWAYS THAT nothing in this Clause 36 or elsewhere in this Agreement shall affect, restrict or limit any national or local circuit racing competition(s) nor any national or local motor racing competition(s) taking place on the Circuit at any time when the Event is not being held on the Circuit.
37. Save to the extent necessary for THE PROMOTERS to properly exercise their rights and perform their obligations under this Agreement, THE PROMOTERS will not at any time during the Term assign, licence, sublicense or part with (nor purport to do so) any of the benefits or obligations on their part to be enjoyed or performed herein without the express written permission of DORNA whose permission may be given or withheld in the absolute discretion of DORNA. DORNA shall have the right to assign, licence, sub-licence or part with any of the benefits or obligations on their part to be enjoyed or performed herein without the consent of THE PROMOTERS being required.
38. THE PROMOTERS acknowledge that DORNA relies on the representations, undertakings and warranties made or given herein by THE PROMOTERS and that DORNA is induced by each

representation, undertaking and warranty to enter into this Agreement and further that any rights of DORNA in respect of any breach of representations, undertakings, warranties made or given herein by THE PROMOTERS shall not be affected by any investigation by DORNA into (or any failure of DORNA to investigate) the affairs of THE PROMOTERS at any time.

39. THE PROMOTERS shall forthwith disclose in writing to DORNA any matter or thing which may arise or become known to THE PROMOTERS which is or appears to be inconsistent with any of the representations undertakings or warranties made or given herein by THE PROMOTERS or which might render any of such representations undertakings or warranties invalid or misleading or which is otherwise likely to be material to the exercise of any rights or the performance of any obligations herein contained.
40. THE PROMOTERS warrant to DORNA that THE PROMOTERS will indemnify and keep indemnified DORNA in respect of and to the extent of any costs, claims, demands, loss, damages or expense (including legal fees) incurred suffered or sustained directly or indirectly by DORNA by reason of any matter or thing done or incurred by THE PROMOTERS or omitted to be done by THE PROMOTERS prior to or during the Term being at that time found to be other than as warranted undertaken or represented by THE PROMOTERS in this Agreement.
41. (A) Within 3 months after the Event, in any year during the Term, DORNA shall have the right to terminate this Agreement forthwith upon the giving of notice to THE PROMOTERS if in the opinion of the FIM or DORNA the Event preceding such notice was not run to the standard or in a manner conducive to that expected for the FIM Grand Prix World Championship.

(B) This Agreement shall be automatically terminated in the event the EVENT HOSTING AGREEMENT between DORNA and Invest UP is terminated for whatsoever reason.
42. No delay or omission or failure to exercise any right or remedy provided for herein shall be deemed to be a waiver or relinquishment thereof but every such right or remedy may be exercised when deemed expedient by the party exercising such right or remedy and each party may continue to demand strict and complete performance by the other party of the entire Agreement.
43. This Agreement contains the whole agreement between the parties relating to the subject matter hereof and shall only be capable of variation or amendment by an agreement or memorandum in writing signed by or on behalf of the parties and annexed hereto.
- 44.1 The provisions of the Agreement shall be governed by and construed in accordance with the laws of Switzerland.
- 44.2 Any dispute between the parties hereto that cannot be settled by mutual agreement and that relates to the interpretation, carrying out of obligations, breach, termination or enforcement of this Agreement or in any way arises out of or is connected with this Agreement shall be settled exclusively by arbitration in accordance with the Arbitration Conciliation Act, 1996 of India and amendments thereof. in force on the date when the Notice of Arbitration is submitted in accordance with these Rules. The seat of the arbitration shall be in Lucknow, Uttar Pradesh, India.
- 44.3 The arbitral proceedings shall be conducted by a sole arbitrator that may be appointed with the consent of Parties to such dispute. If there is no agreement among the parties to the identity or appointment of such sole arbitrator within 30 days of issue of notice of reference, then the arbitral proceedings will be conducted by a panel of four arbitrators, one arbitrator to be appointed by Invest UP, and second one appointed by Promoters, and third one appointed by DORNA, and the fourth arbitrator to be mutually appointed by the other three arbitrators in accordance with provisions of Arbitration and Conciliation Act, 1996 and amendments thereof.
- 44.4 All proceedings of the arbitration, including arguments and briefs, shall be conducted in English language.

45. THE PROMOTERS and DORNA shall negotiate in good faith for a period of sixty (60) days (the "Negotiation Period") commencing on a date selected by DORNA (but not later than the date of the penultimate Event of the Term) with respect to the continuance of this Agreement for five (5) or more years following the end of the Term ("the Renewal Period").
46. DORNA shall have the right exercisable solely at its election to automatically terminate this Agreement by notice in writing to THE PROMOTERS if at any time during the Term the Principal Agreement is for any reason no longer in force whereupon neither party shall be under any liability or obligation to the other in respect of this Agreement as a result of such termination.
47. All notices in connection with this Agreement fromto THE PROMOTERS shall be deemed sufficiently served if sent by pre-paid post, pdf. document by e-mail or facsimile to:

Address: _____

Telephone: _____

e-mail: _____

All notices in connection with this Agreement to DORNA shall be deemed sufficiently served if sent by pre-paid post, pdf. document by e-mail or facsimile to:

Address:

Príncipe de Vergara, 183
28002 MADRID - SPAIN

Telephone: +34917820220

e-mail: legalmotor@dorna.com

All notices in connection with this Agreement to Invest UP shall be deemed sufficiently served if sent by pre-paid post, pdf. document by e-mail or facsimile to:

Address: _____

Telephone: _____

e-mail: _____

PROVIDED ALWAYS HOWEVER that notices and other communications between THE PROMOTERS and DORNA concerning day-to-day operations and administration of this Agreement may be given to such representatives of either party at such address(es) and/or facsimile number(s) as either party may notify the other party in writing from time to time.

48. This Agreement shall not be binding upon the parties hereto unless and until the Agreement has been fully executed whereupon this Agreement shall be binding on the parties hereto.
49. The parties hereto agree that all the provisions of this Agreement are reasonable.
50. The parties hereto agree to keep the commercial aspects of this Agreement entirely confidential and neither party shall disclose any such commercial aspects to a third party without the prior written consent of the other party save as required by law or as necessary (if at all) for the proper exercise of any rights or the performance of any obligations hereunder.
51. The obligations of DORNA are subject to the condition that THE PROMOTERS shall have provided evidence satisfactory to DORNA that all necessary approvals authorisations permissions

exemptions licences or other consents required in connection with the payment by THE PROMOTERS to DORNA of any sums payable pursuant to clause 29 of this Agreement have been unconditionally obtained.

52. THE PROMOTERS and DORNA shall announce the existence of this Agreement only upon such date and at such time and place and in such manner and format as THE PROMOTERS and DORNA shall first mutually agree and without prejudice to the foregoing THE PROMOTERS shall not prior to such announcement announce, publish or disclose to a third party the existence nor any of the contents of this Agreement without first having obtained the prior written consent of DORNA who shall have an absolute discretion whether to grant or refuse consent.
53. This Agreement may be translated into any other language for the sake of convenience if required however in the event of any dispute between the English text and any other text, the English text shall always prevail.
- 54.1 In respect of their payment obligations for each of the years set out in Clause 29 herein, THE PROMOTERS shall obtain at their own cost a duly issued standby letter of credit ("Letter of Credit") (to which if required by DORNA in its absolute discretion, the confirmation of a Bank elected by DORNA shall have been added) in favour of DORNA (or DORNA's designated agent) (a) in the case of payment obligations for 2025 set out in Clause 29 herein within fourteen (14) days following execution of this Agreement and (b) in the case of payment obligations for each year set out in Clause 29 herein other than 2025, within thirty (30) days of the Event in the immediate preceding year, in each case as follows:-
- (1) the Letter of Credit (and, if applicable, confirmation) shall be for an amount at least equal to the amount payable by THE PROMOTERS for that year as provided in Clause 29 herein; and
 - (2) the Letter of Credit (and, if applicable, confirmation) shall be issued or confirmed by such bank or, as the case may be, banks and in such form and of such substance as are satisfactory (in its or their absolute discretion) to DORNA and to any banking or legal adviser(s) appointed by DORNA;
- 54.2 If at any time following the issue of a Letter of Credit pursuant to and in accordance with Clause 54.1 herein the date of the Event in the year to which that Letter of Credit relates (in respect of the payment obligations for that year under Clause 29 herein) is scheduled or re-scheduled to take place on a date (the "New Date") on or after or less than one (1) month prior to the expiry date of that Letter of Credit, THE PROMOTERS shall within 7 days of being notified of the new Date by DORNA, procure either (1) the amendment of the expiry date of that Letter of Credit to a date which is at least one (1) month after the New Date or (2) the issue of a new letter of Credit (on the same terms (except for the expiry date) as the existing one including, if applicable, its confirmation) having an expiry date which is at least one (1) month after the New Date, in either case to the satisfaction of DORNA.
- 54.3 If at any time the provisions of this Clause 54.1 or Clause 54.2 herein have not been satisfied for any reason (and whether within or beyond the control of THE PROMOTERS or DORNA, then at any time thereafter DORNA (in addition and without prejudice to any other rights or remedies it may have in law or otherwise) shall have the right at its election (a) to treat that failure as a Force majeure event and if it so elects then Clause 35 shall apply or (b) to terminate its obligations under this Agreement and/or to cancel this Agreement.
- 54.4 THE PROMOTERS shall pay to DORNA on demand all costs and expenses (including legal fees and tax thereon) incurred by DORNA in connection with (a) any letter of Credit (including, if applicable, any confirmation thereof) (b) any amendments, waivers or supplements to this Agreement (if required) pursuant to clause 54 (or any part thereof) and (c) review of any applicable banking and/or exchange control laws, rules and regulations, if required.

55. In the event of late payment by THE PROMOTERS of any of the amounts payable under clause 29 herein interest at the rate of 1.5% per month will accrue from the Due Date until payment providing always however that nothing in this clause 55 shall be read or construed or interpreted as any form of waiver by DORNA of THE PROMOTERS obligations to pay the Event Fee in accordance with the provisions of clause 29 herein or of any other obligations of THE PROMOTERS in this Agreement. Such interest shall accrue from day to day and shall be calculated in the basis of a calendar year of 365 days and for the actual number of days elapsed.
56. The PROMOTERS confirm having downloaded/received the current "Anti-Bribery Compliance Policies and Business Partners Standards" of the DORNA Group from the website <https://www.dorna.com/legal/> (the "ABC Policies") and Dorna's Group ESG Policies ("ESG Policies"), having read it carefully and having fully understood its meaning and content and accept to be bound by the provisions contained in the ABC Policies. The PROMOTERS hereby expressly acknowledges, accepts and commits to fully comply with the provisions set forth in the ABC Policies. DORNA shall be entitled to provide to the PROMOTERS amended versions of the ABC Policies or other similar or related business compliance regulation, the PROMOTERS to be bound by the latest version as soon as the latter has been notified to it. DORNA shall have the right to terminate the present Agreement in case of the PROMOTERS' breach of the provisions established in the mentioned ABC Policies or in the cases detailed in such ABC Policies.

AS WITNESS the hands of the parties hereto the day and year first above written.

Signed for and on behalf of THE PROMOTERS:

BY
 being a person duly authorised so to do with all power to bind _____ and in the presence of:

Witness

Signed for and on behalf of DORNA

BY
 being a person duly authorised so to do with all power to bind DORNA SPORTS S.L. and in the presence of:

Witness

Signed for and on behalf of INVEST UP

BY
 being a person duly authorised so to do with all power to bind INVEST UP and in the presence of:

Witness

SCHEDULE 1

TIMEKEEPING SERVICES/FACILITIES

All the obligations of The Promoter/Agency in connection with timekeeping services/facilities shall be governed by the DORNA's Promoters Manual in force pursuant to clause 5.5.12 of the RFP

SCHEDULE 2

ADVERTISING, SIGNAGE, TITLE SPONSORSHIP, HOSPITALITY AND CONCESSIONS RIGHTS

For the avoidance of doubt (except where the context otherwise requires) references to "the Event" in this Schedule 2 means the Event held during the Term;

"Advertising and/or "Signage" means all bridges hoardings, placards, signs and all advertising structures and devices and any other means of advertising and third party promotion including aerial and other mobile forms of advertising;

"Title Sponsorship" means those rights granted to a sponsor of the Event by which such sponsor's name is added to the name of the Event for promotion of the good, services, business or image of the sponsor;

"Merchandising" means the inclusion of a logo, image or trademark of a well-known company, organisation, Event Championship, etc, so to give an added value to a given product.

"Hospitality" means the provision of corporate hospitality (including the sale of food and beverages forming part of any hospitality package) within the Circuit during the Event (or part thereof);

"Concessions" means the selling of (or offering for sale or reward) by any person or organisation any goods or services during or in association with the Event (or part thereof) and including without limitation to the foregoing, Programme Rights, Merchandising Rights, Naming Rights related with the Event or with the FIM Grand Prix World Championship, Official Product Appointment Rights, Official Supplier Appointment Rights, pouring rights, and Cigarette Sampling Rights;

"Food, Tobacco and Beverage Supply" means the selling by any person or organization of food, tobacco and beverage goods and products and the rendering of services in connection with said goods and products but expressly excluding the right to appoint the Food, Tobacco and Beverage Official Supplier or Official Product.

"Promotions" means the delivery for free of any sort of products or services, its advertising, the presence of stewardesses showing advertising, the delivery of publications or any similar activity.

"VIP Village Hospitality" means the provision of corporate hospitality under the DORNA's VIP Village standards which include a number of "exclusive" services (i.e.: direct view of the track, pit-lane walk, service roads tours, paddock tours...)

1. DORNA shall have the exclusive rights to control, manage and exploit all Advertising, Signage, Title Sponsorship, Hospitality, Merchandising -including without limitation all and any rights related with (i) the name and/or logo of the Event, and with (ii) the name and/or logo of the FIM Grand Prix World Championship, Promotions and Concessions pertaining to the Event (all the above mentioned rights to be referred as "Ancillary Rights") for exercise in such manner as DORNA may in its absolute discretion deem fit from time to time (subject always to any applicable laws) together with the right to derive and retain all income and revenue therefrom for its own use and benefit absolutely.

2. Having DORNA the exclusive rights in and to the Commercial Rights and the Ancillary Rights, DORNA hereby grants to THE PROMOTERS the following rights in relation and limited to the Event:

- a) the Food, Tobacco and Beverage Supply Rights which shall be managed and exploited by THE PROMOTERS, provided that DORNA shall have the right to appoint, at its sole discretion, from time to time, official exclusive products under any of such categories (food, tobacco and/or beverage) for the Event, various events or the entire FIM Grand

Prix World Championship, and thereafter THE PROMOTERS shall be liable to respect and honour such DORNA appointment and such official exclusive product shall be the only product sold within the Event under the relevant category. Furthermore, THE PROMOTERS agree that DORNA shall have the right to name a second pouring brand to be sold, additionally to the Official pouring brand, during the Event, in that case both pouring brands shall be the only ones sold during the Event.

3. For the avoidance of doubt DORNA shall be exclusively entitled to enter into agreements with third parties concerning the right to advertise and to secure and display Advertising within and around the circuit throughout the Event (or part thereof) ("DORNA Signage") and to grant Title Sponsorship to the Event to any person or persons on such terms and conditions as DORNA may deem fit.
4. DORNA shall install and dismantle (or arrange for the installation and dismantling) of all DORNA Signage at each Event at no cost to THE PROMOTERS. Such Signages may be affixed to any, and all, scaffolding, devices and bridges in existence at the circuit, for which DORNA shall not be due to pay any rental/hire fees throughout the TERM of this Agreement. Any scaffolding, devices and bridges which are not the property of the circuit, and cannot be provided free of charge for unlimited usage by DORNA, must be dismantled, at the Promoter's expense, at least two (2) weeks before the Event.
5. THE PROMOTERS shall at least one (1) week prior to the Event at their own expense clear and remove (or arrange to have cleared and removed) all Signage and Advertising of whatever nature in and around the Circuit and further do all things necessary to enable the erection of DORNA signage freely without restriction. THE PROMOTERS shall further do all things necessary to ensure that full access is provided into and around the Circuit for such person or persons as DORNA may appoint or approve from time to time to erect and dismantle DORNA Signage prior to during and/or after the Event.
6. DORNA will arrange for all DORNA Signage to be dismantled within one (1) week following the Event.
7. THE PROMOTERS will provide all assistance and co-operate fully with DORNA in its control, management and exploitation of the Ancillary Rights.
8. THE PROMOTERS shall procure that in relation to the Event, the Title Sponsor's name and logo (as advised by DORNA to THE PROMOTERS) appears on all press releases, tickets, programmes, publicity material and information sheets produced or authorised to be produced in connection with the Event and further THE PROMOTERS shall comply with all reasonable directions notified by DORNA from time to time concerning layouts, graphic design and conditions for use of such Title Sponsor's name and logo.

Furthermore, all the promotional materials produced by THE PROMOTERS for the Event, including but not limited to: Poster, billboards, advertising, tickets, etc...), must be previously submitted to DORNA for its approval.

9. The PROMOTERS will promptly refer all enquiries from third parties in connection with the Ancillary Rights (or any of them) to DORNA.
10. In the exercise of all rights pertaining to Advertising hereunder, nothing in Schedule 2 shall prevent or hinder DORNA from entering into agreements pertaining to Advertising with any person(s) or organisation(s) whatsoever (subject to any applicable laws) and whether or not the goods, products or services of any one such person or organisation conflict or compete directly or indirectly with those of another.
11. In the event and at any time that an offer of goods or services or other benefits (including without

limitation monetary payment) is made to the PROMOTERS by any person or organisation to promote its goods or services or business or other commercial interests in connection with the Event then THE PROMOTERS shall promptly refer same to DORNA and THE PROMOTERS shall not be entitled to accept such goods, services or other benefits as aforesaid (nor enter into an agreement providing for such acceptance) without the prior consent of DORNA and any goods, services or other benefit as aforesaid which is received or accepted by THE PROMOTERS without DORNA's permission shall be held on trust by the PROMOTERS exclusively for DORNA, without prejudice to DORNA's rights under this Agreement.

12. For the avoidance of doubt, DORNA shall have the sole and exclusive right to sell Hospitality (and derive all revenue therefrom) for any and all persons with whom agreements are entered into by (or at the direction of) DORNA in the exercise of its rights under this Schedule 2 and for such other persons as DORNA may deem fit from time to time.
13. If and when called upon to do so by DORNA, the PROMOTERS shall make available throughout the Event to DORNA at no cost to DORNA an area above the pit garage area (and/or such other area in the circuit acceptable to DORNA) together with suitable facilities for DORNA to provide first class hospitality to any and all persons with whom it enters into agreements in the exercise of its rights under clause 13 of this Schedule 2 equipped with water electricity catering facilities, toilets, telephones, other office communication systems, and other necessary services. The Promoters shall provide DORNA, free of charge, with a sufficient number of grandstand tickets for the grandstand nearest to the hospitality area for its guests.
14. THE PROMOTERS, at DORNA request, shall provide free of charge up to a maximum of 1000 grandstand tickets, to be forwarded to the Championship official sponsors in order to promote the Event.
15. THE PROMOTERS warrant to DORNA that they will not do any act or thing directly or indirectly at any time which might in any way prejudice or diminish (or have the effect of prejudicing or diminishing) the commercial value to DORNA of the exclusive rights to control, manage and exploit the Ancillary Rights (or any of them) in accordance with this Agreement and without limitation, this Schedule 2.

Agreed and accepted for and on behalf of THE PROMOTERS

by.....

Agreed and accepted for and on behalf of DORNA

by.....

Appendix J: BoQ Format

BOQ

Tender Inviting Authority: CEO, Invest UP, 6th Floor, A-Block, PICUP Bhawan, Vibhuti Khand, Gomti Nagar, Lucknow – 226 010 (U.P.)

Name of Work: Request-for-Proposal for SELECTION OF A PROMOTER AGENCY FOR CONCEPTUALISING ORGANISING AND PROMOTING THE MOTOGP EVENT IN INDIA

E-Bid Reference: 667/Invest UP/2024-25

Name of the Bidder/Bidding Company/Firm:

ROYALTY SCHEDULE

(This BOQ template must not be modified/replaced by the bidder and the same should be uploaded after filling the relevant columns, else the bidder is liable to be rejected for this tender. Bidders are allowed to enter the Bidder Name and Values only)

Sl. No.	Item Description	Committed Royalty (in Rs.)	Total Amount Without Taxes (in Rs.)	Total Amount in Words
1	Amount of Royalty Committed to Invest UP for the event in the year 2024-25			
Total in Figures				
Quoted Amount in Words				

Appendix H:

Additional Document



2024 | FIM

PROMOTERS MANUAL

GENERAL MANUAL

OVERSEAS CIRCUITS

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INTRODUCTION

The main purpose of this manual is to serve as a guide for all the Circuits and Promoters involved in the organization of the 2024 MotoGP™ World Championship.

Complete reading of this manual will help in the understanding of all the important areas that should be covered in order to prepare a successful Grand Prix.

In case of doubt in any of the requirements specified in this document, the Circuit / Promoter should contact Dorna's Operations Department for further information or explanation.

In return for the help and assistance provided in this manual, Operations Department will require the Circuit / Promoter to make available a main contact of the circuit's staff to act as Dorna liaison for the duration of the event. Operations Department will be the main and only point of contact with the Circuit / Promoter for all issues arising during the preparation and execution of the event and will hold regular meetings to discuss progress and to co-ordinate ongoing requirements.

It is essential that the Circuit / Promoter provide Operations Department with comprehensive details of any planned or undertaken modifications to the circuit that could affect the listed requirements in this document.

Also, it is important that the Circuit / Promoter ensures that Dorna staff are given unrestricted access to the entire racetrack, Paddock, Pit Boxes, Race Control tower, Media Centre and any other necessary working areas for a period of at least one week before the event. Any events, either on track or in any other areas, during the Grand Prix period week should be agreed with Operations Department.

Before and after the Grand Prix week, a reasonable period of time will be needed for the set up and dismantling processes such as racetrack television cameras, MotoGP VIP Village™ structure and Dorna / IRTA office installations. The Circuit / Promoter will be informed accordingly about the arrival of the first teams involved in these installations. The Circuit / Promoter should inform two months in advance about planned activities which may restrict the access to required areas during set up and dismantling processes.

We recommend distribution of these files to the Circuit / Promoter's staff in order to make everyone working on the event aware of their responsibilities and new procedures / requirements for 2024. Dorna Operations Department will be pleased to clarify and provide further information about any doubts that could arise when checking the documents in this manual.

Lastly, we would like to emphasize that for a complete understanding of the sporting rules and requirements, the Circuit / Promoter should follow the indications from the official FIM documentation (FIM World Championship Grand Prix Regulations and FIM Standards for circuits).

IMPORTANT REMARK

It is acknowledged that if the race day of an event is on any day other than Sunday, the day referred to in this manual shall be adjusted accordingly.

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G1. RACETRACK

RACING SURFACE

After practice has started, the racing surface of the circuit must not be washed or brushed except for given instruction from the Race Director and the FIM Safety Officer in response to a localised change in conditions.

TARMAC SURFACE REPAIR

The Circuit / Promoter must be ready to provide a tarmac repair service with two different solutions for damaged tarmac in the track:

- Several square metres of tarmac
- Product for small damaged tarmac repairs

DETERGENT

The Circuit must be equipped with sufficient detergent to be able to quickly dissolve and / or deteriorate the mixture of oil / fuel / filler in case of an oil spill on track over an extended length of the circuit. Each marshal post should have 5 litres of ready-mixed detergent on hand in a spray applicator, with further supplies available at the circuit. Such detergent must be a mild general-purpose detergent containing:

- No less than 25% sodium laureth sulphate
- 5-15% cationic surface active
- No more than 5% silicates
- No more than 5% agent making balanced water (neither too hard nor too soft)
- 5-15% inorganic salts

Recommended products include: Buzil-Werk Wagner GmbH - "Indumaster Fast IR14". Others such as CSA Italy "RbeO+", 7 d'Armor "SYNER J" and Arbos Co. Japan "Abusu" (details available from the FIM Safety Officer), are not simply detergents; they break down and "digest" the oil, or a good liquid detergent like the one used for hand washing wool sweaters is suitable for the purpose.

This detergent must NOT contain any alcohol or solvents that will strip the surface of the "rubber" laid down by the motorcycles and cause a change in traction conditions. Once the detergent has emulsified the oil, that part of the tarmac must be washed with water. The use of the above detergent must be only when requested by the Race Director or FIM Safety Officer, marshals may not use detergent on the track surface without permission.

Note that in CHAPTER G6. RACE MEETINGS AND INSPECTIONS, Thursday Track Safety Inspection, the FIM Safety Officer may request an oil spill cleanup simulation to be carried out at the Track Inspection.

ABSORBENT MATERIAL

Each marshal post must be equipped with absorbent material to remove liquids from the track surface. The following two types of material are mandatory at each marshal post:

- Absorbent pads (or at minimum, paper towels) to absorb liquids from the track surface. These may be applied immediately by marshals at their own discretion to remove liquids from the track surface as soon as possible after an incident
- Absorbent powder: this product and any other absorbent powders may ONLY be applied with the express permission of the FIM Safety Officer or Race Director. Marshals may NOT apply these to the track surface without permission

Recommended products include: CSA Italy "Sorb&Go2 Universal Absorbent", Minerals I Derivats S.A. "Sepiolita" (details and suppliers available from the FIM Safety Officer).

TRACK SURFACE CLEANING & MAINTENANCE

The circuit must be equipped with sufficient equipment for track cleaning and maintenance. This includes at least:

- One cleaning / washing truck with sweeping and vacuuming function

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- Minimum of 3 mobile high-pressure washers with water tank in order to remove detergent after cleaning (minimum 1,000 litres water capacity, and hot water function recommended). This vehicle must be also equipped with minimum 5 litres of ready-mixed detergent on hand in a spray applicator, and at least one air blower
- Minimum of 6 air blowers with the following specifications: Minimum air flow 380 CFM, Minimum blowing force 9N. It is strongly recommended to have additional blowers at Marshal Track posts, and on mobile cleaning vehicles

(SEE RACETRACK CLEANING SERVICES) PAGE 15 and REFER TO FIM CIRCUITS STANDARDS 2024 ART. 13.2

REMOVING DEBRIS (RUBBER, STONES, ETC.) FROM THE TRACK SURFACE

Typically, removal of debris is done by marshals equipped with brooms or air blowers. This should be done automatically between track sessions when possible.

A recommended method when large areas must be cleaned is a specialised “mat” designed to pick up debris, towed by a light vehicle. Recommended products include: WIEGEL Transport Equipment “FOD*BOSS Kehrmatten” (details and suppliers available from the FIM Safety Officer).

In every case, care must be taken to remove debris WITHOUT changing the track surface, so use of mechanical brushes and sweepers is NOT PERMITTED unless authorised by the FIM Safety Officer.

START / FINISH STRAIGHT

JUMP START SYSTEM REQUIREMENT

➤ POLES FOR JUMP START CAMERAS

14 poles are required to cover all the lines on the Starting Grid.

All the poles must be aligned to the middle box of each row at the Starting Grid (SEE JUMP START SYSTEM) PAGE 16.

The minimum height for the Jump Start poles is 2.5 metres and the diameter between 30-40 mm.

➤ CABLES AND POWER SUPPLY

Please refer to the Data Processing and Timing Manual for detailed explanation of the cables and connections required.

TRACK MARKING

FIM HOMOLOGATED PAINTS

FIM Homologation requires antislip paint to be used for all painted lines and kerbs.

In certain specific locations, the FIM Safety Officer may request the use of a removable paint, to be used only as directed by the FIM Safety Officer.

For the list of the FIM homologated suppliers REFER TO FIM CIRCUITS STANDARDS 2024 ART. 4.11.1

RACETRACK EDGE

The complete racetrack surface will be bordered on both sides by continuous 10 cm white lines, except at the entrance and the exit of the Pit Lane and Long Lap Penalty lane where a broken white line must be painted. No decoration is permitted on the track surface with the exception of the runoff areas where Dorna has the exclusive right to allocate advertising.

REFER TO FIM CIRCUITS STANDARDS 2024 ART. 4.11.2

VERGES

Under the direction of the FIM Safety Office, track edges (verges) must be painted in a uniform green colour (Ref. RAL 6029) whenever it is estimated that a rider can gain an advantage if he infringes track limitations. If it is felt that no advantage can be gained, the track edges (verges) should be painted in any other uniform colours. Only FIM officials can define the areas to be painted in green (Ref. RAL 6029). REFER TO FIM CIRCUITS STANDARDS 2024 ART. 4.11.4

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BRAKING MARKS

White lines minimum 1 metre wide and 5 metres length must be painted at both sides of the verge at the edge of the racing surface in order to be used for the riders as a braking reference when approaching the turn.

It will be also required to paint the protection device at the first line of protection with a white line 1 metre wide aligned with the marks at the edge of the track (SEE BRAKING MARKS) PAGE 17 and REFER TO FIM CIRCUITS STANDARDS 2024 ART. 4.11.9

START LINE

The Start Line will be marked with a 10 cm wide line across the track.

In case that the Finish and Start Line are in the same position, the drawing will be as the specification of the Starting Line plan.

(SEE STARTING LINE) PAGE 18 and REFER TO FIM CIRCUITS STANDARDS 2024 ART. 4.11.6

FINISH LINE

Finish Line will always be aligned with the Timekeeping Room. Please pay attention to the standard MotoGP™ Finish Line specification (SEE FINISH LINE) PAGE 18 and REFER TO FIM CIRCUITS STANDARDS 2024 ART. 4.11.7.

The definition of the Finish Line will be informed to all teams in order to avoid any dispute in case of a photo-finish.

STARTING GRID

There will be 9 metres between each row of the Starting Grid. Minimum of 14 rows should be painted.

The width of the Start / Finish Straight should be divided in 8 equal corridors in order to separate the starting boxes as much as possible, always leaving free the two corridors at the sides.

The pole position side will be determined by the FIM Inspector during the homologation procedure. As standard, the pole position will be in the opposite side of the first corner direction.

Each position on the Starting Grid should also have the grid position number (i.e. 1, 2, 3, ...) painted next to it (preferably right-hand side), for easy identification by teams and riders especially in case of a Quick Start (when there is no movable number on the grid).

(SEE STARTING GRID) PAGE 19 and REFER TO FIM CIRCUITS STANDARDS 2024 ART. 4.11.8

Starting grids from other series must be removed or painted out before preparing the MotoGP™ Starting Grid.

The provisional Starting Grid will be published after final qualifying, with the approval of the Event Management Committee and FIM MotoGP™ Stewards.

The final Starting Grid for Moto2™ and Moto3™ will be published after the final qualifying, and for MotoGP™ after the Warm Up session (at least one hour before the start of the race) and will be signed with the time by the Clerk of the Course.

DRAINAGE SYSTEM

A proper drainage system must ensure that the racetrack, Pit Lane, verges, runoff areas and gravel beds are cleared of any surface water.

All the required drainage channels at the sides of the racetrack and between the verge and the first line of protection should be installed in such a way that the covers do not represent any step or bump for the motorbikes and riders that have lost the racing line.

The complete drainage system will have to be checked one week before the event in order to ensure that there are no obstructions.

To make emergency drainage in case of heavy rain, the Circuit must have available the following minimum drainage equipment:

- 4 x electric-powered pumps capable pumping water at 200 litres / minute
- 2 x electric or petrol-powered pump capable of pumping water at 800 litres / minute

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- 50 metres of hose per pump of 45 mm diameter, in two 25 metres sections. Such hoses must have the same connections in order to be used with any of the pumps

GRAVEL BEDS

The surface of the gravel beds must be completely flat without undulations.

One week prior the event (not before), the gravel beds must be ploughed with a harrow machine in order to remove all debris and stones of a diameter superior to the grains.

REFER TO FIM CIRCUITS STANDARDS 2024 ART. 4.9

TRACK LIMITS DETECTION SYSTEM

As exceeding the track limits has become a common infraction, a precise, fast and secure system has been created to detect infractions and to identify the riders.

The detection system installation will be done by Dorna personnel, and the Circuit / Promoter will be required to cooperate in order to finalize the work.

Dorna will inform the Circuit / Promoter of the total number of track limit areas used in each circuit, agreed with Race Direction.

In case the Circuit / Promoter is planning to resurface the circuit or any areas affecting the Track Limit equipment, the Operations Department must be advised at least 2 months before the event.

The Track Limits detection system will be installed to various corners using two different methods:

- Method 1: an embedded pipe containing an air chamber running along the kerb; exceeding the track limit is detected when the setup pipe is compressed by a bike
- Method 2: a buried fiber running along the kerb; the fiber flexes and vibrates creating a light beam anomaly when a bike exceeds the Track Limits

(SEE TRACK LIMITS DETECTION SYSTEM) PAGE 20

TRACK LIMITS DETECTION SYSTEM COMPONENTS

➤ PIPE / FIBER WIRE

A long flexible pipe containing an air chamber or a fiber wire will be placed along the zones where the infractions may occur.

➤ SENSOR / ANALYZER

Both methods will require a sensor:

- The embedded tube method will require to install an air-flow sensor at the end of the pipe
- The fiber method will require a sensor / analyzer at the end of the wire

➤ CCTV CAMERAS

A CCTV camera system will record the infraction area for graphical evidence. The pressure change on the pipe will trigger the recording system. These clips / recordings will be examined by a FIM MotoGP™ Steward in Race Control during the sessions.

CCTV cameras will be provided by Dorna.

TRACK LIMITS DETECTION SYSTEM REQUIREMENTS

Circuit / Promoter cooperation will be required to setup part of the Track Limits detection system installation prior Dorna personal arriving:

➤ SENSOR MANHOLE

A 40 x 40 x 60 cm manhole will be required to accommodate the sensor / analyzer. It may be placed at the beginning of the runoff gravel area, buried a minimum of 10 cm.

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Manholes have to be waterproof to keep the sensors dry.

➤ NETWORK CABINET

At the service road, a junction box with an inlet opening will be required. The minimum dimensions for the cabinet are 40 x 40 x 20 cm. A Schuko outlet and a network socket, fiber either Ethernet, may be required inside the cabinet.

➤ WIRING CONDUCTS

A 5 cm diameter corrugated tube will be required at every limit sensor. This tube will connect the sensor's manhole and the service road cabinet, and being used to pass all the installation cables.

It is required to be installed lying at the very bottom of the gravel pool.

SEE T5. CABLING INSTALLATION – RACE CONTROL for cabling routes details.

Circuit / Promoter cooperation will be required once the Track Limit detection system is installed:

➤ CLEANING TASKS

After asphalt works, the generated dust and mud may be removed before fixing the installation with polyurethane. A sweeping truck with pressurized water will be required for this task from Monday to Wednesday, twice per Track Limits device.

➤ PAINTING TASKS

The Circuit / Promoter will be required to paint in green the installation once the system is in place. Tasks are expected to be completed on Wednesday at 12:00h.

(SEE TRACK LIMITS DETECTION SYSTEM) PAGE 20

Note the FIM Safety Officer will contact each circuit requesting specific asphalt runoff areas to be painted green (track limit areas). All other areas and verges will be required to be painted in any other colour (except green of any shade). Detailed plans of these track limit areas will be supplied by the FIM Safety Officer.

Detailed information of the Track Limits detection system will be provided by Dorna Operations department two months prior the event.

DIGITAL FLAGS SYSTEM

Installation of a homologated digital flags system is compulsory for FIM Grade A circuits. Those circuits without an approved system installed will need to prepare the necessary mounts and electrical feed to supply the Dorna digital flags system.

In the event of the Dorna digital flags system being used, a marshal briefing will be arranged before the first practice session to outline the user interface to marshal operators.

DIGITAL FLAGS SYSTEM COMPONENTS AND REQUIREMENTS

➤ DIGITAL FLAGS POSITIONS

The digital flags positions will be finalized by the FIM Safety Officer and shared with the Circuit / Promoter in advance of the event. Any changes to the original positions must be approved by the FIM Safety Officer. The FIM Safety Officer reserves the right to relocate the digital flags.

➤ DIGITAL FLAGS CONTROLLERS' POSITIONS

The digital flags controllers' positions will be finalized by the FIM Safety Officer and shared with the Circuit / Promoter in advance of the event. Any changes to the original positions must be approved by the FIM Safety Officer. Digital flags controllers should be positioned to have full visibility of their sector (from their digital flag to the next digital flag). This may mean controllers are not positioned at existing flag post positions. The Safety Officer reserves the right to relocate control box positions.

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➤ INFORMATION PANEL

The information panel will be positioned at the front of the grid, normally on the same structure as the Starting Lights. This information panel can be used for procedural information, certain flags or display rider penalties during a race. All information displayed will be controlled from Race Control. Note that information panels must be from the same supplier as the circuits chosen light panel supplier and operated from the same software. The minimum height of the information panel should be 4.5 metres, from track surface to the underside of the panel.

➤ DIGITAL FLAGS SUPPORT

The Circuit / Promoter must supply, in the correct positions, adequate supports for the digital flags to be mounted. Detailed drawings of approved mounting systems can be requested from Dorna, as well as digital flags specifications etc.

To ensure durability and functionality, using 3 mm gauge metal with a diameter of 100 mm is suggested to form the pole.

Ideally, the pole will be moveable in case of alterations later. The pole must be able to pan and tilt to improve visibility for the riders.

FIM - FIA have agreed to a minimum clearance of 2.5 metres from ground to the underside of the digital flag when installed.

➤ DIGITAL FLAGS POWER SUPPLY

The Circuit / Promoter must supply each digital flag with an individual power source (CETAC 16 Amp/Female – 2,000W/Panel). Ideally, the supply for each flag will be covered by UPS or alternative backup power source.

Additional power outlets must be available for ancillary items to be added at each location (antennas and cameras etc).

➤ DIGITAL FLAGS OPERATOR / RACE CONTROL

Dorna will install all necessary equipment in Race Control for the digital flags, including fiber optic cabling. An operator will be provided by Dorna to control the digital flags system from Race Control. One marshal will be required to operate a digital flag at each of the controller positions.

Any further information or queries related to these systems can be obtained from the FIM Safety Officer.

(SEE DIGITAL FLAGS SYSTEM) PAGE 21, (SEE DIGITAL FLAGS MOUNTING POLE) PAGE 22

PROPRIETARY DIGITAL FLAGS SYSTEM

If the Circuit / Promoter has their own FIM homologated digital flags system installed, the following guidelines must be taken into consideration.

All digital flags systems used at events must be homologated to FIM standards, grade 1 or 2. The FIM Safety Officer will indicate which grade of panel (1 or 2) is required in each circuit position. Note that “system” includes the operating software. If the software is not from the Manufacturer of the FIM-homologated system, this must be advised to, and approved in advance by the FIM and FIM Safety Officer (this is to ensure that all functions, connections and access to MotoGP™ Race Control systems are available). The ‘MotoGP™ Digital Flags Guidelines’ are available upon request from the FIM Safety Officer.

It is essential that the software server settings i.e. time and date etc are correct and monitored before and during the event.

Circuits are required to install UPS for the entire digital flag system, including any servers and panels on track. This is to ensure that in the event of power or network connection loss within the circuit, the digital flag system will remain fully operational for a minimal time, which will allow Race Control or marshals to send signals and stop sessions, if required.

➤ DIGITAL FLAGS POSITIONS

The digital flags positions will be finalized by the FIM Safety Officer and shared with the Circuit / Promoter in advance of the event. Any changes to the original positions must be approved by the FIM Safety Officer. The FIM Safety Officer reserves the right to relocate digital flags. The Circuit / Promoter must have spare digital flags available in case of failure during the event i.e. grade 1 and / or grade 2.

2024 MotoGP™ PROMOTERS MANUAL

GENERAL MANUAL

➤ DIGITAL FLAGS CONTROLLERS' POSITIONS

The digital flags controllers' positions will be finalized by the FIM Safety Officer and shared with the Circuit / Promoter in advance of the event. Any changes to the original positions must be approved by the FIM Safety Officer. Digital Flags controllers should be positioned to have full visibility of their sector (from their digital flag to the next digital flag). This may mean controllers are not positioned at existing flag post positions. The Safety Officer reserves the right to relocate control box positions.

➤ INFORMATION PANEL

The information panel will be positioned at the front of the grid, normally on the same structure as the Starting Lights. This information panel can be used for procedural information, certain flags or display rider penalties during a race. All information displayed will be controlled from Race Control. Note that information panels must be from the same supplier as the circuits chosen light panel supplier and operated from the same software. The minimum height of the information panel should be 4.5 metres.

➤ DIGITAL FLAGS OPERATION RACE CONTROL

The Circuit / Promoter digital flags system will be operated by a circuit operator and by Race Direction operators, but a second user profile must be available for Race Direction to oversee or adjust messages and flags as necessary. The Circuit / Promoter must be able to present this second user at a requested location within Race Control either via a direct link or software login. Note that screen sharing i.e. team viewer, is not acceptable.

➤ MotoGP DIGITAL FLAGS PROFILE

To avoid incorrect signals during an event, a MotoGP profile must be created and used with the Circuit / Promoter digital flags system. This profile must be used on all digital flags controllers, Race Control interface and information panel. Detailed information on MotoGP digital flags profile is available from the FIM Safety Officer.

➤ DORNA SOFTWARE INTERGRATION

Software integration between circuit digital flags and Dorna's Race Control Suite software is essential for the FIM Stewards role and Race Control staff. The Circuit / Promoter and digital flags developers must contact the FIM Safety Officer at least 6 months in advance of the event to coordinate integration between the systems.

➤ MAINTENANCE

The Circuit / Promoter is required to follow maintenance schedules for hardware as directed by manufacturers. Cabling and infrastructure must be maintained and serviced regularly to ensure smooth uninterrupted operation.

[SEE T5. CABLING INSTALLATION – RACE CONTROL](#) for cabling routes details.

MARSHALLING SECTORS SURVEILLANCE SYSTEM

The Marshalling Sectors Surveillance system purpose is to apply the regulation, to help preventing accidents, to speed up actuations and to help the FIM MotoGP Stewards make decisions. The Marshalling Sectors Surveillance system consists of different CCTV cameras provided and installed along the track by Dorna personnel.

MARSHALLING SECTORS SURVEILLANCE SYSTEM REQUIREMENTS

Circuit / Promoter cooperation will be required to setup part of the Marshalling Sectors Surveillance system installation prior Dorna personal arriving:

➤ POWER CONNECTIONS

A 16Amp power outlet is required at every digital flag position around the track. This connection must be protected by UPS system. The power outlet can be either a CEE 16A 3-pol 230V Female or a CCE 7 Female "Schuko".

2024 MotoGP™ PROMOTERS MANUAL

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➤ NETWORK CONNECTIONS

A network endpoint is required at every digital flag position around the track. The network endpoint can be either a PtP F.O or a 802.1Q compliant Ethernet port.

The network will be used for Timing and Race Direction purposes.

Detailed information of the Marshalling Sectors Surveillance system will be provided by Dorna Operations department two months prior the event.

SEE T5. CABLING INSTALLATION – RACE CONTROL for cabling routes details.

PROTECTIVE DEVICES

AIRFENCE SAFETY SYSTEM

The required metres of airfence protective device and their distribution will be decided by the FIM Homologation report.

➤ HANDLING & ACCIDENT PROCEDURE

The airfence safety system is an air inflated safety crash barrier, which is positioned on the circuit as secondary protection in accordance with the “FIM Standards” and is designed to absorb the impact of the rider(s) without recoil.

The airfence is a modular system constructed from heavy duty materials; each module can be locked together to form any desired length of safety barrier.

The following instructions are thought to assist the track marshals in the general handling and procedures during the event. The marshals are advised to observe two main procedures when handling the airfence:

- DO NOT OVER INFLATE!
The airfence is a low-pressure air structure fitted with pressure relief valves to ensure correct operating pressure is maintained
- DO NOT DRAG THE AIRFENCE ON THE GROUND!
The airfence is an air inflated safety barrier and dragging will cause damage to the material and reduce the life expectancy of the product

➤ AIRFENCE INSTALLATION

First of all, the airfence system should be positioned adjacent to the corner ready for installation. Inspect the corner position for debris and remove all sharp objects. Roll the airfence module out with the front face to the top (each module is marked showing front to the circuit rear to the wall). The airfence is fitted with inflation valves for each of its air chambers. Remove cap on the rear chamber and inflate with air pump supplied, repeat inflation procedure for front chamber and position airfence upright. Repeat the inflation procedure for each of the airfence modules to be installed at the corner. Starting with the first module, lift into position against the wall and repeat for each of the airfence modules until the line of protection is covered. Please note that each airfence has a 45 degree off-set that interlocks each of the airfence modules, ensure that the airfence modules have no gap between each module and using the 6 safety straps ‘lock’ each module to the next.

➤ MARSHAL ACCIDENT PROCEDURE

In case that a rider / machine impacts into the airfence, make sure the rider is safe and evacuate him if possible. Then remove the motorcycle from the airfence to reduce heat and fire damage.

The airfence system needs to be observed for obvious damage and this needs to be reported to the Race Control as per accident procedure. If the airfence requires repair, lift the airfence module back against the wall using the safety straps and ‘lock’ the airfence modules together again. It has to be ensured that there is no gap between any of the airfence modules and that it is positioned against the wall / tyres ready for the next accident.

2024 MotoGP™ PROMOTERS MANUAL

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If the airfence system has been damaged, a report to the Clerk of Course requesting inspection needs to be done and the airfence personnel will inspect and repair and / or replace as required.

➤ REPLACEMENT AIRFENCE

In all cases, a minimum of one replacement airfence should be inflated and ready to install where necessary, during an event. Additional devises should be close by, and the necessary inflation devises present. In the case of a replacement module needing to be installed, the minimum delay is required.

DORNA ADVERTISING

Once the advertising set up of the racetrack is completed, the FIM Safety Officer, in consultation with the Race Direction Dorna Representative, is the sole decision maker on the position of the advertising as far as safety is concerned.

The Clerk of the Course, the Race Director and the FIM Safety Officer will check that the advertising does not affect the security. Once this issue has been granted, nobody (marshals, doctors, photographers...) will be allowed to stand in front of the advertising signs, unless for an emergency intervention.

SET UP AND DISMANTLING

On Sunday prior to the Grand Prix weekend the racetrack must be cleared of any advertising in order to allow the Dorna advertising crew the set-up of the advertising supports along the racetrack.

The Circuit / Promoter must ensure that the Dorna advertising trucks have full and easy access to the racetrack and, should it be necessary, the Circuit / Promoter will give to the Dorna representative a set of keys of the gates that give access to the racetrack. The Circuit / Promoter must inform the security service that the Dorna personnel and vehicles may have free access to the racetrack either during the day or at night.

Set up process will continue until Thursday afternoon of the event. Adjustments and modifications could be carried during the weekend after practices.

Dismantling will start on Sunday after the last official activity on the racetrack and it will be completed on Monday morning if there are no major issues with the weather conditions.







AIR BLOWER

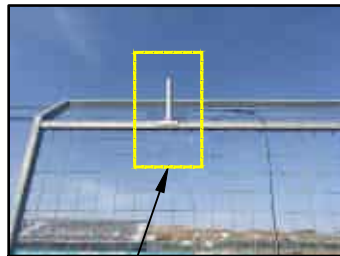


WATER PUMP

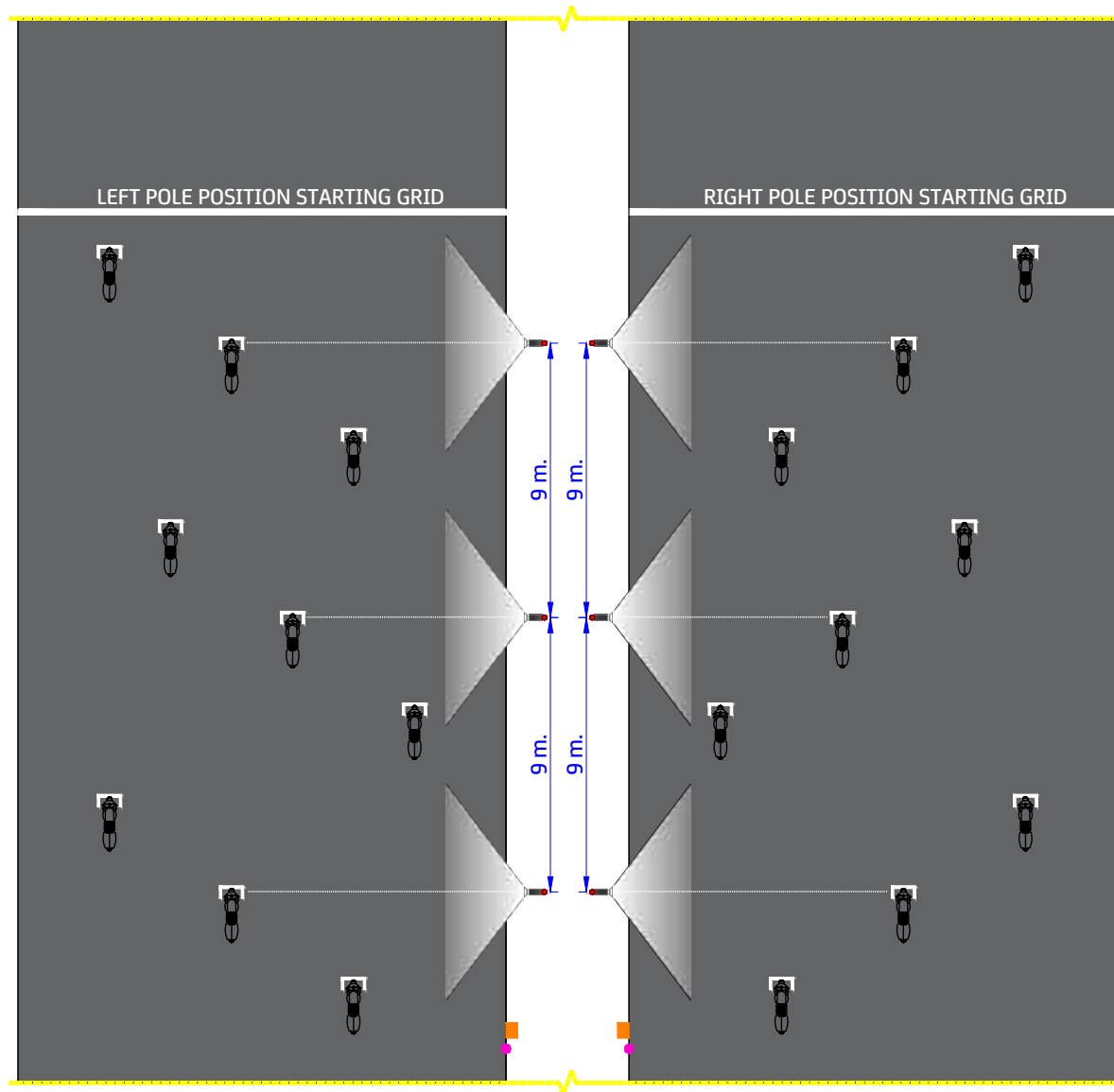
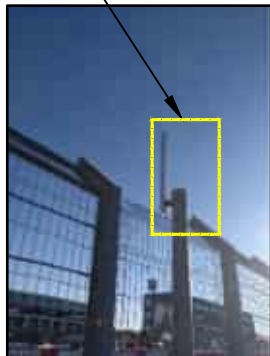


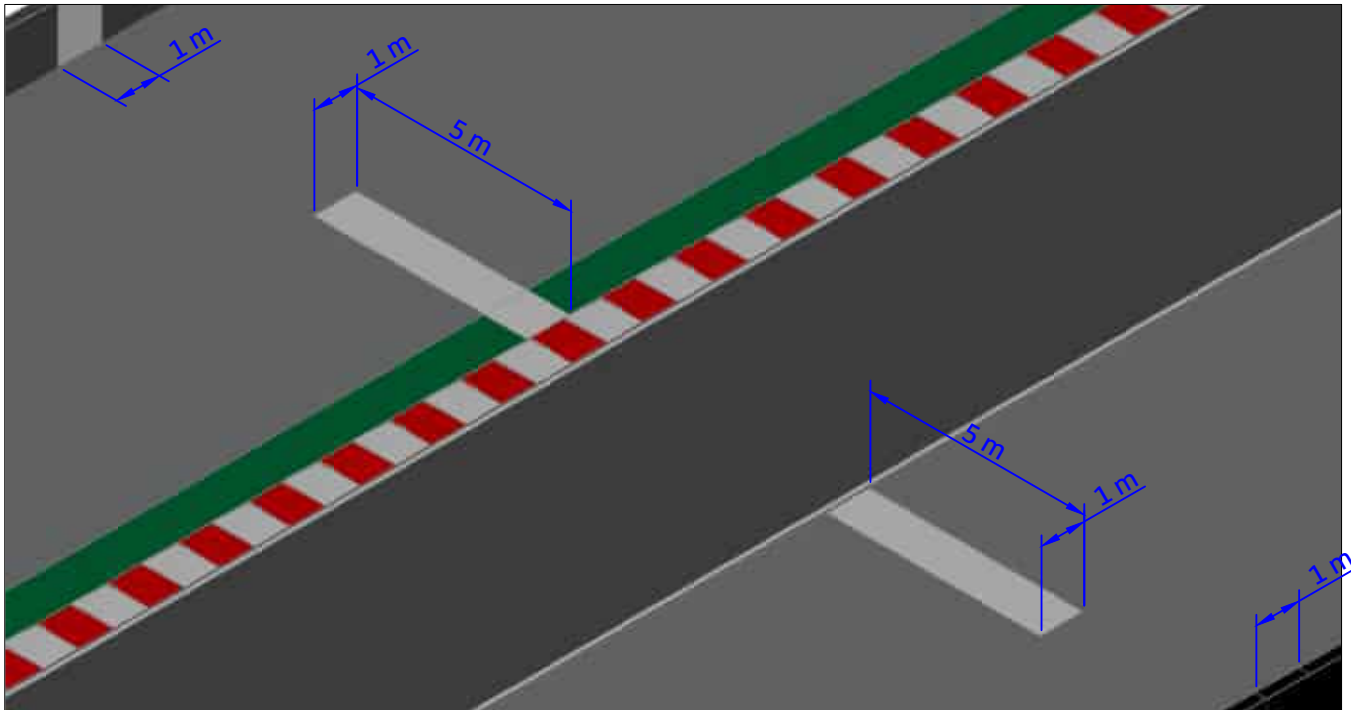
FOD BOSS MATT

-  Jump Start Cameras
-  Poles (between \varnothing 35-40 mm.)
-  Fibre Connection from Jump Start to Race Control (1st or 13th row)
-  220 Power Schuko (1st or 13th Row)

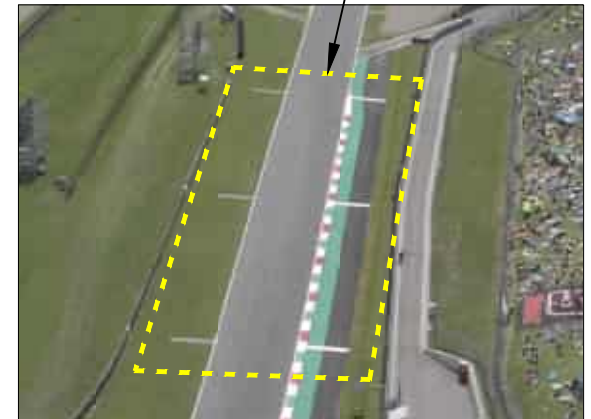
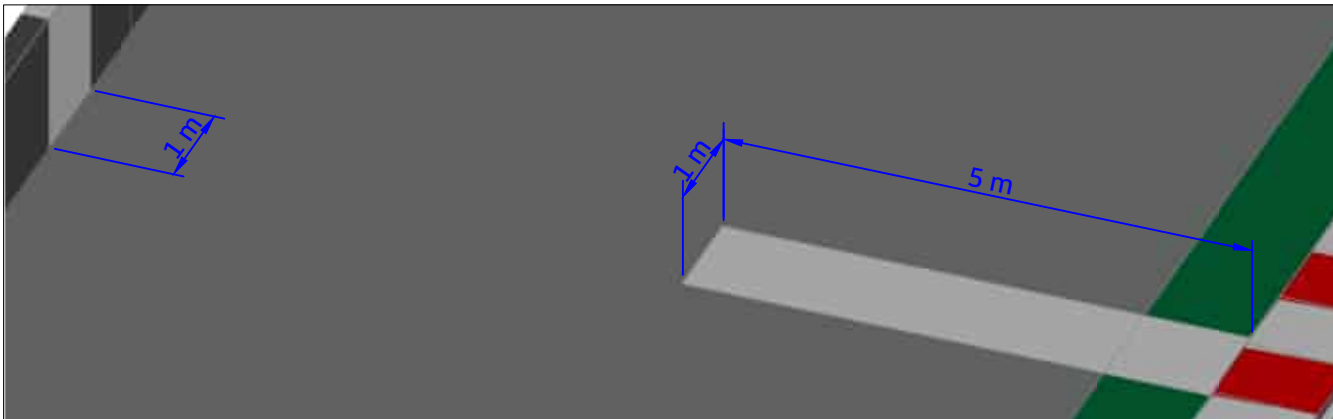


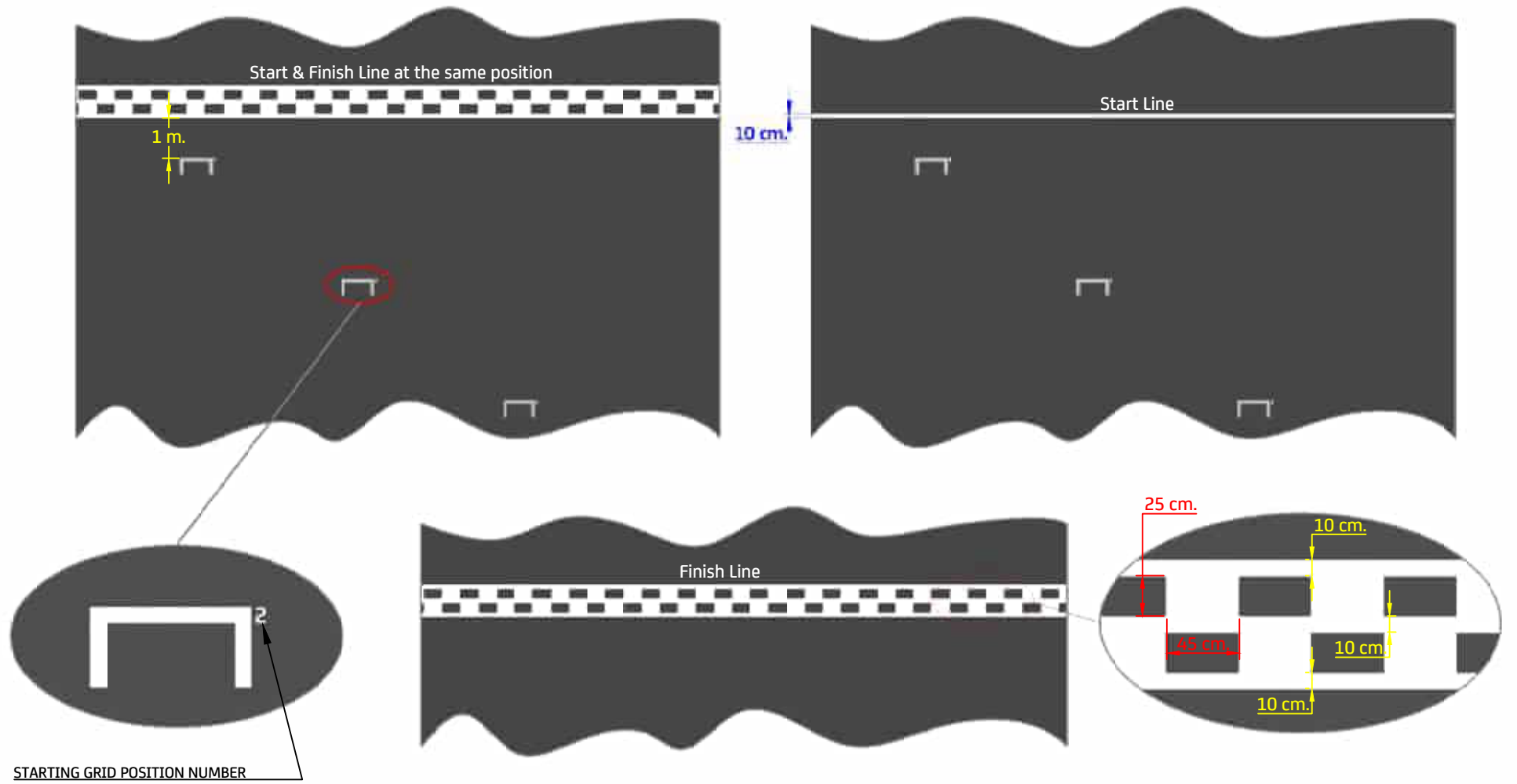
Installation Poles examples

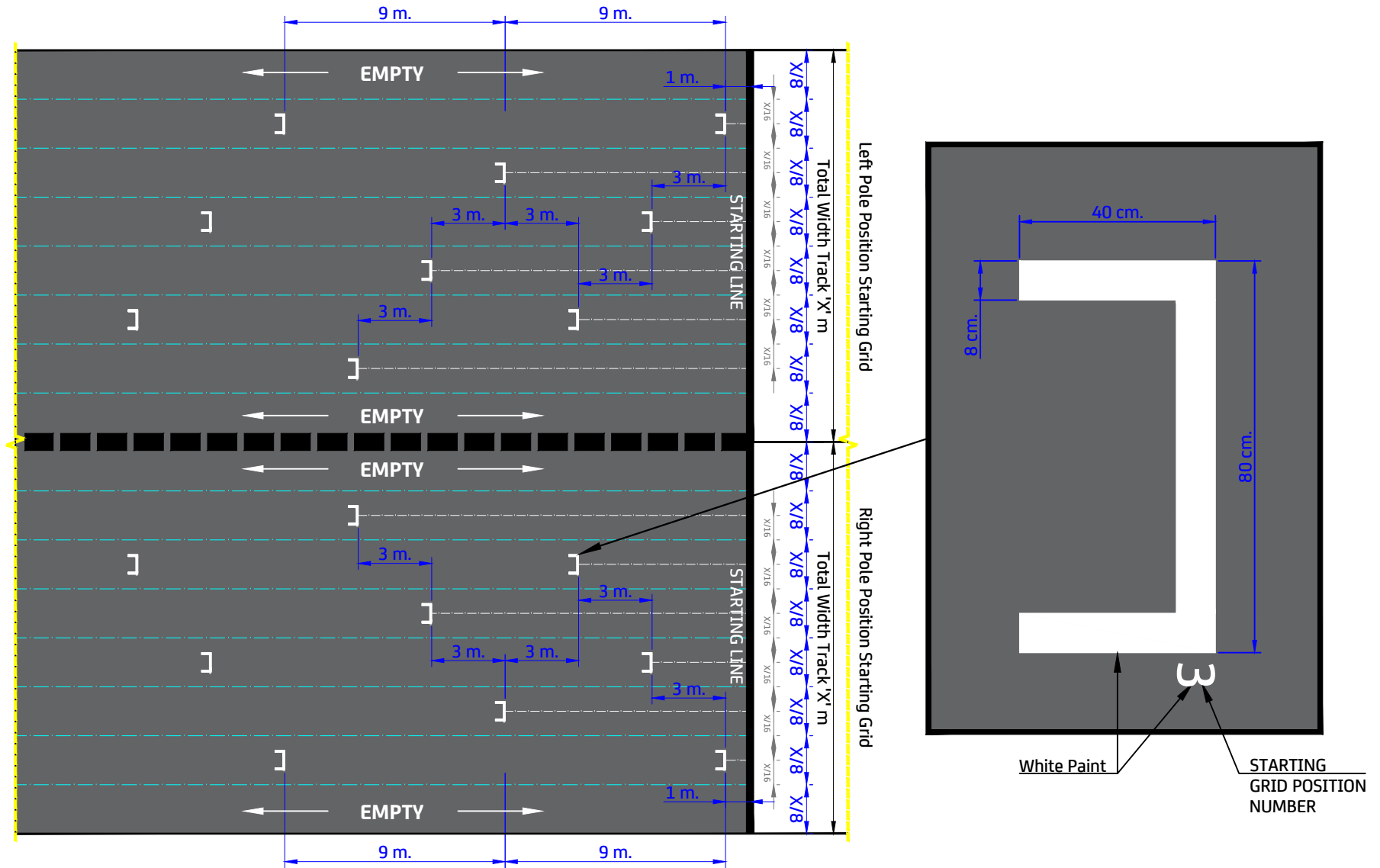




Braking Marks

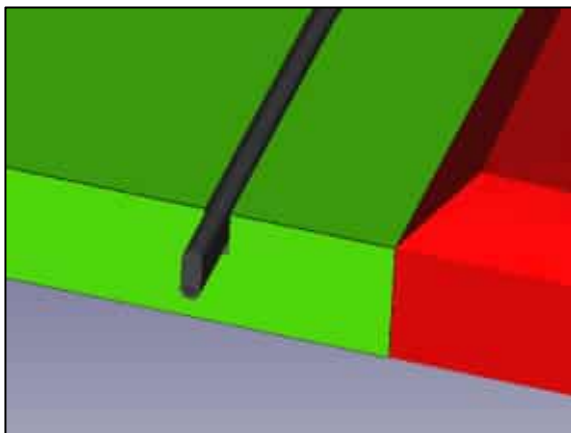




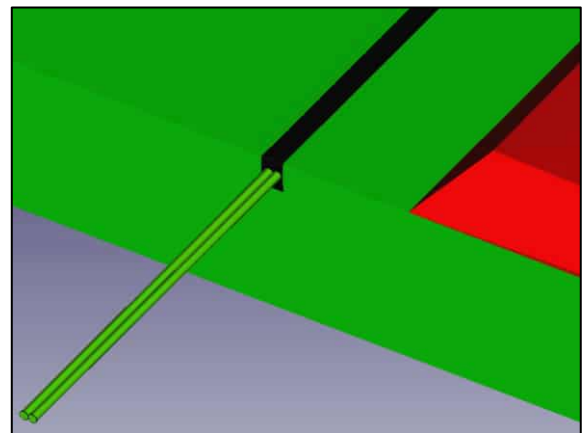




TRACK LIMITS DETECTION SYSTEM OVERVIEW



Method 1. PIPE

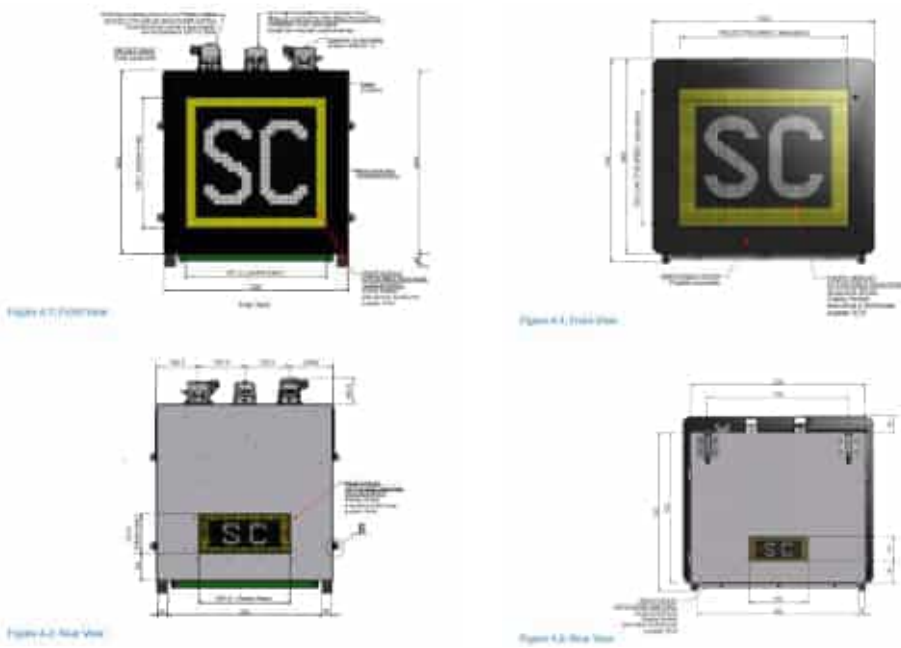


Method 2. FIBER

GENERAL DISTRIBUTION EXAMPLE

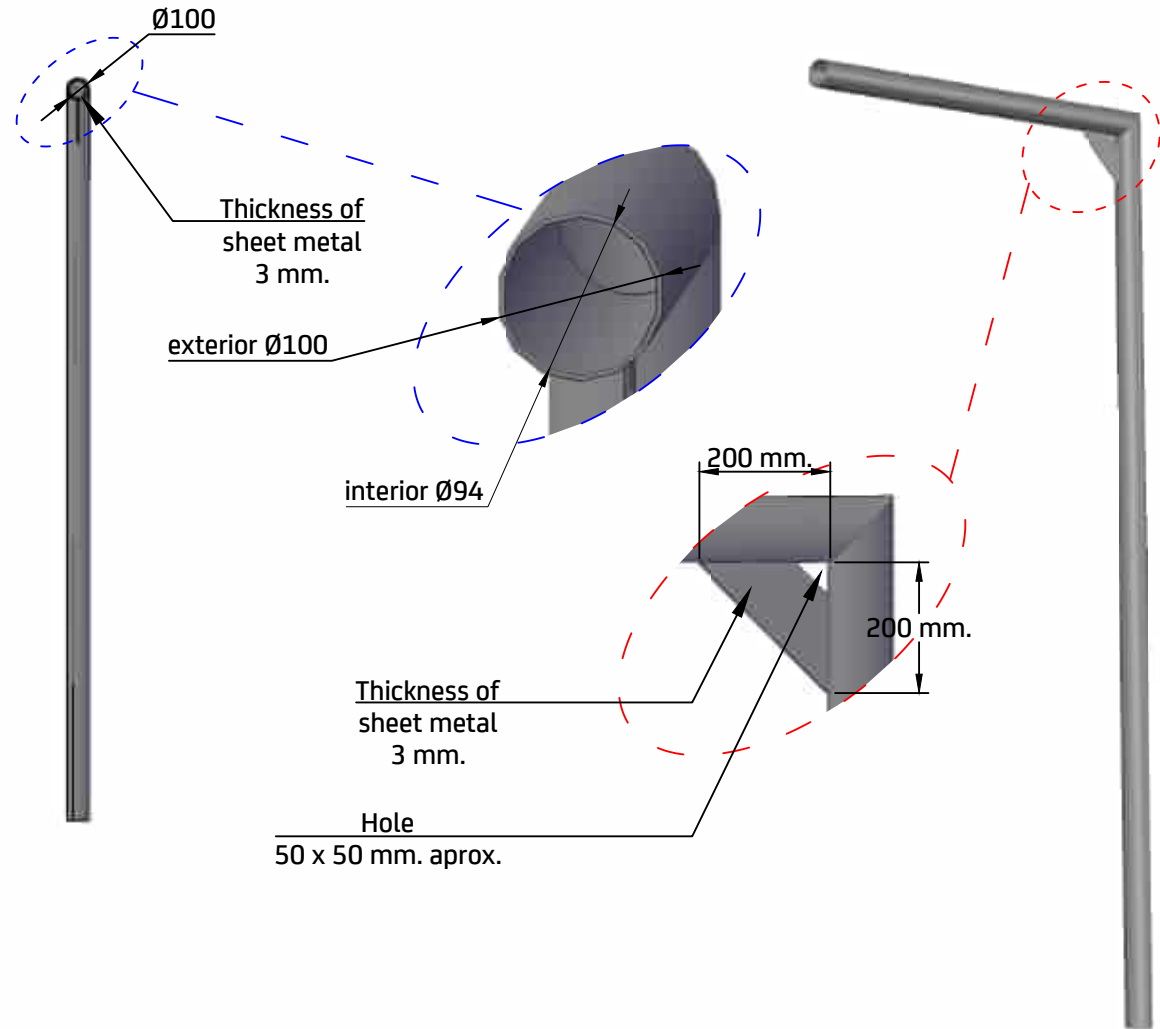
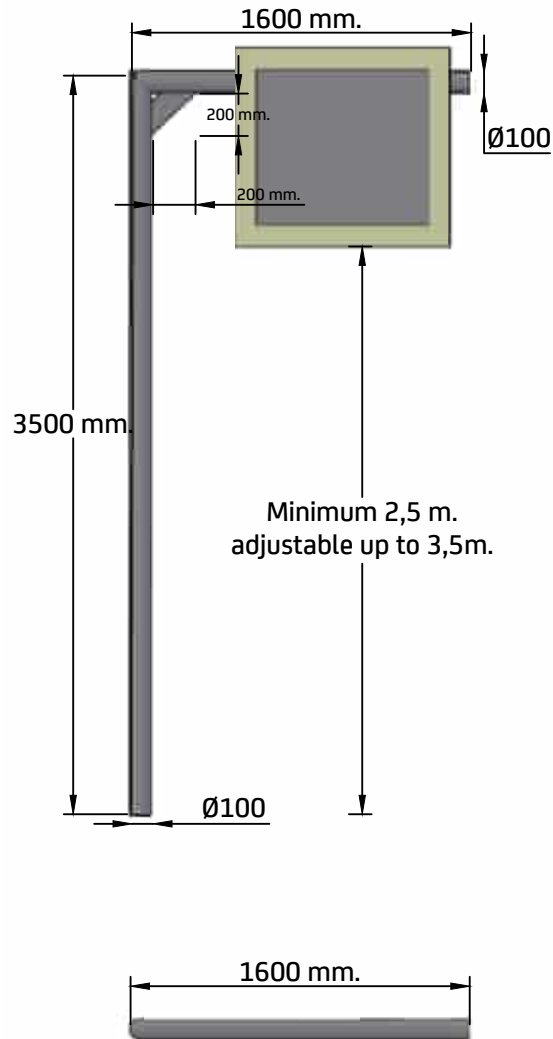


DETAILS



LIGHT PANEL CONTROLLER EM





NOTE: The pole must be available to be rotated 360° once it is set/anchored depending on the needs.

G2. PIT LANE

SIGNALLING PLATFORM

A platform for teams and marshals signaling must be built between the Pit Lane and the verge at the racetrack edge. This platform will be used by the teams to install their canopies. This temporary set-up will be the main information point during practices and race for all the team personnel.

This platform should respect the following minimum dimensions:

- Width of the verge track side (2 metres)
- Width of the platform (minimum 1.5 metres)
- Length of the platform (it should cover all the Pit Boxes and it should be extended 25 metres at the Pit Entry side and another 25 metres at the Pit Exit side)
- Level of the ground in the lane (35 cm higher than the Pit Lane asphalt level)
- Protective concrete wall - Pit Lane Wall (high 1 metre above ground of the platform)
- Thickness of concrete wall (25 cm)

A protection barrier of 65 cm in height is necessary between the platform and the Pit Lane. There must be openings of approximately 80 cm, located at a maximum of every 25 metres.

There must be a minimum of two openings of at least 2 metres wide in the wall and in the whole infrastructure of the signalling platform. One of these openings should be located approximately 5 metres ahead of the Start / Finish Line, and the other approximately at the mid-way point of the Starting Grid. It is indispensable that this passage is fitted with a sliding door which must be joined to the wall (SEE PIT WALL) PAGE 26 (SEE GRID GATE ACCESS) PAGE 27

PIT LANE WALL

REQUIRED FACILITIES

➤ ELECTRICITY

There should be a minimum of thirty low amperage 220v double electricity outlets (Schuko), evenly spaced along the Pit Wall (it is recommended that every outlet has its own trip switch 16Amp/300mA).

We highly recommend installing a U.P.S. System in order to protect the power supply in this area.

➤ TV SIGNAL

The signaling wall should be cabled in order to allow teams to receive the TV / Timing feed in their canopies at the signaling wall (two RF outlets close to every electricity outlet).

➤ CABLE TRAY

It is highly recommended to fit out a cable tray along the complete Pit Wall for the temporary cabling installations from Dorna / IRTA and teams: canopies, red lights, speed loops, photoelectric cell, Finish Line cameras, Jump Start cameras, weather station, ...

DEBRIS FENCE

It is highly recommended the installation of a debris fence on the Pit Wall for protection of the people working in the signaling platform and Pit Lane areas. The structure of this fence should be divided in sections (gaps) from where the teams are able to show the info panels to the riders (SEE PIT WALL) PAGE 26.

LAP COUNTER

Electronic lap counter above the Pit Wall at the Finish Line and linked with the official timekeeping service has to be installed for rider info during practices and races. In some circumstances and only in consultation with the FIM Safety Officer and Race Direction, a manual lap counter system may be accepted.

PIT LANE ENTRY

A white line must be painted across the Pit Lane entry where the Pit Entry detection loop is installed. The exact location will be decided by the FIM Inspector during the homologation of the circuit. Dorna will place 60 km/h speed limit boards on both sides of the Pit Lane entry white line.

PIT LANE EXIT

The Pit Lane exit must be controlled with a set of lights. The lights sequence that will be needed are steady red light, flashing blue light and steady green light. Control of these Pit Exit lights should be from both Race Control and at Pit Lane exit, with an override for preference.

A continuous white line must be painted across the Pit Lane in line with the lights, in the middle of the timekeeping loop (installed by Dorna). Dorna will also install 60 km/h speed limit boards at the Pit Exit white line at the location of the Pit Lane exit lights. Thus, the lights, timekeeping loop, white line, and 60 km/h signs will all be in the same line.

A Pit Lane Grid must also be painted as follows:

- A continuous white line across the Pit Lane 5 metres back from the lights, and starting 0,1 metres (10 cm) behind this line the first of 10 grid positions painted in the Pit Lane
- The grid positions will be in 2 rows of 5 positions each, staggered left and right and separated by 1 metre laterally and 2 metres longitudinally
- The position of the first position (left or right) will follow the pole position on the main Starting Grid

(SEE PIT LANE GRID) PAGE 28

Note that some circuits with an extended Pit Lane speed limit zone for safety reasons may require different placement of lights, speed limit signs, Pit Lane grid, timekeeping loop. The FIM Inspector and / or Race Direction will advise these circuits case by case.

The exact location will be decided by the FIM Inspector during the homologation of the circuit.

The end of the Pit lane exit road, where it joins the track, will be defined by a broken white line (dotted line). The exact location will be decided by the FIM Inspector during the homologation of the circuit.

STARTER'S ROSTRUM

The starter's rostrum has to be located after the Start Line and in the best possible position for viewing all of the grid. A structure of at least 1.5 metres higher than the signalling platform, surrounded by a handrail, must be installed. The control of the starting lights must be made from here. The starter's rostrum must be equipped with 2 TV monitors (minimum 1 TV monitor) to display the Official Timekeeping and Data pages. Access to this platform is strictly reserved for the starter and, possibly, his deputy (SEE STARTER ROSTRUM) PAGE 29.

STARTING LIGHT CONTROL

This section refers exclusively to the traffic lights involved in the Starting Procedure of the race, meaning the red lights on the bridge, on the starter rostrum or / and the red lights placed on the side walls of the grid. Dorna will supply and install a light control system which will be plugged to the circuit system.

For this purpose, the Circuit / Promoter should prepare the installation of a control box with a basic connection of two threads using a switch, where both connected would allow Dorna system to operate the start procedure red lights, and where one or both threads were disconnected the circuit system would remain the main control system (SEE STARTER ROSTRUM) PAGE 29.

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STARTING LIGHT CONTROL PROVIDED BY THE CIRCUIT

The starting light control system should be located in the starter's rostrum. The starting light control should be with a lever and not with push-button (SEE STARTER ROSTRUM) PAGE 29.

The starting light system operated from the starter's rostrum must have a separate switching circuit, independent from any connected with Race Control.

The only lights sequences that will be needed for the starting lights are the following:

- Steady red lights on or off, to indicate the start of the race
- Flashing yellow lights are no longer used in Grand Prix operations

*The electrical line for the whole system including starting lights and controls must be protected with an U.P.S. System.

STARTING LIGHT CONTROL PROVIDED BY DORNA

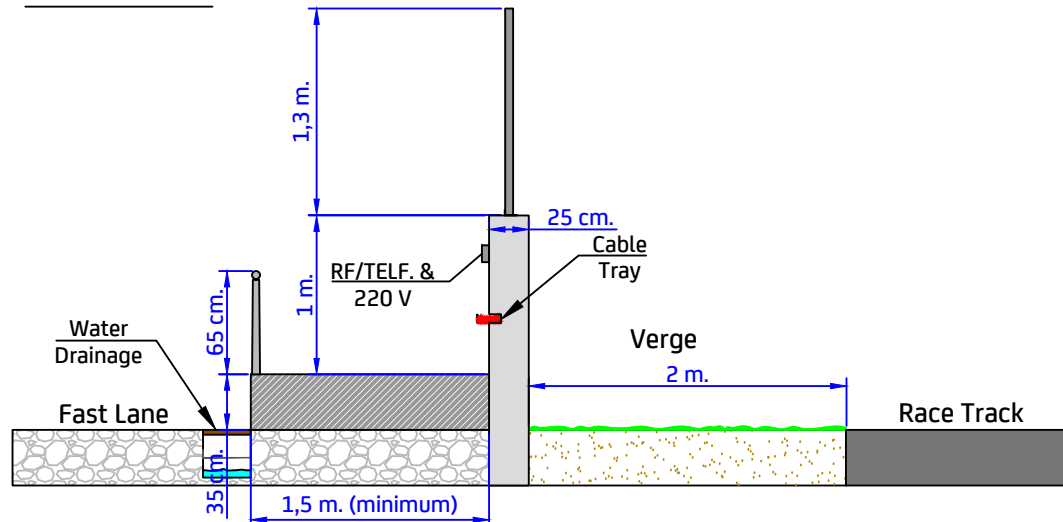
The Dorna starting light control system is an apparatus installed and connected by Dorna to the circuit system; it will only affect the red traffic light used for the starting procedure of the race.

The basic idea of the project is to have the same activation system for all the races (our system will include different options depending on the specifics of the race). The circuit start light control must be available as back-up in case of a Dorna system failure.

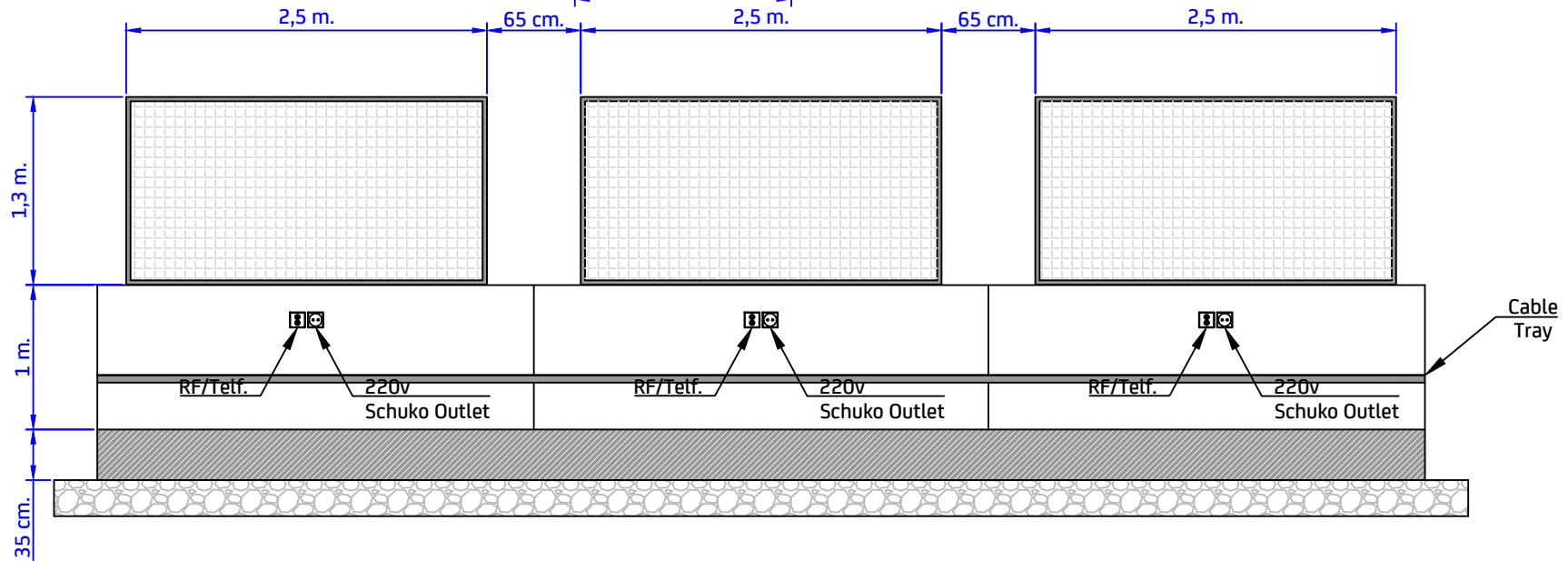
SPEED CONTROL SYSTEM

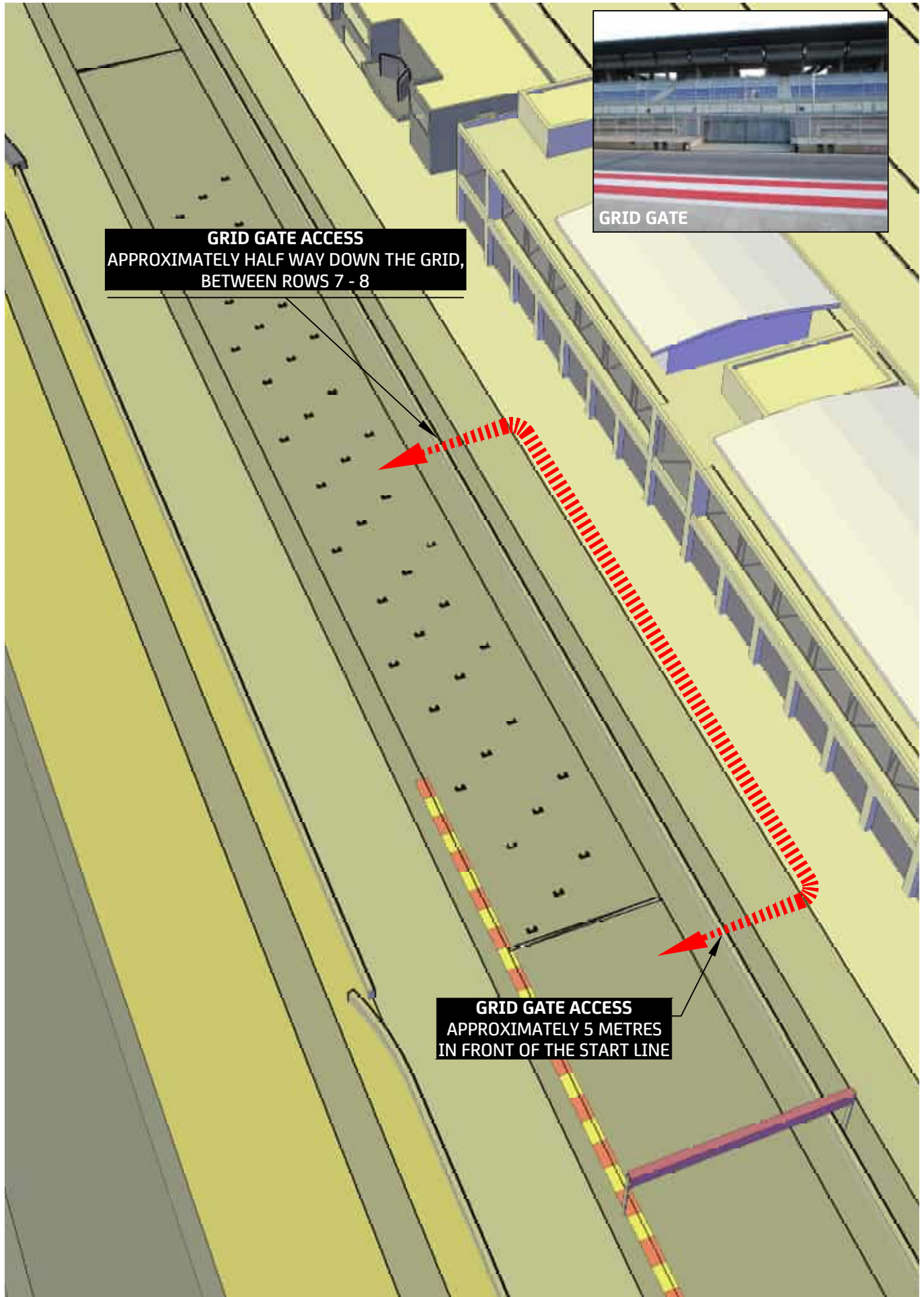
Several induction loops along the Pit Lane will be required in order to control the speed. Dorna timekeepers will install and prepare the system to leave them permanently for future events. In case the Circuit re-asphalt the Pit Lane before the MotoGP™ Grand Prix, Dorna Operations Department should be informed in order to arrange the required personnel and material (see Data Processing and Timing Manual for more information).

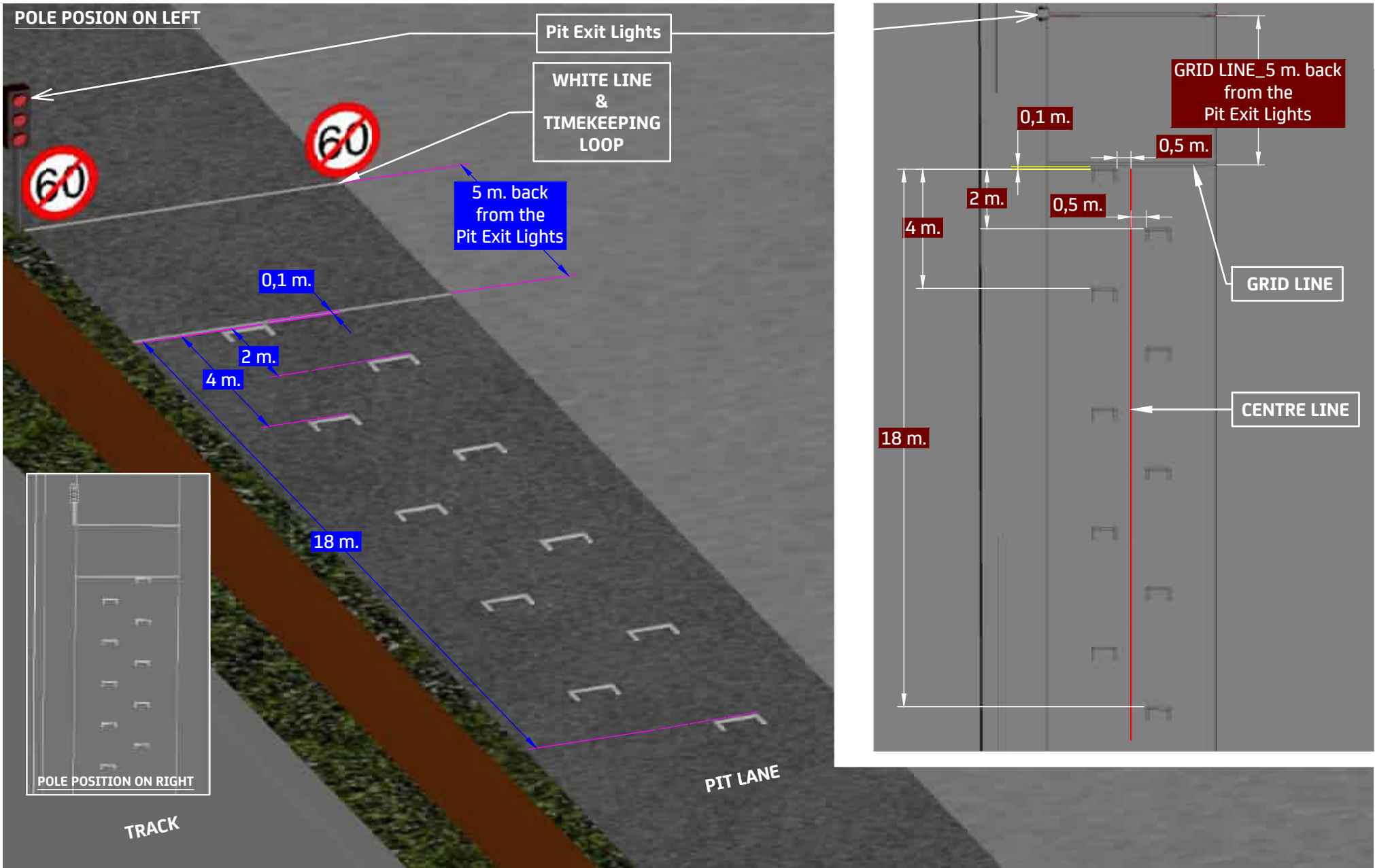
SECTION VIEW:



FRONTAL VIEW:









Existing cable

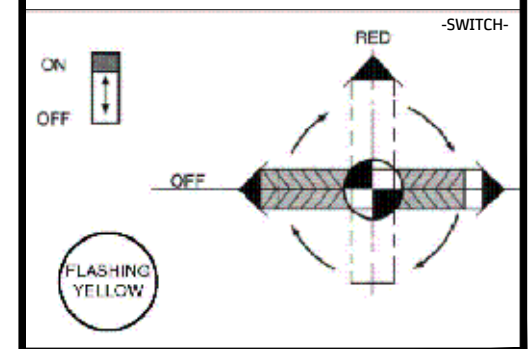
CIRCUIT SYSTEM



-STARTER ROSTRUM-



-BOX-



-SWITCH-

DORNA's SYSTEM

IGNITION SYSTEM



G3. PIT BOXES & SERVICES FOR TEAMS WITHOUT BOX

The allocation of team garages will be determined exclusively by Dorna / IRTA and the Circuit / Promoter should provide IRTA with the maximum number of Pit Boxes. It is highly recommended to provide a minimum of 40 boxes.

It depends on the MotoGP™ cargo aircrafts arrival when they Circuit / Promoter will be requested to have the Pit Boxes available for Dorna / IRTA. The Circuit / Promoter will be informed accordingly in advance in order to prepare the required internal partitions and empty the garages. Each garage should be clean and empty of any equipment on Tuesday before the event at 08:00h (SEE PIT BOXES SPECIFICATIONS PLAN) PAGE 33.

In case there is insufficient permanent Pit Box space to reasonably accommodate all the entrants of the event, then the Circuit / Promoter will be obliged to provide an additional temporary working area. This needs to be equipped in the same fashion as the permanent facilities, with sufficient security and protection against the elements. This area should be located as close to Pit Lane as practically possible and minimum dimensions per working tent module provided should be 5 metres wide x 10 metres deep. Attention should be paid to ensure that the criteria listed in the required facilities below are met.

Permanent Pit Boxes should be decorated following the MotoGP™ Pit Box Signage guidelines (SEE CHAPTER G23. MotoGP™ IDENTITY AND EVENTS DESIGN PACKAGE – EVENTS PACKAGE – PIT BOX SIGNAGE).

In addition to the facilities below, the Circuit / Promoter will also be required to provide enough low level fence to make a clear roadway from the location of the tents for the Teams Without Pit Box to the Pit Lane (Dorna / IRTA will advise the quantity of fence required at the same time as the Paddock plans are produced). Depending on the access route to Pit Lane for the teams in tents, consideration should be given to the surface. If for example the route is through a Pit Box, then either homologated non slip paint, or well adhered carpet must be applied. Additionally, the route should be free from loose or excessively wide gapped drain covers, unpaved surfaces, or any other obstacle that might impede the safe passage of the motorcycles to and from Pit Lane. If no other route is available, then IRTA / Dorna will advise of remedial action that should be taken.

PERMANENT AND TEMPORARY BOXES

REQUIRED FACILITIES

➤ SIZES

The minimum Pit Box size should be 15 metres long by 6 metres wide (minimum tent size 10 metres long by 5 metres wide).

Where there is insufficient space within the permanent structure, the Circuit / Promoter may be required to install a temporary structure at the rear of the boxes (SEE PIT BOXES SPECIFICATIONS) PAGE 33; (SEE TEAMS WITHOUT BOXES) PAGE 34.

➤ ELECTRICITY REQUIREMENTS FOR PIT BOXES AND TENTS

The minimum outlets required inside each garage must be:

- 4 x 220v outlets capable of bearing a 16Amp load (located towards the Paddock side of the Pit Box)
- 2 x 380v outlet CEEform 32Amp (3 phase + neutral + earth) (located towards the Paddock side of the Pit Box)
- 2 x 220v outlets capable of bearing a 16Amp load (located towards the Pit Lane side of the Pit Box)

The Teams Without Pit Box require access to a minimum of:

- 4 x 220v outlets capable of bearing a 16Amp load (located towards the rear of the tent)
- 2 x 380v outlets CEE form 32Amp (3 phase + neutral + earth) (located towards the rear of the tent)
- 2 x 220v outlets capable of bearing a 16Amp load (located towards the front of the tent)

(SEE ELECTRICAL OUTLETS AND CONNECTORS PAGE 35.

Good quality lighting to allow teams work inside the garage / tent with the doors closed, and one fluorescent light outside at both sides of the garage, Pit Lane and Paddock.

We highly recommend installing a U.P.S. System in order to protect the power supply in this area.

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➤ TV SIGNAL

Each garage / tent should have cabled outlet for TV / Timing feed (two female RF outlets per garage). The minimum quality signal should be 70dB.

➤ WATER POINTS

Water outlet in a hand basin inside each garage.

Water outlet outside each garage / in the vicinity of the tent at the Paddock side.

➤ DRAINAGE

Drainage will be necessary outside the Pit Box at the Paddock side and in the vicinity of the tents.

➤ TELECOMMUNICATION LINES

Several teams may require ADSL / Internet lines in the garage / tent. The Circuit / Promoter must ensure that it will be possible to install these lines inside the pit boxes / tents.

➤ COMPRESSED AIR

Each Pit Box / tent should be equipped with compressed air supply.

➤ FIRE FIGHTING

Each Pit Box / tent must be equipped with one portable fire extinguisher.

It is also compulsory that in Pit Lane / in front of the working tents, that at every second Pit Box / tent, is placed a high volume fire extinguisher.

➤ AIR CONDITIONING

Depending on the weather condition of each country, the Circuit / Promoter can be requested to equip the garages / tents with an adequate air condition and heating system.

➤ FLOORING

In case of temporary structures, the working tent should be provided with a proper plastic / wooden flooring to avoid that the mechanics and machines are not directly onto the concrete Paddock surface in case of rain (SEE TEAMS WITHOUT BOXES) PAGE 34.

TECHNICAL CONTROL AREA

One Pit Box adjacent and preferably with direct access to the Podium area, will be allocated to IRTA for scrutineering purposes. This garage will be for the exclusive use of the technical control marshals and the MotoGP™ Technical Director, and must not be used for any other purpose without the prior approval of Dorna (SEE TECHNICAL CONTROL AREA) PAGE 36.

REQUIRED FACILITIES

➤ SIZES

The minimum Pit Box size should be 15 metres long by 6 metres wide.

➤ FURNITURE

- 10 chairs
- 3 tables
- 2 TV monitors 32" with remote control and connected to the RF signal

➤ ELECTRICITY REQUIREMENTS

- 1 x 380v outlet CEEform 32Amp (3 phase + neutral + earth)

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- 4 x 220v outlets capable of bearing a 10Amp load

(SEE ELECTRICAL OUTLETS AND CONNECTORS) PAGE 35

➤ TV SIGNAL

The technical garage should have cabled outlet for TV / Timing feed (two female RF outlets), with a minimum quality signal (70dB). Two TV screen 32" minimum will be located in this area.

➤ WATER POINTS

Hand basin with water supply inside each garage.

➤ TELECOMMUNICATION LINES

An ADSL / internet line must be installed in the Technical Control Area to allow the Technical Director to connect his / her dedicated router for tyre and helmet control.

Wi-Fi connection is a requirement to enable Technical Control staff to connect scanners to FIM data base (eg. for helmet homologation checks).

➤ COMPRESSED AIR

The Technical Box should be equipped with compressed air supply.

➤ FIRE FIGHTING

The Technical Box should be equipped with firefighting equipment.

➤ AIR CONDITION

Depending on the weather condition of each country, the Circuit / Promoter can be requested to equip the Technical Control area with an adequate air condition and heating system.

➤ MOTORCYCLE STANDS

It is recommended to have motorcycle stands available for recovered motorcycles returned to the Technical Control area (SEE MOTORCYCLE SERVICES) PAGE 37.

TECHNICAL CONTROL REQUIRED STAFF

➤ TECHNICAL CONTROL ASSISTANTS

8 technical control assistants will be needed on Thursday to take care of the motorbikes' checks.

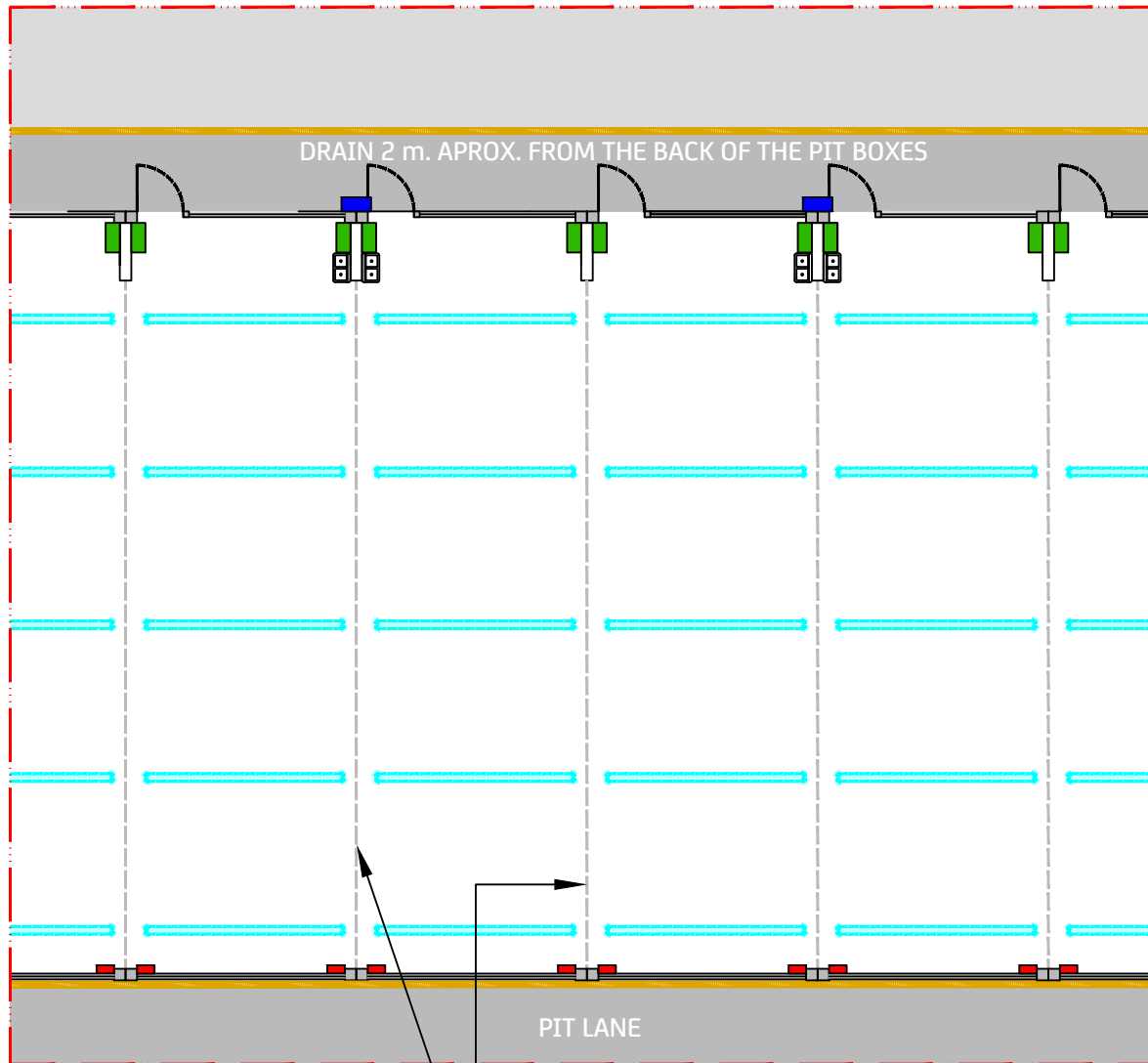
➤ TYRE CONTROLLERS

14 tyre controllers will be needed for tyre checking procedures.

➤ WORKING SCHEDULE

- Thursday: 10 technical control assistants to take care of motorcycle checks, from 10:00h to 17:00h
- Friday, Saturday, Sunday: a total of 22 technical control staff will be needed for the following duties: 6 technical control assistants to perform motorcycle checks and crash bike checks, plus 16 tyre controllers for tyre checking procedures, from 07:45h to 18:00h

The technical controllers / scrutineers must be provided with ear protection defenders (SEE EAR PROTECTION) PAGE 38.



Blocks of 2, 3 or 6
Pit with removable partitions

High Quality Lighting

Wash Hand Basin

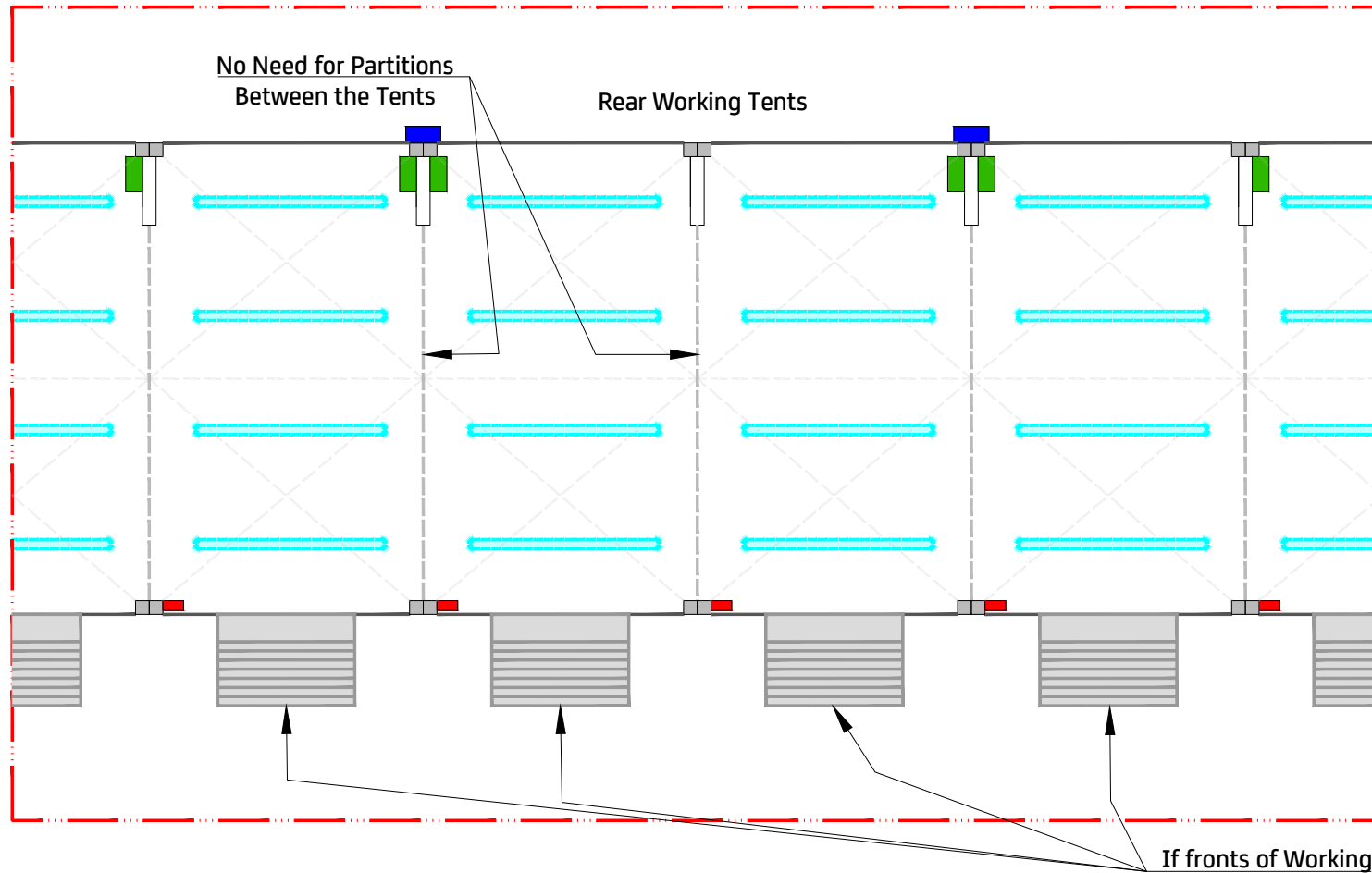
2 x 32 Amp 380v
2 x 16 Amp 220v
2 x RF Outlet
1 x Compressed Air Outlet
1 x Data

4 x 16 Amp 220v
2 x RF Outlet
1 x Compressed Air Outlet

1 WATER POINT for Every 2 boxes for Washstations

MINIMUM SIZE REQUIREMENTS:
- Minimum length: 15m
- Minimum width: 6m

HIGHLY RECOMMENDED:
- Minimum number of Pit Boxes: 40



High Quality Lighting

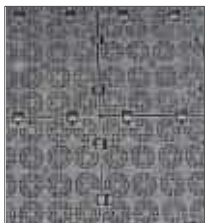
2 x 32 Amp 380v
4 x 16 Amp 220v
1 x RF Outlet
1 x Compressed Air Outlet
1 x Data

2 x 16 Amp 220v
1 x RF Outlet

1 x WATER POINT for Every 2 boxes for washstations

If fronts of Working Tents are raised the Ramps should be provided

TECHNICAL FLOOR



Floorint to be provided throughout so as water drains underneath, keeping electric cables and staff dry

FRONTAL VIEW



AERIAL VIEW

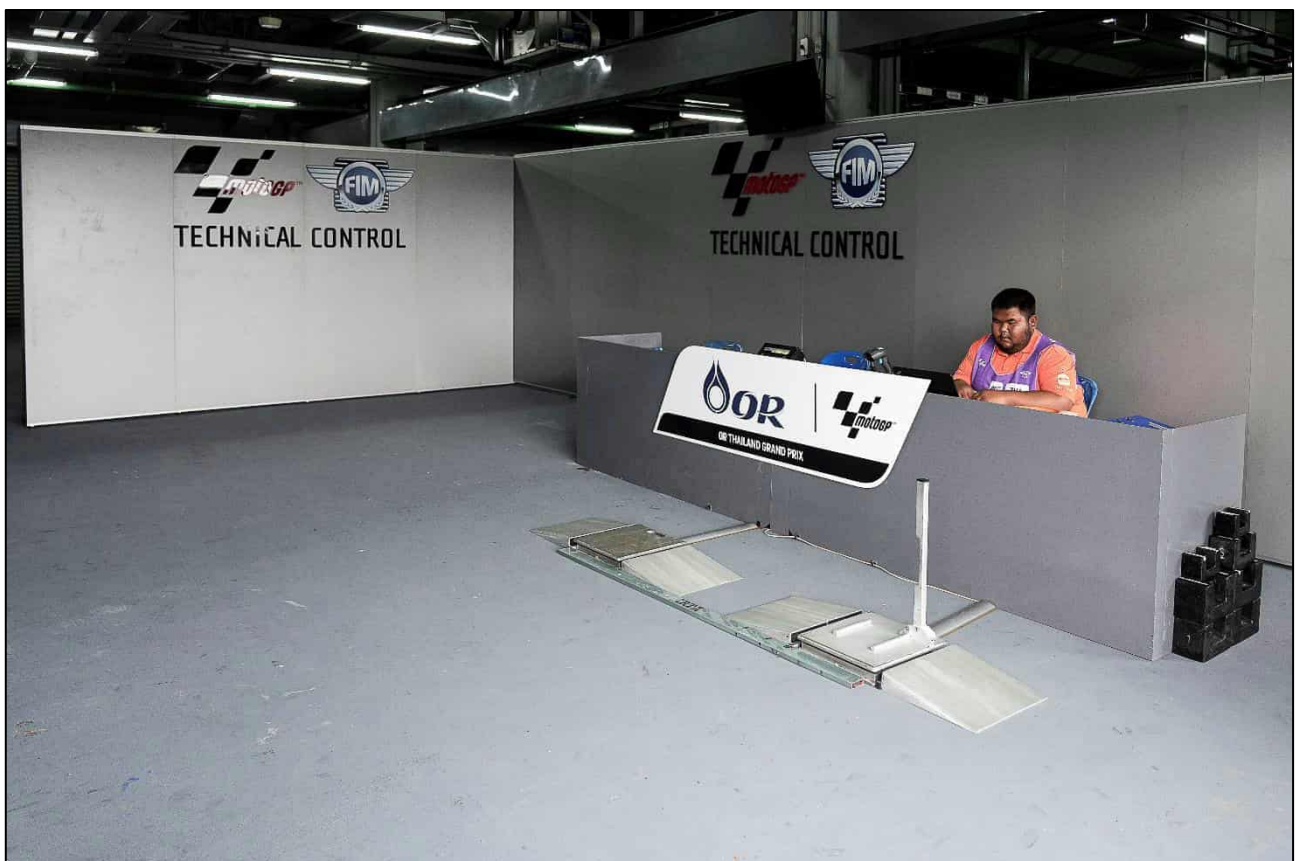




CETAC CEEform 125 Amp / 64 Amp / 32Amp - 5PINS, 3 PHASES + NEUTRAL + EARTH



CETAC CEEform 16Amp / 32Amp - 3PINS, 1 PHASE + NEUTRAL + EARTH





PICK UP VEHICLE

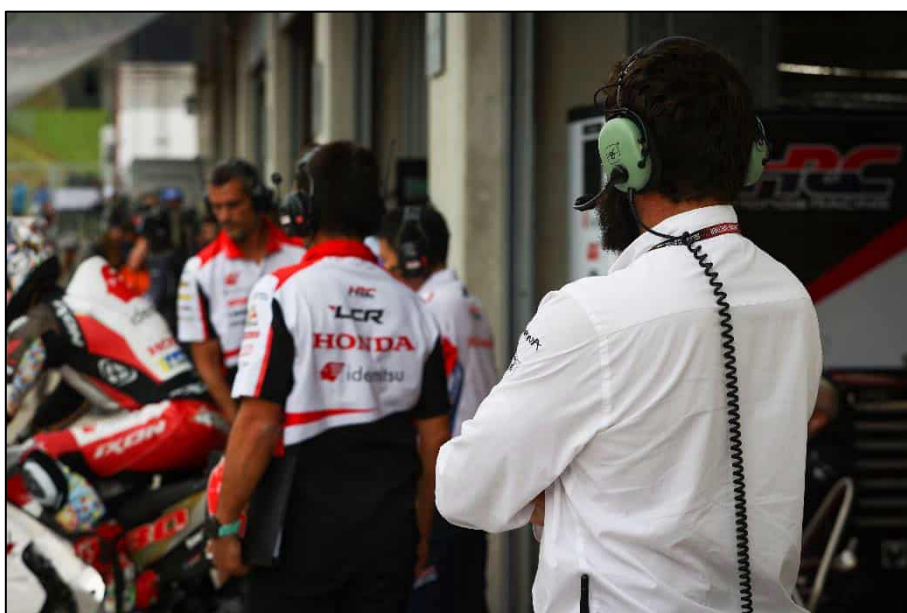


MOTORCYCLE STANDS



RECOVERY BIKE TOOL





G4. RACE CONTROL

Race Control will be the centre of race management and direction during the course of the event. A proper Race Control must be spacious enough to hold (approx. 120 m²), in a comfortable manner, 24 working officials (national and international) including the relevant furniture and technical equipment.

Race Control has to be located in a permanent facility preferably at the ground floor of the Pit Box building, with direct access to the Pit Lane and as close as possible to the Start Line.

REQUIREMENTS

AIR CONDITIONING

Adequate air conditioning / heating system (the temperature must be around 21-23°C).

FURNITURE

Comfortable chairs and large desks will be necessary for all the officials working in this area. Waste segregation bins should be available in the Race Control area.

TOILETS

Toilets are necessary close to this area, it is important to keep this service in optimum conditions.

TECHNICAL EQUIPMENTS

➤ CCTV / RECORDING SYSTEM

Circuit Closed TV screens with all the track CCTV cameras with a recording system. Each screen of the independent CCTV must be connected to a recorder system (DVD / Recording Server) at the Race Control. Each CCTV screen should be labelled with the camera number and turn number corresponding to that screen.

One operator for the video signal receiver will be controlling the framing and the zoom in and zoom out from all the CCTV cameras along the racetrack.

Large HD screen(s) will be required to show all incidents in detail or to show separately those images that Race Direction members decide to replay.

Additional TV monitors (minimum 4, preferably 6) should be available to display the Official Timekeeping and Data pages transmitted by Dorna. These should be positioned to be visible by all Race Control staff, and may be in a different location to the main CCTV video wall if necessary.

➤ RADIO COMMUNICATIONS

Frequency control system to interconnect the Race Control room with the following racetrack services: racetrack marshals, scrutineering, medical services, recovery bikes service, security, moto taxi services and racetrack maintenance service. All track-side personnel connected with the Race Control by radio must have head-sets to avoid noise interference. To avoid any interference among different services, at least 8 different frequencies must be provided. All systems i.e. Radio Repeaters that are dependent on radio communications operating correctly must be protected with a U.P.S system.

➤ UNINTERRUPTIBLE POWER SYSTEM

It is compulsory to protect the mains from this room with an Uninterruptible Power System 0,0s (ON LINE). An audible warning must be installed in this room to indicate when the U.P.S. System begins to operate, in addition, the system should specify the remaining time of autonomy.

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GENERAL MANUAL

➤ CONTROL OF RED LIGHTS ALONG THE TRACK

If the circuit is provided with red lights (same meaning as the red flag) along the track, the lever or the push-button control to switch-on these red lights must be located ONLY at the Race Control and NOT at the marshals posts along the track.

➤ CABLES

The Circuit / Promoter will have to provide a patch panel with several cable connections between the Data Processing Control room (DPC) at the Paddock and the Race Control. The best position for the patch panel inside the Race Control room will be near the working tables of the International Race Direction.

(Refer to the Data Processing and Timing Manual for detailed explanation of the cables and connections required)

INTERNATIONAL RACE DIRECTION

8 working desks (minimum 1.2 metres x 0.8 metres) will be required to accommodate all members from the International Race Direction and the Dorna technicians:

- Race Director
- Deputy Race Director
- FIM Safety Officer
- Flag System Operator
- Medical Director
- FIM Medical Officer
- Dorna Safety Advisor
- Dorna Sporting Representative

The FIM MotoGP Stewards, Dorna RC systems operator and Dorna Track Limits systems operators will operate from a separate room 'FIM Stewards Operations Room'.

For the ideal distribution of the working places inside the Race Control room (SEE RACE CONTROL DISTRIBUTION PLAN) PAGE 44.

DORNA RACE CONTROL SYSTEMS

Dorna technicians will install a main control unit where all signals generated by Dorna TV Department for the event will be available for International Race Direction decision making.

Dorna technicians will have to prepare a temporary optical fibre installation for intercom and data transmission between the Media Compound and the Race Control room. Cable access and clear unobstructed run from the Media Compound to this room have to be foreseen.

DORNA JUMP START SYSTEM

Dorna technicians will install a Jump Start control system in the FIM Stewards Operations Room.

This system consists in a digital recording system linked with cameras that are placed in each row of the Starting Grid.

PERSONNEL

CLERK OF THE COURSE

The Clerk of the Course or his deputy (holders of FIM Superlicence) must always attend the Race Control during practices and races.

The Clerk of the Course is responsible for communicating every order to the track and Pit Lane personnel (marshals, ambulances, pick up vans, motor taxis etc.).

Two key officials who work independently but under his direct control assist the Clerk of the Course:

- Chief of Communication
- Timetable Official

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CHIEF OF COMMUNICATIONS

All orders concerning the majority of tasks done by the track and Pit Lane marshals and medical service personnel must be given by the Chief of Communications, who will remain permanently in the Race Control; in other words, no marshal or medical service personnel is allowed to abandon his place or use flags, lights, boards, cars, ambulances etc., without the previous order coming from the Chief of Communications.

TIMETABLE OFFICIAL

The Timetable Official, who will remain permanently in the Race Control, must give the proper orders via radio to the relevant marshals to ensure that the event timetable (Minute by Minute and Start Procedure) is being perfectly followed.

No marshal along the track, in the Pit Lane or at the Finish Line can change the timetable through his own initiative. Every marshal must act after receiving the order from the Timetable Official.

It is a requirement that two different people (one Chief of Communications and one Timetable Official) are dealing with these two different tasks because at many times their tasks may overlap, i.e.:

- If an accident happened 4 minutes before the end of the practice, the Chief of Communications would have to concentrate all his attention on that accident (marshals, doctors, ambulance, flag marshals, etc.) and thus would be unable to give the order to show the boards 3-2-1 and the chequered flag at the right moment to the Finish Line marshals.

Therefore, we need an especially appointed Timetable Official to monitor and manage the timetable communicating the proper orders to the marshals.

In the following cases the track personnel must act on their own initiative and inform the Race Control:

- Use of the yellow flag (not applicable to standby posts)
- Use of the blue flag
- Use of the green flag
- Use of the oil flag
- Use of the rain flag
- Intervention on the track of the marshals in case of an accident
- Intervention on the track of the ground post medical personnel
- Intervention on the track by the firemen

CHIEF MEDICAL OFFICER

For detailed explanation of tasks and responsibilities of the Chief Medical Officer check FIM World Championship Grand Prix Regulations at section 5-MEDICAL CODE.

At least 30 days before the event, the Circuit / Promoter must inform (by e-mail) the FIM Medical Officer and / or Dorna Medical Director about the name, address and phone number of the Chief Medical Officer (CMO).

ACCIDENT / INCIDENT REPORT RESPONSIBLE

Amongst the Race Control a person must be designated whose sole responsibility is to fill in the Accident / Incident report. This person has to be permanently in touch with the Chief Marshals and doctors along the track, the Chief Medical Officer and the doctor responsible for the Medical Centre. Immediately after the end of each session of practice, warm-up and race, copies of the report must be given to the FIM Medical Officer, Technical Director and MotoGP™ Media Manager. The Secretary of the Meeting (on Thursday) must organise the service of distribution.

It is recommended to have a system which displays the Accident / Incident report on screen as it is being completed in real time, and visible in Race Control. To achieve this Dorna Race Control staff will instruct the person responsible for Accident / Incident reports on the use of an online system to fill in the report, which is then simultaneously available to the International Race Direction. Therefore, the person responsible will require a PC with internet connection.

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GENERAL MANUAL

EVENT MANAGEMENT COMMITTEE

The management of the event will be carried out by the Event Management Committee which will comprise the following delegates:

- Race Director
- Technical Director
- FIM Medical Officer
- Clerk of the Course
- Dorna representative
- FIM Safety Officer
- FIM MotoGP™ Chief Steward
- Circuit / Promoter representative

The duties of the EMC are:

- To receive reports from various officials concerning scrutineering, practices and races
- To make recommendations to the Circuit / Promoter to improve the smooth and efficient running of the event

RACE DIRECTION

Race Direction will comprise the following people:

- FIM Safety Officer
- Dorna representative
- Race Director

The duties of the Race Direction are:

- To oversee operational matters to ensure the safe, efficient, and timely running of the event according to the FIM World Championship Grand Prix Regulations
- To refer to the FIM MotoGP™ Stewards any cases of infringement of the regulations, or cases of officials or organisers having been unable to ensure the smooth and efficient running of the event

FIM MotoGP™ STEWARDS

The FIM MotoGP™ Stewards are responsible for all disciplinary matters, the imposition of penalties, and the adjudication of protests related to infringements of the FIM Regulations.

FIM OBSERVERS

FIM may appoint a technical and / or medical observer as well as the required FIM MotoGP™ Stewards.

SECRETARY OF THE MEETING

A secretary with fluent oral and written English, capable of taking notes of all remarks and possible additional requests, is required. The secretary of the Event Management Committee, Race Direction and FIM MotoGP™ Stewards must:

- Be able to speak and type in English
- Type the minutes of the meeting and keep the documentation contents of the trays updated for the Event Management Committee and FIM MotoGP™ Stewards (classifications, timekeeping results, circulars, minutes, warning, weather forecast, programme, poster, etc). For environmental reasons, it is recommended to keep paper copies to a minimum, therefore only one complete set of each session's results is required in hard copy in the EMC and FIM meeting room(s)
- Submit the typed minutes of each meeting, the morning after the meeting, for signature by the relevant meeting chairman:
 - Race Director (Event Management Committee meeting)
 - FIM Safety Officer (Safety meeting)
 - FIM Chief Steward (FIM MotoGP™ Stewards meeting)Provide assistance to all Race Control officials

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GENERAL MANUAL

OFFICIALS AND PERSONNEL ATTENDANCE

The officials must be present and available at latest as follows:

- Clerk of the Course: Wednesday at 13:30h
- Chief Medical Officer: Thursday at 10:00h
- Secretary of the Meeting: Wednesday at 13:30h
- Chief of Communication, Timetable Official and Accident / Incident report responsible one hour prior the start of the practice, warm up and race
- Track marshals, firemen, and medical staff: one hour prior to the start of practice, warm up, race
- Technical control assistants: (SEE CHAPTER G3. PIT BOXES - TECHNICAL CONTROL AREA) for required number of assistants and working schedule

OTHER REQUESTS

WILD CARD AND FIRST-TIME RIDERS

On Thursday at 16:30h the FIM MotoGP™ Stewards will hold a briefing with the riders competing in the Championship for the first time. The Circuit / Promoter must provide a room for that purpose, which may be the office of the FIM MotoGP™ Stewards (with their approval), this office must be equipped with a TV monitor (42" min) with HDMI connection.

WEATHER FORECAST

A short and long-range weather forecast will be made on Thursday afternoon. Every morning and evening (Friday, Saturday and Sunday), the Clerk of the Course will distribute written copies of the weather forecast to the Event Management Committee and to the MotoGP™ Media Manager. In principle, during the day, the Clerk of the Course must -if requested- be able to maintain contact at any time with a civil or military airport to know the weather forecast at any time.

An alternative method of receiving up to date meteorological information is to have a laptop in the Race Control connected to the Internet.

TIMEKEEPING RESULTS

Immediately after the end of the qualifying practices and races the results of the official timekeeping must be signed by the Clerk of the Course (adding the time of the signature) and have to be placed on the official notice board. The Circuit / Promoter must provide a runner on Friday, Saturday and Sunday, to go from the Dorna Data Processing room (DPC) to the Race Control.

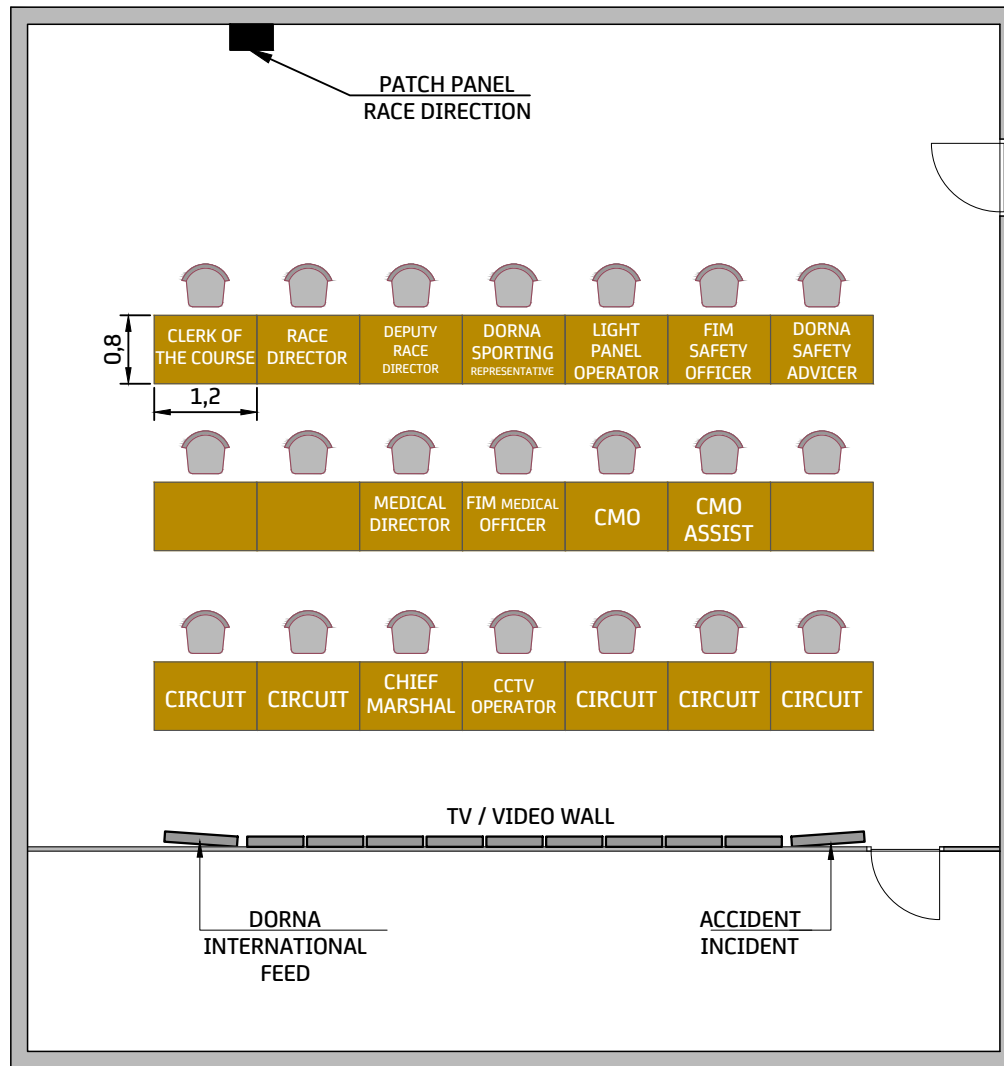
The timekeeping results for the Media Centre are always provisional (not signed by anybody) and immediately sent directly from the DPC to the Media Centre whose staff distribute them to the TV / Radio commentary positions.

OFFICIAL TIME

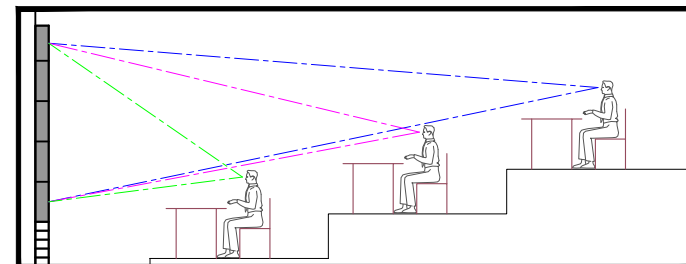
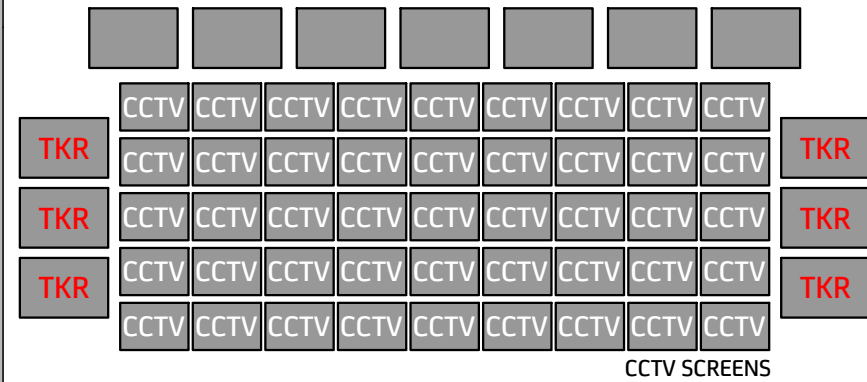
The official time of the event (starting / finish of practices and races) is the time displayed on the Official Timekeeping and Data pages provided by Dorna.

PRINTER

An A3-colour printer would be asked to be available nearby the Race Control room in order to print layouts by the Race Control personnel for their tasks around the track.



RACE CONTROL UPPER VIEW



RACE CONTROL SECTION

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G5. ORGANIZATION AND OFFICIAL ROOMS

The Circuit / Promoter is required to provide a number of offices either in the Race Control tower or within the Paddock area for all the FIM and Dorna / IRTA officials and their assistants. These offices will be furnished following the Dorna Operations Department instructions in order to adjust our needs to the existing material available in the circuit area.

These offices should be kept clean for the duration of the event, also will be required to provide 2 sets of keys for each office which will be returned at the end of the event.

All offices will be required to be available from Monday prior the race at 09:00h and will be for the exclusive use of the people detailed below.

All offices should have adequate heating or cooling facilities and should be able to be locked.

The Circuit / Promoter should send to the Dorna Operations Department a plan with the location and distribution of the offices 30 days before the event.

The following are the minimum facilities required by Dorna at the overseas events. However, these requirements can be revised and agreed according to the existing facilities in the circuit.

DORNA

DORNA CEO

- 1 large office desk with drawers
- 4 comfortable chairs, 1 of them on wheels
- 1 sofa and 1 meeting table (8 people approximately)
- 2 TV monitors 32" (minimum) with remote control and signal feed
- Waste segregation bins

CEO'S ASSISTANT

- 1 large office desks with drawers
- 2 comfortable chairs and 1 office chair
- Refrigerator with bottles of water
- 1 TV monitor 32" (minimum) with remote control and signal feed
- Waste segregation bins

CHIEF COMMERCIAL OFFICER

- 1 desk with drawers
- 4 comfortable chairs, 1 of them on wheels
- 1 sofa and 1 small meeting table (4 people approximately)
- Refrigerator with bottles of water
- 2 TV monitors 32" (minimum) with remote control and signal feed
- Waste segregation bins

CHIEF SPORTING OFFICER

- 1 desk with drawers
- 4 comfortable chairs, 1 of them on wheels
- 1 sofa and 1 small meeting table (4 people approximately)
- 1 water dispenser with 20l water bottles
- 2 TV monitors 32" (minimum) with remote control and signal feed
- Waste segregation bins

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HEAD OF CONTENT & PROMOTION SENIOR DIRECTOR

- 1 desk with drawers
- 3 comfortable chairs, 1 of them on wheels
- 1 water dispenser with 20l water bottles
- 2 TV monitors 32" (minimum) with remote control and signal feed
- Waste segregation bins

HEAD OF MEDIA RIGHTS SENIOR DIRECTOR

- 1 desk with drawers
- 3 comfortable chairs, 1 of them on wheels
- 1 water dispenser with 20l water bottles
- 2 TV monitors 32" (minimum) with remote control and signal feed
- Waste segregation bins

HEAD OF COMMERCIAL GLOBAL PARTNERSHIPS SENIOR DIRECTOR

- 1 desk with drawers
- 3 comfortable chairs, 1 of them on wheels
- 1 water dispenser with 20l water bottles
- 2 TV monitors 32" (minimum) with remote control and signal feed
- Waste segregation bins

HEAD OF GLOBAL TECHNOLOGY SENIOR DIRECTOR

- 1 desk with drawers
- 3 comfortable chairs, 1 of them on wheels
- 1 water dispenser with 20l water bottles
- 2 TV monitors 32" (minimum) with remote control and signal feed
- Waste segregation bins

SPORTING AREA OFFICE

- 2 desks with drawers
- 4 comfortable chairs, 2 of them on wheels
- 1 water dispenser with 20l water bottles
- 2 TV monitors 32" (minimum) with remote control and signal feed
- Waste segregation bins
- 1 small meeting table (4 people approximately)

EVENTS OPERATIONS DEPARTMENT

- 10 desks, 2 of them with lockable drawers
- 10 comfortable chairs
- 1 water dispenser with 20l water bottles
- 2 TV monitors 32" with remote control and signal feed
- Waste segregation bins

LOGISTICS OPERATIONS DEPARTMENT

- 12 desks with lockable drawers
- 12 comfortable chairs

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- 1 water dispenser with 20l water bottles
- 2 TV monitor 32" remote and signal feed
- Waste segregation bins

SECURITY AND CREDENTIALS OPERATIONS DEPARTMENT

- 7 desks with lockable drawers
- 7 comfortable chairs
- 1 water dispenser with 20l water bottles
- 1 TV monitor 32" with remote control and signal feed
- Waste segregation bins

COMMERCIAL DEPARTMENT

- 6 desks with lockable drawers
- 6 comfortable chairs
- 1 water dispenser with 20l water bottles
- 1 TV monitor 32" with remote control and signal feed
- Waste segregation bins

COMMUNICATIONS DEPARTMENT

- 5 desks with lockable drawers
- 5 comfortable chairs
- 1 water dispenser with 20l water bottles
- 2 TV monitors 32" with remote control and signal feed
- Waste segregation bins

MEETING ROOM

- 1 meeting table
- 24 comfortable chairs
- 1 TV monitors 32" (minimum) with remote control and signal feed, with HDMI cable
- Waste segregation bins

ADVERTISING ROOM

- 3 desks with drawers
- 4 comfortable chairs
- 1 TV monitors 32" with remote control and signal feed
- Waste segregation bins

If possible, it should be located close to the Advertising workshop.

ADVERTISING WORKSHOP

It should be a garage or similar space, with:

- 20 chairs
- 4 tables
- 1 big refrigerator with bottles of water
- 2 TV monitor 32" with remote control and signal feed
- 1x 220v outlet CEEform 32Amp (1 phase + neutral + earth), minimum 6Kw
- Waste segregation containers

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COMMERCIAL MEDIA DEPARTMENT

- 10 desks with drawers
- 10 comfortable chairs
- 1 water dispenser with 20l water bottles
- 1 TV monitor 32" with remote control and signal feed
- Waste segregation bins

TRAVEL AGENCY

- 1 meeting table
- 4 comfortable chairs
- 1 water dispenser with 20l water bottles
- 1 TV monitor 32" with remote control and signal feed
- Waste segregation bins

MEDICAL TEAM

- 1 table
- 3 chairs
- 1 water dispenser with 20l water bottles
- 2 TV monitor 32" (minimum) with remote control and signal feed
- Waste segregation bins

GENERAL OFFICE

- 4 desks with drawers
- 4 comfortable chairs
- 1 water dispenser with 20l water bottles
- 1 TV monitor 32" with remote control and signal feed
- Waste segregation bins

*The Circuit / Promoter has to install 2 Ethernet CAT6e from the Data Processing Control (DPC) to the Dorna offices (check Data Processing and Timing Manual)

IRTA

IRTA should be provided with a secure climate-controlled working area of no less than 100 m². This should be divided into an open plan section to accommodate 6 staff and act as the general office. Private working areas should be available for the CEO and Paddock Manager and also where space permits for the Technical Director, who otherwise needs to be allocated an office within the control tower. An additional office(s) or space within the General Office needs to be provided for the two Technical Assistants from IRTA and for the two Race Control delegates. The location of the IRTA office(s) will be decided following liaison between the Circuit / Promoter, IRTA and the Technical Director. Finally, where the layout permits, a small separate area adjacent to the main office will be available to act as a kitchen / store room.

The following items of equipment should be supplied in the open plan section of the office:

- 6 office desks with lockable drawers (or separate drawer set for each desk)
- 6 swivel office chairs
- 6 visitor chairs
- 6 220v electricity outlets
- 1 high volume photocopier (40 pcm) with a staple / sort facility, plus supply of A4 paper
- ADSL / Broadband connection

2024 MotoGP™ PROMOTERS MANUAL

GENERAL MANUAL

- 1 small fridge (to go in the kitchen / store area if supplied)
- 2 cabled TV monitors for receiving picture and results feed
- 1 set mail boxes (min. 100 compartments) for delivering information to teams and service
- 4 lockable filing cabinets / cupboards
- 8 waste bins, and waste segregation bins
- 1 hot & cold-water dispenser with refills as required (to go in the kitchen / store area if supplied)

Each office for the IRTA CEO, Paddock Manager and Technical Director should be equipped as follows:

- 1 office desk and chair set
- 2 visitor chairs
- 1 additional table
- 1 lockable cabinet or under desk lockable drawer set
- ADSL connection
- 2 TV monitors connected to live feed and results timings pages
- 1 waste bin, and waste segregation bins

Technical & Race Control Delegates office or additional space in the General office should be equipped as follows:

- 4 office desks and chair set
- 2 visitor chairs
- 2 additional tables
- 2 lockable cabinet or under desk lockable drawer set
- ADSL connection (if a separate office is allocated)
- 2 TV monitors connected to live feed and results timings pages
- 4 waste bins, and waste segregation bins

In addition, if requested, IRTA should be supplied with 2 scooters for the duration of the event. [SEE 52. PADDOCK DIRECTIVES FOR VEHICLES RULES.](#)

The IRTA office should be fully operational, with all equipment installed by 09:00h Monday of the event.

OFFICIAL AND FIM ROOMS

The Circuit / Promoter must provide, as from Wednesday at 12:00h, the following rooms:

FIM STEWARDS OPERATIONS ROOM

Located as close as possible to the Race Control room in the control tower and equipped with:

- 8 comfortable chairs on wheels
- 8 working desks (minimum 1.2 metres x 0.8 metres)
- Wi-Fi internet coverage
- Schuko power supply protected by UPS system
- Adequate heating or cooling facilities (between 21-24°C)
- 2 TV monitors 32" with remote control and connected to the RF signal
- A refrigerator with soft drinks
- Waste segregation bins

EVENT MANAGEMENT COMMITTEE SECRETARY ROOM

Located at the control tower and equipped with:

- 1 large office desk (with drawers)
- 3 comfortable chairs (on wheels)
- Wi-Fi internet connection (plus additional ADSL line is optional)
- Photocopy machine- 40 ppm/automatic stapling/sorter of 6 copies minimum

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- Adequate heating or cooling facilities (between 21-24°C)
- Waste segregation bins

FIM STEWARDS

Located in the Pit Boxes building and equipped with:

- Meeting table for 6 people
- 6 comfortable chairs
- 2 TV monitors 32" with remote control and connected to the RF signal
- 1 TV monitor 42" minimum with HDMI connection for PowerPoint presentations
- Wi-Fi internet connection (plus additional ADSL line is optional)
- 3 office trays with labels (FIM MotoGP™ Steward, FIM MotoGP™ Steward, FMNR Appeal Steward) where the Secretary of the Meeting will put, every day, the documents (classification, programme, circulars, posters, minutes, warning, weather, forecast, etc.). Note that for sustainability, initially only one copy of each document will be required, placed in the Chief Steward tray. If further copies are required they will be requested as necessary.
- A refrigerator with soft drinks
- Adequate heating or cooling facilities (between 21- 24°C)
- Waste segregation bins

HEARING ROOM

Located in the Pit Boxes building and equipped with:

- Meeting table for 5 people
- 5 comfortable chairs
- Wi-Fi internet connection (plus additional ADSL line is optional)
- Adequate heating or cooling facilities (between 21- 24°C)
- Waste segregation bins

FIM PRESIDENT

Located in the Pit Boxes building and equipped with:

- 1 large office desk (with drawers)
- Meeting table for 6 people
- 6 comfortable chairs
- 2 TV monitors 32" with remote control and connected to the RF signal
- Telephone line (direct overseas line) and handset
- Wi-Fi internet connection (plus additional ADSL line is optional)
- A refrigerator with soft drinks
- Adequate heating or cooling facilities (between 21- 24°C)
- Waste segregation bins

FIM SAFETY OFFICER

Located in the Pit Boxes building (as close as possible to the Race Control) and equipped with:

- 1 large office desk with drawers
- 3 executive comfortable chairs (1 on wheels and 2 guest chairs)
- 2 TV monitors 32" with remote control and connected to the RF signal
- Wi-Fi internet connection (plus additional ADSL line is optional)
- A refrigerator with soft drinks
- Adequate heating or cooling facilities (between 21- 24°C)
- Waste segregation bins

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RACE DIRECTOR

Located in the Pit Boxes building and equipped with:

- 1 large office desk with lockable drawers
- 3 executive comfortable chairs (1 on wheels and 2 guest chairs)
- 2 TV monitors 32" with remote control and connected to the RF signal
- Wi-Fi internet connection (plus additional ADSL line is optional)
- A refrigerator with soft drinks
- Adequate heating or cooling facilities (between 21- 24°C)
- Waste segregation bins

DORNA RACE DIRECTION REPRESENTATIVE

Located in the Pit Boxes building and equipped with:

- 1 large office desk with lockable drawers
- 3 executive comfortable chairs (1 on wheels and 2 guest chairs)
- 2 TV monitors 32" with remote control and connected to the RF signal
- Wi-Fi internet connection (plus additional ADSL line is optional)
- A refrigerator with soft drinks
- Adequate heating or cooling facilities (between 21- 24°C)
- Waste segregation bins

TECHNICAL DIRECTOR

When not located within the IRTA offices, the Technical Director should be allocated an office as close as possible to the Technical Control area and equipped with:

- 1 office table
- 3 comfortable chairs (1 on wheels and 2 guest chairs)
- 2 TV monitors 32" with remote control and connected to the RF signal
- Wi-Fi internet connection (plus additional ADSL line is optional)
- A refrigerator with soft drinks
- Adequate heating or cooling facilities (between 21- 24°C)
- Waste segregation bins

G6. RACE MEETINGS AND INSPECTIONS

Check annex for the Race Meetings and Inspections Standard Timetable ([SEE SUMMARY OF MEETINGS](#)) PAGE 56.

Detailed and adapted timetable with the Race Meetings and Inspections will be sent in advance to the Circuit / Promoter.

EVENT MEETING

This meeting will be held on Tuesday of the Grand Prix week at 16:00h.

The purpose of this meeting is to define the different essential areas of the event and how these should be managed by the Circuit / Promoter.

Event Manual provided by Dorna will be the key tool to follow the meeting and revise the different requirements involved in each area.

Event Meeting which will comprise the following delegates:

- Dorna Events representative(s)
- Dorna Security representative(s)
- Circuit / Promoter representative(s)
- Circuit Chief of Security
- IRTA Security Manager
- Race Direction representative

This meeting will take place in a room assigned by the Circuit / Promoter, with the following requirements:

- All personnel involved could be properly accommodated
- Equipped with a 50" TV monitor or projector installation, with a HDMI cable connection

After this meeting, in the same room will take place the Security meeting where the Dorna pass system will be explained in detail with the following delegates:

- Dorna Security representative(s)
- Dorna MotoGP VIP Village™ representative(s)
- Circuit / Promoter representative(s)
- Circuit Chief of Security
- IRTA Security Manager

PROMOTERS MANUAL MEETING

This meeting will be held on Wednesday of the Grand Prix week at 16:00h.

The main objective will be to revise and control all the requirements specified in the General Promoters Manual and detect in advance any possible setback on the Grand Prix organization.

Promoters Manual meeting which will comprise the following delegates:

- Race Director
- Deputy Race Director
- Dorna representative
- Clerk of the Course
- Circuit / Promoter representative(s)

THURSDAY TRACK SAFETY INSPECTION

The FIM Safety Officer, the Race Director and the Clerk of the Course will organize the Track Safety Inspection on Thursday at 14:30h. The inspection will be attended by the Dorna Race Direction Representative, Dorna representatives, Circuit / Promoter representatives and relevant officials.

The inspection will start with a complete lap on foot from all the officials involved in order to analyze the racetrack conditions in detail. In case of severe adverse weather conditions, the Circuit / Promoter will have to foresee a vehicle in order to pick up the officials from the racetrack.

At this time, all safety devices previously requested by the FIM Homologation report, by the FIM Safety Officer and by the Dorna Race Direction Representative (type C protective devices, airfences, tyre barriers / conveyor belt, gravel in place and the gravel bed ploughed, racetrack marking etc.) must be in place. The start light control, warning lights around the circuit must be working at this time.

During or following the track inspection, the FIM Safety Officer may request an oil spill cleanup simulation. At a time and place agreed by the FIM Safety Officer an oil spill will be simulated and the circuit's cleaning equipment (as defined in CHAPTER G1. TRACK DETERGENT) will be used by marshals and circuit staff to clean the oil spill. The purpose is to ensure all equipment and procedures are in place and functioning correctly.

Approximately two hours later, once the inspection has been carried out, a meeting will be held to write the inspection report. The Clerk of the Course must also provide a contingency firefighting plan in case of a serious fire beyond the capability of the trackside fire marshals.

All additional safety requests decided upon at the Track Safety Inspection meeting must be carried out, in principle, by 16:30h of Thursday to allow the meeting group to make the final check. No safety work minuted by the meeting can be carried out on Friday morning without the previous approval by the FIM Safety Officer and the Event Management Committee.

YELLOW FLAGS DURING THE RACETRACK SAFETY INSPECTION

During the Track Safety Inspection taking place on Thursday at 14:30h, all yellow flags must be exactly placed at the right position where the flag marshals will stay when practices and races will take place. The flags may be placed in a static position, without the need for flag marshals to be present.

EVENT MANAGEMENT COMMITTEE MEETINGS

Event Management Committee which will comprise the following delegates:

- Race Director
- Technical Director
- FIM Medical Officer
- Clerk of the Course
- Delegate appointed by Dorna
- FIM Safety Officer
- FIM MotoGP™ Steward
- Circuit / Promoter representative

Event Management Committee meetings are planned, in principle, as follows:

- Thursday: 17:00h (after the end of technical and sporting checks)
- Friday / Saturday: one hour after the end of the practice, at 17:00h
*Should there be support races, these meeting will be rescheduled
- Sunday: half an hour after the end of the last race

The main objective of these meetings will be to report and verify the current situation of all aspects involved in the Grand Prix organization in order to take immediate decisions for the ongoing Grand Prix and for future events.

The meetings can be electronic (reports via email) or in person. Extraordinary meetings can be requested at any time.

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FIM STEWARDS MEETINGS

FIM Stewards meetings are planned, in principle, immediately after the meetings of the Event Management Committee.

Extraordinary meetings can be requested at any time.

FRIDAY, SATURDAY AND SUNDAY MEDICAL / TRACK INSPECTIONS

On Friday, Saturday and Sunday, half an hour before the start of the first practice and warm up, the final inspection will take place; all track personnel and equipment must be placed along the circuit.

The Medical Inspection will be carried by Chief Medical Officer, the FIM Medical Officer and the MotoGP™ Medical Director, and the Track Inspection will be carried out by the Race Director, Clerk of the Course, FIM Safety Officer and other officials involved. Both inspections will be carried out by driving the Official Safety Cars around the track, and may be made together.

Flag marshals must be at their signaling posts displaying the flags requested by the FIM Safety Officer. On Saturday (when support races are held) and on Sunday, the grid row marker panels (“lollipops”) and yellow flags for each grid row should also be displayed. All other personnel, rescue marshals, doctors, paramedics, firemen, etc., must stand at the edge of the track adjacent to their marshal post. Medical personnel and track marshals should stand in separate groups separated by approx. 5 metres.

The people should not stand very close to each other and should keep a gap of about 2 metres. Like this, the inspectors can easily count all those who are standing along the track every day.

Activation of digital flags (for the inspection) must be from the marshal controller post and not from Race Control. This is to make sure all operators are in position for the inspection.

The lights of the ambulances, cars of rapid intervention, vans, etc., must remain activated.

The officials can request the local Clerk of the Course to make some additional inspections (for example, before some races).

VEHICLES ON THE TRACK AFTER THE INSPECTION

After the morning Track / Medical Inspections during the weekend, no vehicle or person will be allowed to be on the track. The only vehicles and people admitted after the inspection and before the start of the practice will be officials and Official Safety Cars. Any other vehicle (television, advertising, service, etc.) must be previously authorized by the Clerk of the Course and the Race Director to drive on the track (only for emergencies).

If other vehicles are required on the racetrack for spectator entertainment activities, the Clerk of the Course will be informed accordingly.

DEADLINE FOR VEHICLES ON THE TRACK

All cars / trucks / shuttles for special services (i.e.: television, photographers, etc) must leave the track at the latest 15 minutes before the start of the practices, warm up or starting procedure.

The Clerk of the Course must make sure that this rule is always respected and must confirm it to the Race Director.

SIGNAL BOARDS CHECK

On Thursday at 10:00h the starter and the Clerk of the Course will check all signal boards. These boards will be provided by Dorna.

STARTING PROCEDURE MEETING

A suitable time will be arranged, before the first race of the event with the starter, Clerk of the Course and senior starting marshals will review the starting procedures.

TRACK TECHNICAL TEST

Official Safety Cars and Safety Bikes will be on track on Thursday from 12:45h to 14:00h (these times subject to variations depending on the event schedule), to test TV and timing technical equipment. For that purpose, the service road should be closed 10 minutes before the activity, and security personnel and / or marshals deployed to make sure nobody has access to the track at that time. Note the track must be clear for this activity.

TIMEKEEPING AND TELEVISION EQUIPMENT INSPECTIONS LAPS WITH SAFETY BIKE / CARS

Every Friday, Saturday and Sunday before the Medical Inspection, the timekeeping system will be checked out by the Dorna Timekeeping Department. This inspection will be carried out by the Official Safety Car driver along the racing circuit, and will last for 20 minutes every day. Additional checks between sessions could be requested in case of a severe failure of the system. Note the track must be clear for this activity.

SUMMARY OF MEETINGS, CHECKS & INSPECTIONS

TUESDAY

16:00	EVENT MEETING	Dorna Events Representative(s), Dorna Security Representative(s), Circuit/Promoter Representative(s), Circuit Chief of Security, IRTA Security Manager and Race Direction representative
17:00	SECURITY MEETING & SAMPLE BOARDS DELIVERY	Dorna Security representative(s), Dorna MotoGP VIP Village representative(s), Circuit/Promoter Representative(s), Circuit Chief of Security and IRTA Security Manager

WEDNESDAY

12:00	ACCREDITATION CENTRE MEETING	Dorna Accreditation Centre Coordinator, MotoGP Media Officer, Dorna Media Accreditations Coordinator, Dorna Representative, IRTA Representative, National Press Officer, Accreditation Centre staff
12:00	CONTROL TOWER POWER CHECKS	Dorna Representative, Dorna Electrician Engineer, Dorna Data Processing, Circuit Electrician Engineer, Circuit IT Responsible
16:00	PROMOTERS MANUAL MEETING	Race Director, Deputy Race Director, Circuit/Promoter Representative(s), Clerk of the Course and Dorna Representative
16:00	BAR CODE SCANNERS MEETING	Dorna Security Representatives, Circuit/Promoter Representatives and Chief of Security

THURSDAY

10:00-17:00	SPORTING TECHNICAL/SAFETY CHECKS	Technical Director and Technical Control Assistants
10:00	SIGNAL BOARDS CHECK	Starter and Clerk of the Course
12:00	FIM MotoGP™ STEWARDS MEETING	Race Director and the FIM MotoGP™ Stewards Panel members
12:45-14:00	TRACK TECHNICAL TEST	Track will be exclusively used by Dorna to perform Technical Systems Test. Safety Cars and Official Bikes will be running on the Track. Track must be clear of any maintenance activity
14:30	TRACK SAFETY INSPECTION	FIM Safety Officer, Race Director, Clerk of the Course, Circuit/Promoter Representative(s), Circuit Maintenance Director, Dorna Race Direction Representative, Dorna Representative(s), Dorna Safety Inspector, FIM Medical Officer, MotoGP Medical Director and Chief Medical
13:00	UNFIT RIDERS CHECK	FIM Medical Officer, Chief Medical Officer and FIM Representative
14:30-16:00	RIDERS TRACK FAMILIARISATION	Riders are allowed to enter the track walking or by push-bike. All traffic must be in the circuit direction. Track maintenance can be performed without restrictions.
16:00	AUDIO TECHNICAL CHECKS AND INTERACTION	Dorna Representative, Dorna PR, Dorna Audio Responsible, Circuit Audio Responsible, Circuit Speaker, Circuit Master of Ceremonies
16:30	FIRST TIME RIDERS' BRIEFING	FIM Safety Officer, Clerk of the Course, Wild Card Riders and Riders participating for the first time
16:30	TRACK SAFETY INSPECTION MEETING *electronic meeting unless otherwise stated	FIM Safety Officer, Race Director, Clerk of the Course, Circuit/Promoter Representative, and Circuit Maintenance Director
16:30	MEDICAL CENTRE SERVICES	FIM Medical Officer, MotoGP Medical Director and Chief Medical Officer
17:00	EVENT MANAGEMENT COMMITTEE (EMC) *electronic meeting unless otherwise stated	Race Director, FIM Safety Officer, Technical Director, FIM Medical Officer, Clerk of the Course, FIM MotoGP Steward, Circuit/Promoter Representative and Dorna Representative

SUMMARY OF MEETINGS, CHECKS & INSPECTIONS

FRIDAY

08:00	TIMING LAPS	Dorna Timekeeping Staff. Track must be clear of any activity.
08:30	MEDICAL INSPECTION	Chief Medical Officer, MotoGP Medical Director and FIM Medical Officer
08:30	TRACK INSPECTION	FIM Safety Officer, Race Director, Dorna Race Direction Representative, Clerk of the Course, Circuit/Promoter Representative, Circuit Maintenance Director and Dorna Representative
16:00	PODIUM CEREMONY & POST RACE PROCEDURE *	Dorna PR Responsible, Circuit/Promoter Podium Ceremony Responsible and Speaker *meeting could be rescheduled during the race week
17:00	EVENT MANAGEMENT COMMITTEE (EMC)	Race Director, FIM Safety Officer, Technical Director, FIM Medical Officer, Clerk of the Course, FIM MotoGP Steward, Circuit/Promoter Representative and Dorna Representative *electronic meeting unless otherwise stated
17:00	DAILY SECURITY MEETING	Dorna Security Director, Dorna Security Manager, Circuit/Promoter Representatives and Chief of Security

SATURDAY

07:40	TIMING LAPS	Dorna Timekeeping Staff. Track must be clear of any activity
08:10	MEDICAL INSPECTION	Chief Medical Officer, MotoGP Medical Director and FIM Medical Officer
08:10	TRACK INSPECTION	FIM Safety Officer, Race Director, Dorna Race Direction Representative, Clerk of the Course, Circuit/Promoter Representative, Circuit Maintenance Director and Dorna Representative
TBA	STARTING PROCEDURE	Starter, Clerk of the Course and Senior Starting Marshals *Time to be arranged with CoC and Starter
17:00	EVENT MANAGEMENT COMMITTEE (EMC)	Race Director, FIM Safety Officer, Technical Director, FIM Medical Officer, Clerk of the Course, FIM MotoGP Steward, Circuit/Promoter Representative and Dorna Representative *electronic meeting unless otherwise stated
17:30	DAILY SECURITY MEETING	Dorna Security Director, Dorna Security Manager, Circuit/Promoter Representatives and Chief of Security

SUNDAY

08:40	TIMING LAPS	Dorna Timekeeping Staff. Track must be clear of any activity
09:10	MEDICAL INSPECTION	Chief Medical Officer, MotoGP Medical Director and FIM Medical Officer
09:10	TRACK INSPECTION	FIM Safety Officer, Race Director, Dorna Race Direction Representative, Clerk of the Course, Circuit/Promoter Representative, Circuit Maintenance Director and Dorna Representative
Half an hour after the Event	EVENT MANAGEMENT COMMITTEE (EMC)	Race Director, FIM Safety Officer, Technical Director, FIM Medical Officer, Clerk of the Course, FIM MotoGP Steward, Circuit/Promoter Representative and Dorna Representative *electronic meeting unless otherwise stated

G7. MARSHAL MANAGEMENT AND RACE PROCEDURES

MARSHALS UNIFORMS

Marshals should not wear clothing similar in color to any signalling flag, particularly yellow and red. The uniform must cover the whole body. It is strongly recommended that the marshals' uniforms be white or orange (Ref. Pantone: 151 C) and that the raincoat be transparent.

Please ensure that the Marshals do not wear 'merchandising' material such as caps and shirts displaying the logo of riders, teams and sponsors. This creates an unprofessional image, for example when Marshals are shown on the TV images wearing items that support a particular rider or team. It may also impact on existing circuit and series sponsorship agreements.

PRACTICES AND WARM UP

3-2-1 MINUTE BOARD

A visible board "3 min" / "2 min" / "1 min" in proximity to the Start / Finish Line will be shown to the riders to indicate the last 3 minutes of practice remaining.

The "1 min" board must be removed after 30 seconds.

PRACTICE START BOARDS

Two sign boards are required to mark each official practice start zone which will be determined by the FIM Safety Officer at the Thursday Track Safety Inspection.

Dorna will supply and place in position the ground level signs. If wall-mounted signs are required they must be supplied by the Circuit, made to fit the specific mounting requirements of that circuit.

The boards should be approximately 70 cm x 50 cm, white background with the words "PRACTICE START" in black, and made from lightweight material for safety in case of a crash. The fixing position will be trackside ground level or trackside on a wall, as determined by the FIM Safety Officer.

The practice start boards will remain in position for all practice sessions and warm ups, and be removed after the final warm up. They must not be in position for the race.

STARTING PROCEDURE

STARTING GRID

The provisional Starting Grid will be published after final qualifying, with the approval of the Event Management Committee and FIM MotoGP™ Stewards.

The final Starting Grid for Moto2™ and Moto3™ will be published after the final qualifying, and for MotoGP™ after the Warm Up session (at least one hour before the start of the race) and will be signed with the time by the Clerk of the Course.

MARSHAL STANDING AT THE LAST ROW OF THE GRID (SIGHTING LAP)

The grid procedure requires the riders arriving at the end of the Sighting Lap to stop their engines at the back of the grid and be pushed into their grid position. A marshal is required to display a stationary red flag at the last row of the grid to remind the riders to stop at the end of the Sighting Lap.

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MARSHAL STANDING IN FRONT OF THE GRID

During the starting procedure, the marshal in front of the grid displaying the boards “5 min.,” “3 min.,” “1 min.” and “30 sec.” must stand in the middle of the track approx. 3 metres in front of the first row.

JUMP START

Dorna will install the required equipment to control the start from the FIM Stewards Operations. This recording system will be the only reference to determine a Jump Start. If Pit Lane marshals realize a clear Jump Start, they will inform directly the Chief of Communication / Clerk of the Course that will inform accordingly to the Race Direction.

➤ JUMP START PROCEDURE

Jump starts will be penalized with a double Long Lap Penalty. These two Long Laps must be completed within 5 laps of the rider being notified.

➤ RIDE THROUGH PROCEDURE

Speeding in the Pit Lane during the race will be penalized with a double Long Lap Penalty. The FIM MotoGP™ Stewards can impose a ride through penalty for other reasons.

➤ SPEED LIMIT IN THE PIT LANE

There is a speed limit of 60 Km/h on the Pit Lane at all times during the event. The speed will be controlled by transponder system and Dorna will install the required loops along the Pit Lane during the week of the event.

MOVABLE NUMBER IN THE GRID

At least ten minutes before the start of the Sighting Lap the grid marshals must put a movable number showing the rider’s number on the line, defining each rider’s grid position in order to help the rider to find his position on the grid after the Sighting Lap. Once the rider has reached his position on the Starting Line the marshal must take away the movable number.

Movable numbers should be kept in a safe place which is close to the Starting Grid in order to have a quick reaction in case a race needs to be re-started, however they will NOT be used in case of the Quick Start procedure. Movable grid number boards will be supplied by Dorna.

GRID ROW MARKER BOARDS “LOLLIPOPS”

The grid row marker boards (lollipops) will be supplied by Dorna.

These row marker boards must be displayed during the Sighting Lap and the Warm Up Lap before the riders arrive on their grid positions, in order to assist the riders to find their correct grid row. When all riders on a grid row are in position, the row marker board for that grid row must be lowered to indicate to the starter that the grid row is complete. In case of a Quick Start procedure, it is important that the grid row marker boards are displayed before the Sighting Lap (to assist mechanics to find the grid position) and during the Warm Up Lap (to assist riders to find the grid position).

FRONT WHEEL ON THE LINE OF THE GRID

On returning to the grid after the Warm Up Lap the riders must take up their positions with the front wheel of their motorcycle up to and behind the front line and between the side lines defining the grid position and keep their engines running.

RIDER IN TROUBLE DURING THE START

If an official, once his grid row marker panel is lowered, realizes that a rider is in trouble or a rider raises his arm, he must immediately raise his panel and / or a yellow flag will be waved at that grid row to inform the starter to delay the start.

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STARTER'S CONTROL FOR LAST MINUTE

For the period, which lasts from 1 minute before the start of the Warm Up Lap till the green flag is shown, the whole procedure is under the control of the starter only.

Neither the Clerk of the Course nor the marshals must interfere.

The Race Control must be connected (via radio) with the starter to inform him at any moment during the starting procedure if the race must be delayed for safety reasons.

RED FLAG MARSHAL AT THE FRONT OF THE GRID

The official displaying the red flag at the front of the grid cannot walk to the side of the track until the starter indicates his approval.

DRY / WET RACE BOARD

A Dry Race or Wet Race board must be shown to avoid any misunderstanding and to help the teams on the Starting Line in case of a special weather conditions.

The starter will show the Dry Race or Wet Race board to the Starting Grid from the starter rostrum after the riders have arrived at the grid after the Sighting Lap, or earlier at the discretion of the starter depending on track conditions.

BEHAVIOUR DURING PRACTICE AND RACE

RE-STARTING TIME INFORMATION

In all cases where the practice sessions and / or races are stopped with the red flag, the Race Control officials will inform the marshals of the re-start. Teams will be informed about the time of re-starting by IRTA staff in the Pit Lane area and through the Official Timekeeping and Data pages.

IRTA staff will be present at the Starting Line with the updated Starting Grid allocation in order to help and control marshals placing the movable numbers of the restarted race (NB. these movable numbers are not used in the case of a Quick Start).

COUNTDOWN BOARD

If the lap counter is not an electronic device, an easy manual countdown with numbers visible from both sides must be provided; the marshal who operates the manual countdown board must be connected via radio with the timekeepers.

For consistency at all circuits the lap counter must be changed at the correct time, before the leading rider reaches the finish line (or position of the lap counter). This means that the leading rider always sees the correct number of laps remaining, that is; with 1 lap remaining the rider sees "1" on the lap counter.

PENALTY BOARDS AT START / FINISH LINE, TRACK LEVEL + STARTER ROSTRUM

Marshals must be available to display the penalty boards under the instructions of Race Direction. One board as close as possible to the Start / Finish Line on the track level but off the track, behind the Pit Wall, taking special care not to impede the photocells fixed in the Finish Line. A second identical board will also be shown from the starter's rostrum (or other elevated position if Start and Finish Lines are in different places).

CHEQUERED FLAG MARSHAL, TRACK LEVEL + STARTER ROSTRUM

The chequered flag marshal must show the chequered flag as close as possible to the Finish Line on the track level but off the track, behind the Pit Wall, taking special care not to impede the photocells fixed in the Finish Line.

A second chequered flag will be shown from the starter's rostrum, and when necessary, a blue flag together with the chequered flag (or other elevated position if Start and Finish Lines are in different places).

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RED AND GREEN LIGHT AT THE EXIT OF THE PIT LANE

The red light (closed) and green light (opened) are the official signals to close and open Pit Lane. However, it is requested to also display the red flag and green flag as appropriate, for a short time as an extra visual signal for the riders. This is particularly important at critical moments such as the closing of Pit Lane for all start procedures, especially Quick Start.

Any time the chequered flag is displayed, the red light must be shown at the exit of the Pit Lane.

TELEVISION AND TIMEKEEPING TECHNICAL EQUIPMENTS POSITION ALONG THE TRACK

For safety reasons, all kind of technical equipment for television or timekeeping must be placed on (or behind) the guard-rail or the wall, not in the verges. The track marshals must report any failure to this safety rule to the Clerk of the Course.

OFFICIAL SAFETY CARS AND MEDICAL CARS

Dorna will supply two Official Safety Cars and two Medical Cars, and the drivers for the race starting procedures.

POST RACE PROCEDURE

When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag by an official standing at the Finish Line, at track level and another from the starters rostrum (or other elevated position if Start and Finish Lines are in different places). The chequered flag will continue to be displayed to all subsequent riders.

When the chequered flag is shown to the leading rider, no other rider will be permitted to enter the track from the Pit Lane.

As soon as the chequered flag is shown to the leading rider, the red light will be switched on at the Pit Lane exit.

After receiving the chequered flag, the bikes must proceed on the circuit directly to the Pit Lane and without any assistance (except that of the marshals if necessary). For the Tissot Sprint, riders finishing in the first three positions will proceed to the Tissot Sprint Podium area, positioned on the start / finish straight or other areas as indicated.

Any classified bike-rider which cannot reach the Pit Lane under its own power will be placed under the exclusive control of the marshals who will take the bike-rider to the Pit Lane.

Once the riders placed in the first three positions in the race enter to the Pit Lane, they will be escorted by Dorna / IRTA officials, as quickly as possible, to the Parc Fermé.

TISSOT SPRINT PARC FERMÉ

At the end of the Tissot Sprint, a Parc Fermé area will be set up by Dorna staff, normally on the main start / finish straight or other areas. Dorna staff will prepare this area, to include a Tissot Sprint Podium and sufficient space for teams, photographers and TV.

PARC FERMÉ

At the end of each race a Parc Fermé area will be set up in the Pit Lane, normally at one end of the Pit Lane in front of the Technical Box. The Parc Fermé must be positioned as close as possible to the Podium, preferably immediately below, with a direct access (SEE PARC FERMÉ) PAGE 66.

➤ PROCEDURES

(10 minutes before the end of the race)

Dorna staff will place the barriers for the Parc Fermé operation plan.

This area must be fenced-off and must only have one controlled entrance / exit point.

There will be specific areas for TV crews and photographers.

➤ CHEQUERED FLAG

Dorna / IRTA staff will make sure that the access to the Parc Fermé area is limited.

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The only authorized people inside the Parc Fermé are Dorna / IRTA staff, the first three riders with 2 team members per rider and 1 representative of the winning manufacturer.

➤ RIDERS ARRIVAL

Riders greet their teams.

Dorna personnel take them to the TV cameras to be interviewed.

➤ RIDERS DEPARTURE

Dorna personnel will escort the riders up to the Podium.

Only Moto2™ and Moto3™ riders will be taken to be weighed in the Parc Fermé or in the Technical Box.

* Parc Fermé operation plan will be done also after Saturday qualifying sessions MotoGP™ QP2, Moto2™ QP2 and Moto3™ QP2.

MARSHAL MANAGEMENT IN PIT AREA

In principle the Pit Lane area (Pit Wall, Pit Lane, working area in front of the garages) and the Starting Grid is under control and the responsibility of the Clerk of the Course.

➤ PIT LANE MARSHALS

Only 4 Pit Lane flag marshals wearing Pit Lane Bibs will be required from the Clerk of the Course in order to control the entry and exit to the Pit Lane area.

No yellow flag marshals are required along the white line that divides the working area and the fast lane.

A maximum of 10 Pit Lane Bibs will be provided in order to carry out all the Pit Lane sporting tasks, including the 4 bibs specified above.

The number of flag marshals required along the Pit Wall by the FIM Homologation report will be provided with additional bibs to the 10 specified below.

Note that due to potentially dangerous bike change procedures in the MotoGP™ class only, the number of people allowed in the Pit Lane is strictly limited during the following periods:

- MotoGP™ Qualifying 1 and 2
- MotoGP™ Warm Up
- MotoGP™ Tissot Sprint (when declared Wet Race)
- MotoGP™ Race (when declared Wet Race)

This limit is enforced by the compulsory wearing of a helmet in Pit Lane during these periods, including all team staff, journalists, photographers. Pit Lane marshals in their fixed position are recommended to wear a helmet, but it is not compulsory.

➤ STARTING GRID MARSHALS

Starting Grid procedure marshals will be wearing Starting Grid Bibs. They will be responsible for the countdown boards in front of the grid, movable numbers for the motorbikes position on the grid and signaling panels to indicate the row number of the grid.

A maximum of 15 Starting Grid Bibs will be provided for that purpose.

➤ SECURITY CONTROL IN THE PIT LANE AREA

The security control on the Pit Lane area will be managed by the Circuit / Promoter security responsible under the supervision of the Clerk of the Course and Dorna officials.

Security staff will be required for the following procedures:

- MotoGP™ VIP Village™ Pit Lane Walks coordination: 15 people will be required to assist Dorna staff separating the crowd from the working area of the teams only during the MotoGP™ VIP Village™ Pit Lane Walk periods. Additional security staff could be required to protect the canopies of the teams depending on the number of spectators attending to the Pit Lane Walk

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- Starting Grid access: 10 people will be required to assist Dorna staff controlling the crowd flow at the Starting Grid entrance only during loading and unloading procedures before each race
- Pit Lane patrol: 4 people will be along the Pit Lane during all the official racetrack sessions in order to ensure unauthorized access is prevented

All security personnel developing these tasks will be wearing Control Bibs.

It will be responsibility of the Clerk of the Course to maintain the number of people working in the Pit Lane area and their required number of bibs to the minimum.

(Refer to the Security Manual for a detailed explanation of the passes and bibs related to the Pit Lane area).

➤ PIT LANE ACCESS FOR TEAMS WITHOUT BOXES

5-10 people and a quantity of low fencing will be required to control the movement of motorcycles and mechanics within the Paddock area as they access Pit Lane. This is required only for Teams Without Pit Boxes in Moto2™ and Moto3™ classes. Security people must be in place 15 minutes before the start of each practice session and remain in place for the duration of each session and races. IRTA and Dorna Security staff will establish the access route within the Paddock and co-ordinate the positions required to be manned ([SEE TEAMS WITHOUT BOXES – SECURITY LANE](#)) [PAGE 67](#).

TASK OF TRACK MARSHALS DURING ACCIDENT / INCIDENT

If an accident occurs on the track the following operations must be carried out:

- The flag marshals must show the yellow flag or illuminate the flag panel at the appropriate marshal post
- If a motorcycle has crashed on the track surface, oil flags / digital flag may be displayed if there is risk of fluids or debris on track until the surface has been checked and is confirmed as being "OK"
- If a rider is unable to leave the accident area and requires medical treatment, the rescue marshals must immediately place type C protective devices (Doctors' Barriers) between the rider, the medical personnel attending him and the arriving traffic
- Chief Medical Officer at the Race Control with the inputs received by the doctors at the racetrack will have to immediately advise the Race Director if there is a necessity to interrupt racing in order to allow a response via track with the medical vehicles
- In case of an accident resulting in injury where the rider cannot be evacuated, and medical attention is required on the circuit, the Doctors' Barrier needs to be positioned in front of the injured rider by lifting the barrier into position and unfold the barrier to face the race traffic

The Doctors' Barrier is a 90 degrees polyurethane pad fitted with friction base to offer protection to the medical personnel and the rider(s). Each Doctors' Barrier is clearly marked and should be positioned to point directly to the angle of the circuit. For this purpose, a number of Doctors' Barriers must be placed behind each access point to the racetrack in the first line of protection for fast intervention.

As quickly as possible rescue marshals equipped with the proper equipment must remove the crashed motorcycle(s) behind the first line of protection. Please refer to the recommended bike recovery system. ([SEE MOTORCYCLE SERVICES](#)) [PAGE 68](#)

➤ MARSHALS COMMUNICATING WITH RACE CONTROL

When a rider falls, the marshals must inform Race Control telling the number of the motorcycle as quickly as possible.

It is absolutely critical that information and rider identification (bike number) is communicated to Race Direction immediately. To achieve this, it is required that at least one marshal at each post has a radio, with headset to avoid ambient noise, and is tasked with communications to Race Control as their first priority. Due to the high level of ambient noise it is also recommended that all trackside marshals have radio headsets.

➤ MARSHALS HELPING THE RIDERS

Marshals must help the riders when they are in trouble with their motorcycles along the track, verges, run-off areas, etc., so that they can return to the track (if possible).

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If a rider is trying to restart his motorcycle in a dangerous location, the marshals should remove the motorcycle to a safer location before helping the rider restarting it.

If the rider has fallen in the gravel bed, the marshals should raise the front wheel of the motorcycle to remove gravel from the fairing before helping the rider to restart. It should be noted that in some cases the rider must move the motorcycle backwards briefly to engage the clutch, before attempting to restart.

➤ MOTORCYCLE COLLECTION SERVICE / SMALL PICK UP VEHICLES

If a motorcycle is, due to a crash or mechanical failure, positioned somewhere along the track, the Clerk of the Course must arrange the pick-up service of the bike and bring it to the Crashed Bike Zone as soon as possible.

To avoid any delay in the schedule, it is strongly recommended to have 6-8 small pick-up vehicles in order to assure maximum flexibility and performance. It is very important that these vehicles be as low as possible to make loading and unloading the motorcycle as easy as possible, and to avoid any further damage to the motorcycle. It is therefore strongly recommended to use quad bikes with a low trailer for this purpose (SEE MOTORCYCLE SERVICES) PAGE 68.

This service must be organized in advance by the Clerk of the Course and must work under his direct control.

Technical Director will decide during the Grand Prix week the best location for the area where the crashed motorbikes should be returned. This area will be as close as possible to the Technical Box and it could be fenced if the Technical Director requires.

➤ MOTO TAXI SERVICE

At any circuit where service roads exist around the entire length of the course or only for some parts of the course, a moto taxi service, to pick-up the riders during practices, warm ups, sighting laps and races, must be organized.

At least 6 riders with enduro bikes / scooters and wearing helmets must be prepared at 4 points around the service roads (one at a 1/4 lap distance, one at 2/4 lap distance, and one at 3/4 lap distance).

These riders must have permanent radio connection (preferably on a special frequency) with the Chief Marshal of every post along the track. When a competing rider must stop his bike somewhere along the track (mechanical failure, minor accident, etc.) he must go to the closest marshals post: the Chief Marshal of that post must immediately call the closest moto taxi rider who picks up the rider and brings him to the Pit Box of the team.

➤ SLIPPERY TRACK-INFORM RACE CONTROL

When a section of the track is slippery for any reason (fuel, rain, etc.) the marshals of that section must immediately inform the Clerk of the Course in the Race Control.

➤ DEFLATING AIRFENCE

If the track marshals notice that some airfence is deflating, they must inform the Race Control immediately.

NUMBER OF MARSHALS ALONG THE TRACK

The number of marshals required, and their distribution, will be decided by the FIM Homologation report.

At each event, the Race Director, in cooperation and agreement with the FIM Safety Officer and the Clerk of the Course, may alter the distribution of the marshals.

NUMBER OF MEDICAL PERSONNEL

The number of medical personnel / equipment / vehicles and their distribution will be decided by the FIM Medical Homologation report.

At each event, the FIM Medical Officer, in cooperation and agreement with the Chief Medical Officer and the Clerk of the Course, may alter the distribution of the medical vehicles and staff.

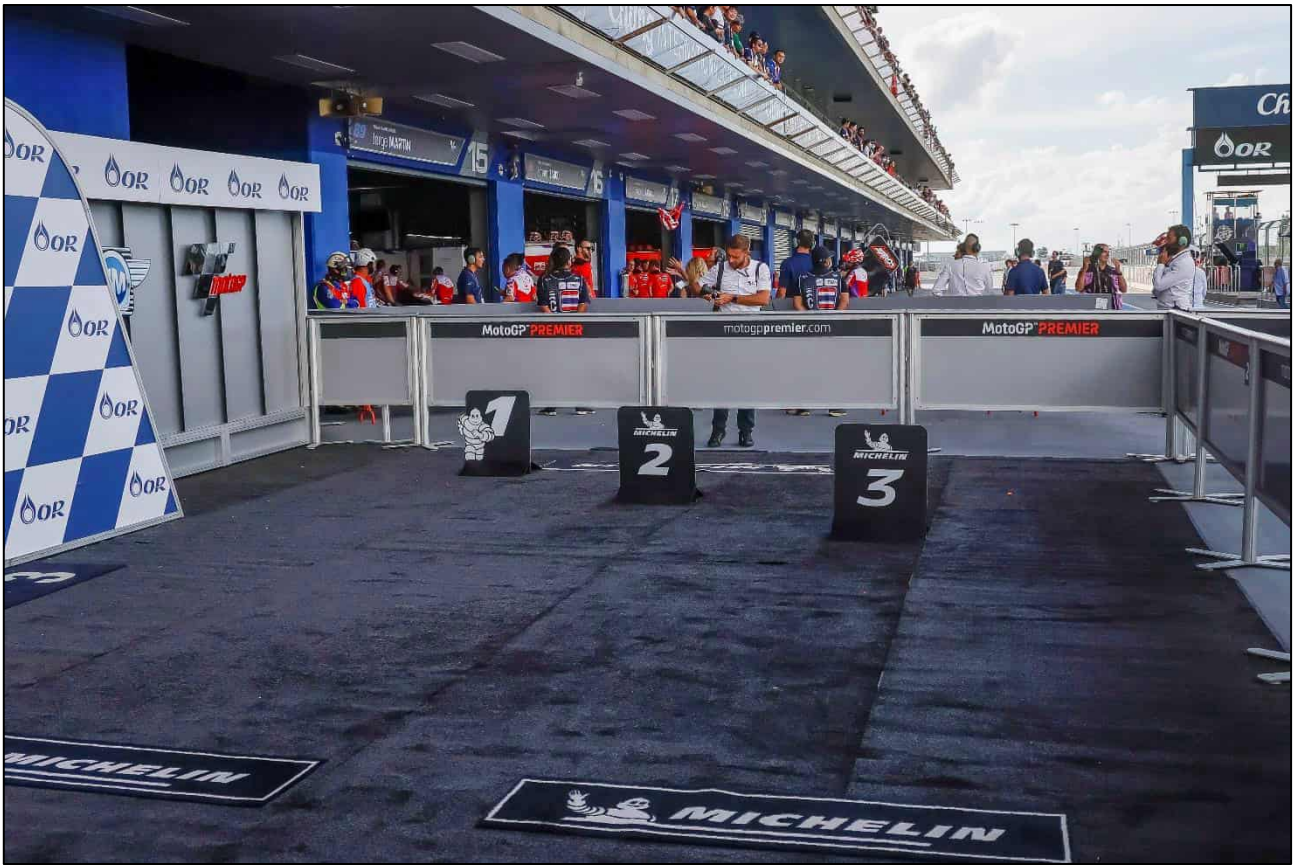
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The FIM Medical Officer must inform the Race Director if the number of doctors, paramedics, ambulances, fast cars, etc. being present along the track and in the Medical Centre on that specific day (Friday, Saturday and Sunday) is below the minimum required by the homologation.

➤ MEDICAL MARSHALS COMMUNICATING WITH RACE CONTROL

It is absolutely critical that information and rider identification (bike number) is communicated to Race Direction immediately. To achieve a good communication with Race Control, it is required that at least one medical marshal at each post has a radio, with headset to avoid ambient noise, and is tasked with communications to Race Control as their first priority.







PICK UP VEHICLE



MOTORCYCLE STANDS



RECOVERY BIKE TOOL



G8. HELICOPTERS

The Circuit / Promoter should reserve sufficient air space (the air space over the circuit) in order to avoid safety problems with the organization's helicopters that will overfly the circuit during the event.

The location of all foreseen helicopter landing sites must be discussed with the Race Director.

The following helipads will be required during the event:

MEDICAL HELICOPTER

Helicopter landing area with minimum two helipads to have two helicopters simultaneously parked should be located next to the Medical Centre.

The space for the Medical Helicopter must be a tarmac area. This space must be kept clean and free of dust in order to avoid dust getting into Medical Centre or other buildings (garages, Media Centre, etc.).

Medical Helicopter will be requested to be at the circuit Thursday prior the Grand Prix weekend in order to be inspected by the MotoGP™ Medical Director.

Medical Helicopter will be needed for all the practice, qualifying, warm up and race sessions during Friday, Saturday and Sunday.

The helicopter should be based permanently on the Medical Centre helipad during all the Grand Prix weekend and must not leave its station until authorized to do so by the Race Director in consultation with the Chief Medical Officer and Medical Director.

TELEVISION HELICOPTER

The Circuit / Promoter will be required to provide a conveniently located helipad sited as close as possible to the MotoGP™ Media Compound from which the Television Helicopter can operate during daylight hours. The Circuit / Promoter will also be required to provide secure overnight parking, with a security service from Friday 16:00h to Sunday 08:00h.

The Circuit / Promoter will be required to inform Dorna of any airspace restrictions above or around the circuit that may prevent or restrict helicopter operations at the optimal tracking altitude of 3,500-4,000 feet.

Dorna will identify a convenient position from which to receive data transmitted from the helicopter using a dedicated receiver antenna. This location will be situated on a suitable roof or other elevated point with a clear view of the sky above the circuit and the data will be linked to the MotoGP™ Media Compound.

COMMERCIAL HELIPORT

Several transfers are organized during the weekend for guest and authority helicopters attending to the event. The Circuit / Promoter should provide an area as close as possible to the Paddock with 3 helipads for this purpose.

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G9. PADDOCK

The Paddock area should be a secured asphalted area located primarily at the back of the Pit Boxes. It should be of sufficient size to accommodate the working requirements of MotoGP™, which in general at overseas races amounts to no less than 27,000 m².

The Paddock will be used to accommodate the following:

- Pit Boxes and working tents for the Teams Without Pit Boxes and Wildcards
- Offices of the teams and technical service companies
- Catering and hospitality areas of the teams
- IRTA offices
- Certain Dorna offices
- Tyre Compound
- Talent Cups or other Dorna backed support categories

In addition, the Paddock may also be used to accommodate some, or all of the following, and in which case the size will need to increase accordingly:

- Main Dorna and Event offices
- Media Centre
- Media Compound
- Medical Centre and MotoGP™ Health Centre

All the temporary installations within the Paddock should be fully operational and ready for use by 12:00h on the Tuesday prior to the event. However, any offices or facilities to be used by Dorna / IRTA need to be ready and fully operational by 09:00h on the Monday of the event or as otherwise agreed with the Circuit / Promoter.

All the activities inside Paddock area during the Grand Prix will be under control of Dorna.

PADDOCK OPENING

In general, the Pit Boxes and Paddock will open to the teams and service companies at 09:00h on the Wednesday of the event. However, by agreement, it will be possible for tyre company staff and the set up crews of the overseas and general hospitalities to arrive earlier to begin work. Also, the coordinators of the MotoGP™ teams can come to the circuit to collect keys, etc., but not start work on moving or unpacking freight boxes.

All areas of the Paddock should be available to Dorna and IRTA as required by liaison prior to the event. This is especially applicable to the delivery of freight. Once the freight has been delivered the Pit Boxes should be locked and then unlocked just prior to the teams arriving on the Wednesday morning, so that they can start work straight away rather than having to wait for the keys to be collected. However, it is imperative that the offices are locked.

From 10:00h on Monday before the event, vehicle security-control at the Paddock gates should be fully operational to ensure that private cars and other non-allowed vehicles do not park in the Paddock. Tow truck service must be available from Tuesday 09:00h until Sunday evening. All the teams are allowed full 24-hour access to the Paddock on Wednesday from 08:00h.

PADDOCK FACILITIES

Two months prior to the event, Dorna / IRTA will send the Paddock Allocation plan where the Circuit / Promoter will find all the specifications related to Pit Boxes distribution, number of team offices needed and all the required furniture for each office ([SEE PADDOCK ALLOCATION](#)) PAGE 78 / ([SEE PADDOCK AREAS](#)) PAGE 79.

IRTA will be the main point of contact for the Circuit / Promoter in order to arrange all the preparations about team offices and the required furniture.

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All the items specified below can be placed on the equipment order form (SEE TEAMS ORDER FORM) PAGE 80. This form will be arranged with the Circuit / Promoter by IRTA, and then distributed to the teams and service companies.

IRTA will then place the order with the Circuit / Promoter, and also be responsible for the payment of the order.

In order to see a guide of the anticipated rental quantities for an overseas Grand Prix refer to annex (SEE TEAMS ORDER FORM) PAGE 80. These figures are related to the teams and service companies excluding equipment for Dorna / IRTA offices.

There should be a reserve supply of the various items of equipment available at the circuit, so in the case of failure these items can quickly be replaced. Also, it is quite common for teams to wish to rent additional equipment whilst they are at the event. This additional equipment needs to be paid by the teams directly with the Circuit / Promoter. IRTA is not responsible for covering the payment of additional equipment rented.

➤ Paddock Offices: PORTABLE CABINS / MARQUEES

The portable cabins must have the minimum dimensions of 6 metres long x 2.5 metres wide. They must be fully secure, with locking doors, be equipped with air conditioning, heating, ventilation, good quality lighting, and have a minimum of 4 x 220v outlets distributed evenly throughout the office. Also, for better space efficiency, it would be an option to have 12 metres office units with internal partitioning to make 2 x 6 metres offices or to give teams the opportunity of a 12 metres open space (SEE PORTABLE CABINS AND MARQUEES) PAGE 81.

An alternative to containers are a high standard 6 metres x 6 metres solid walled marquee available as an open plan or where no containers are used with a partition to split into two 6 metres x 3 metres offices (SEE PORTABLE CABINS AND MARQUEES) PAGE 81.

Where containers or marquees are split there should be separate controls for lighting and air conditioning. Once all the offices are in place and the final allocation is made, the Circuit / Promoter should arrange to have the team / company name of the occupier made clearly visible beside each door.

It is imperative that the offices are in good condition inside and out, and are of uniform construction, color and appearance. Prior to the event the offices should be fully cleaned and serviced with particular attention paid to the air conditioning systems. A technician with a supply of spare units should be on standby for the duration of the event to repair or replace any units that become faulty.

➤ TABLES, DESKS AND CHAIRS

Ideally the office desks will be furnished with locking draws. The dimensions of both desks and tables will be approx. 80 cm wide by 180 cm long. From the seating aspect, there should be three types of chairs available. There should be an office chair, a plastic stackable visitor chair and comfortable lounge chairs or settees (SEE OFFICE FURNITURE) PAGE 82.

➤ REFRIGERATORS AND FREEZERS

Both small (120 litres) and large (250 litres) fridge should be available as well as 250l deep freezers.

500 litres industrial fridges and freezers are a good rental option for the hospitality units and should be made available to rent.

➤ TV MONITORS

Two sizes should be available (approx. 50 cm and 80 cm.) They should be modern digitally enabled flat screen colour units with remote control. The monitors should be cabled, and able to clearly receive Dorna Timekeeping and Data pages (SEE OFFICE FURNITURE) PAGE 82.

➤ WATER DISPENSERS

The ideal will be able to dispense both hot and cold water. These should be supplied with a 25 litres bottle and have the facility for teams to order additional refills (SEE OFFICE FURNITURE) PAG 82.

➤ INDUSTRIAL AND DOMESTIC VENTILATOR FANS

At events where high temperature and humidity are present, both small and large ventilator fans should be available to rent (SEE OFFICE FURNITURE) PAGE 82.

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➤ CARPET FOR THE PIT BOX

Teams should be able to rent carpet that they can use on the floor of their Pit Box. The price of the carpet should be per square meter and the teams will order the amount relative to their garage arrangement. Rather than be installed prior to the team's arrival it should be provided in rolls for the teams to collect and install themselves. The basic standard color available should be deep grey.

➤ COMMUNICATIONS

Within the Paddock there are needs to be provision for the connection of a number of communications lines. Primarily these will be ADSL connections which will be run into a teams' office or Pit Box from which point they will create their own wireless network.

Depending on the circuit, the lines will either be ordered through an international PTT or provider, or directly through the Circuit / Promoter as part of the equipment order form.

Currently the teams will order about 30 ADSL lines of which the MotoGP™ factories and major teams (8 approx.) will request speeds in excess of 50Mbps. These do not form any part of the requirement specified for Dorna.

If the Circuit / Promoter has the facility to provide a wireless hotspot throughout the Paddock individual users and small teams will subscribe to this service.

OTHER TEAM RENTAL SERVICES

➤ CATERING UNITS AND DINING ROOMS

The larger MotoGP™ teams bring their hospitality staff to overseas races, and require kitchen plus dining rooms from which to operate. IRTA will liaise with the Circuit / Promoter about providing dedicated units from which meals and hospitality can be provided. The best solution is to arrange specific hospitality suites that have a full kitchen with amenities such as an industrial sink connected to water and drains, gas hookups, extraction fans, stainless steel backplates, etc.

These kitchens should be approximately 35m² with an adjacent dining area of +/- 70m². As these hospitality areas can be used to form a focal point in the Paddock, we look to having them in a prominent area and presented to a high standard.

➤ SCOOTER RENTAL

Wherever possible the Circuit / Promoter should give IRTA the contact details of a local company or companies where teams and service companies can rent scooters from. SEE S2. PADDOCK DIRECTIVES FOR VEHICLES RULES.

➤ NITROGEN

"G" size nitrogen cylinders with regulators (20 bars) should be available to rent by the suspension companies and some of the teams for their engine preparation. In addition, nitrogen should be also available to the tyre companies should the air compressors fail (see Tyre Compound specification).

➤ ADDITIONAL COMPRESSED GAS AND WELDING SERVICE

If the circuit does not have its own compressed gas and welding site, IRTA should be supplied with the contact details of a local company from where the teams can request specialist welding or bottles of compressed gasses that they may need to effect repairs. In addition, if the above mentioned company does not provide catering gas (LPG) then details for a company supplying that should also be provided.

➤ MISCELLANEOUS

Other items that should be available for rental / purchase include: extension leads and electric adapters, air compressor adapters, waste bins and cupboards / filing cabinets.

OVERSEAS HOSPITALITY

There is now a tendency for the biggest factories and hospitality providers to commission a custom built, fully certified kitchen within a 12 metres sea container unit (SEE HOSPITALITY UNITS) PAGE 83. Around this container an awning is constructed from which catering and hospitality will be provided. Ideally these are placed within the Paddock in the same area as the kitchens and dining rooms ordered

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from the Circuit / Promoter in an effort to create a dedicated hospitality and relax area in which the Circuit / Promoter are encouraged to place additional decoration.

These containers require connections to electric, water, drainage, RF and where required telecommunications (SEE HOSPITALITY UNITS) PAG 83.

FREIGHT STORAGE AREA

There should be an area of approximately 800 m² made available for the storage of the empty freight boxes and cases once the material has been unloaded. This area, whilst being close to the Paddock and Pit Boxes should be slightly hidden. In an ideal situation, this area will be a 30 metres x 15 metres marquee erected to protect the boxes from exposure to the elements. However, if no marquee is available and rain is anticipated then a plastic covering should be arranged to go over the top of the boxes once they have been stacked.

The movement of the empty boxes will take place on the day or the day after the teams arrive and again after the completion of the event, when the boxes will be moved back to outside the Pit Boxes. This operation will be coordinated by the Dorna Freight Department in cooperation with the local freight agents.

Paddock TERRACE AND DECORATION

Where space permits the construction of a terrace area in the Paddock is welcome. Due to the fact that there are no team vehicles in the Paddock and office space is limited there is a lack of general meeting areas. The provision of a terrace area with tables and chairs will encourage more riders and teams into the Paddock thus creating a more vibrant atmosphere.

The inclusion of Paddock decoration is also welcome. Plants, parasols and colored raffia on fences and features giving a feel for the country that is being visited can all be used to enhance the appearance of the Paddock at overseas races.

Paddock RESTAURANT

Whilst it is no longer mandatory to have a Paddock restaurant, having an area where food and drinks can be purchased either inside the Paddock, or an area close to the Paddock is not deterred. In addition, organizers may well be contacted to provide recommendations for companies that can provide an outside catering by direct contract with a team.

Paddock GENERAL FACILITIES

➤ Paddock RECEPTION

The Circuit / Promoter should provide a reception desk somewhere in the Paddock where teams and service companies can have a point of contact with the Circuit / Promoter staff. This is the location where members of the Paddock can come to collect and pay the deposit for their Pit Box and office keys, report problems with their Pit Box or office equipment and obtain all sorts of other miscellaneous information that they may require.

The reception area should have contact with all departments of the Circuit / Promoter and emergency services, and have staff on hand who are able to translate from the local dialect into both Spanish and English.

Monday and Tuesday:	09:00h – 17:00h
Wednesday:	08:00h – 18:00h
Thursday:	09:00h – 18:00h
Friday-Sunday:	08:00h – 19:00h

➤ TOILETS

There should be both male and female toilets located strategically throughout the Paddock, easily accessible for the holders of the most basic Paddock credentials. There should be a minimum of 30 male toilets and 15 female toilets provided, as well as the provision of facilities for persons with reduced mobility.

All toilets must be continuously supplied with appropriate quantities of toilet paper, soap and disposable hand towels. Bins for the disposal of waste must be provided and regularly cleaned and emptied.

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A high level of hygiene should be maintained in the toilet facilities at all times.

➤ SHOWERS

Minimum of 10 men and 5 women hot and cold water showers will be needed for all the workers involved in the Paddock. All showers must be continuously checked to maintain a good level of cleanliness.

➤ FENCING

Paddock area should be surrounded with a high fence of about 2 metres. This fence should be covered in a suitable plain banner material to prevent unauthorized access at all times (*SEE FENCING*) PAGE 84.

The precise location of the gates, together with the overall dimensions of fenced area will be specified in the Paddock Allocation plan that will be sent to the Circuit / Promoter in advance.

➤ DRAINAGE

A proper drainage system has to be distributed along the Paddock area.

➤ PADDOCK SERVICES MAINTENANCE STAFF

The Circuit / Promoter should study carefully the real needs of the event related to the Paddock facilities to arrange the best workers distribution in order to guarantee a good level of all services. Circuit Maintenance Director will be the main contact for Dorna / IRTA to request the attendance of plumbers, electricians, cleaners and all other maintenance staff.

CLEANING SERVICES

RUBBISH CONTAINERS AND RECYCLE BINS

Throughout the event, the Paddock should be kept clean with a full waste disposal service and recycling.

All bins should be located at the rear of each hospitality unit, and the rubbish collection from 08:30h to 17:30h should be carried out by cleaning patrol on foot.

360 and 240 litres size bins are recommended for an easier collection, and the suggested number of units is:

- MotoGP™ hospitalities: 3 waste and 3 recycling bins
- Severino & Son Hospitality: 5 waste and 5 recycling bins
- Paddock: 1 waste and recycling every 20 metres on alternating sides on road

The availability of other sizes containers is recommended in order to offer a proper garbage collection.

A *Waste Management Plan* is required to be provided to Dorna Operations prior the event.

(SEE CHAPTER G24. PROMOTER SUSTAINABILITY GUIDELINE – WASTE MANAGEMENT AND CIRCULAR ECONOMY)

USED COOKING OIL CONTAINERS

A labelled cooking oil container needs to be given to each hospitality with a kitchen.

(SEE CHAPTER G24. PROMOTER SUSTAINABILITY GUIDELINE – WASTE MANAGEMENT AND CIRCULAR ECONOMY)

WASTE OIL CONTAINERS

Containers for the disposal of engine oil need to be placed according to the provisions present within the FIM Environmental Code.

(SEE CHAPTER G24. PROMOTER SUSTAINABILITY GUIDELINE – WASTE MANAGEMENT AND CIRCULAR ECONOMY)

The waste oil containers must be placed in the Pit Boxes and the Paddock from Monday prior the event to Tuesday after the race week (8 narrow apertures 200 litres drums spaced evenly along the back of the working area are acceptable).

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A cleaning patrol on foot will have to go around the Paddock area in order to detect if there are critical situations where a disposal service vehicle is required to enter between the restricted periods.

TYRE COMPOUND

The Circuit / Promoter is requested to provide a minimum of 150 m² covered working area for each company with the following requirements. It should be situated on a level solid surface and the working tent should be suitably protected against the elements to ensure that it does not flood and be provided with a proper flooring to avoid that the fitters and machines are not standing directly onto the concrete Paddock surface in case of rain (SEE TYRE COMPOUND) PAGE 85

The sides of the working area should be detachable to allow ventilation in the case of hot weather, but be easily replaced to offer protection against rain, and afford night time security.

Each tyre area should be equipped with at least a 60Kw supply comprising of 4 x 220v CEEform 16Amp/3 phases outlets, preferably located toward each corner of the working area, and 4 x 380v/32Amp CEEform outlets provided in a single board (SEE ELECTRICAL OUTLETS AND CONNECTORS) PAGE 86.

Each area should be equipped with 4 compressed air outlets, preferably located toward the corners of the working area. The outlets should all be able to produce a pressure of 10 bars when used simultaneously. There should be a backup compressor or a supply of nitrogen / compressed air bottles (in areas of high humidity, it is desirable that the air flows through a suitable drying mechanism to remove excess moisture).

The working areas should be well and evenly lit, allowing night work to take place.

There should be sufficient space around each of the working areas to accommodate 9 x 20' shipping containers, 3 x 10' air containers and 2 x 20' offices.

STORAGE CONTAINERS

The majority of each company's tyres and machinery will be delivered to the circuit in 40' or 20' shipping containers, which will be placed in the tyre compound and depending on climatic conditions the tyre companies may request a 380v connection to enable the containers reefer unit to be activated.

In addition the Circuit / Promoter can be required to provide up to a total of 2 x 40' shipping containers per company. The exact quantity per company will be advised by IRTA prior to the event. It might also be necessary where there is no other suitable area available for the Circuit / Promoter to provide a 20' storage container for the championship fuel to be stored and a 20' container for the spare engines and tools from the official Moto2™ engine supplier (SEE TYRE COMPOUND) PAGE 85.

AIR FREIGHT CONTAINERS

A limited number of AAP containers may also be used by the companies and be required to be placed in the vicinity of the tyre compound (SEE TYRE COMPOUND) PAGE 85.

PADDOCK MEDICAL AND FIRE FIGHTING SERVICES

When the Paddock is occupied there must be an adequate medical and firefighting service available to all riders, teams, manufacturers, sponsors, service companies, officials, FIM, Dorna, IRTA, etc.

At minimum, the services must be available from 08:00h to 20:00h from Monday to Wednesday prior to the event, from 07:00h to 23:00h from Thursday to Sunday, and from 08:00h to 20:00h on Monday post-event. This service must include doctor, nurse / paramedic and ambulance.

Prior to the event the Circuit / Promoter should supply Dorna with the local emergency numbers for:

- General emergency

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- Hospital
- Medical First Response
- Firefighting
- Police

Ideally it will be confirmed that these numbers have English as well as local language speaking operators.

The firefighting services required in the circuit are the following ones:

- There must be enough firefighting vehicles so that no area of the racetrack is more than 4 minutes away
- A firefighting vehicle with a minimum water capacity of 3,000 litres, manned with 3 firefighters, must be available to cover the Paddock the day of teams set-up (24-hour basis), until the day after 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
- For MotoE events or other electric series, firefighting vehicle should be located at less than 2 minutes from the E-Paddock and ready to intervene for the duration of the event
- In any case, all of the firefighting equipment around the circuit (including track, Pit Boxes and Paddock areas) must comply with national laws

MotoGP™ HEALTH CENTRE

The primary role of the MotoGP™ Health Centre in the Paddock is to offer physiotherapy to the riders and treatment for those riders who wish to be treated by them only after they have been seen by the CMO or their nominated deputy. In addition, the MotoGP™ Health Centre offers care to the Paddock community in general.

It is a requirement of the Circuit / Promoter to provide the MotoGP™ Health Centre with the following minimum working facilities.

➤ GENERAL WORKING / RECEPTION AREA

A lockable private area of at least 7 metres x 7 metres equipped with:

- 1 massage / physiotherapy table
- 5 table at least 1.5 metres long, and 10 chairs
- ADSL line for standard connection with Wi-Fi router
- 1 water dispenser with refills as required or bottled water and 500 plastic cups
- 10 kitchen rolls for drying hands
- 1 large refrigerator with freezer compartment full of ice plus information where ice can readily be sourced
- 1 cabled TV monitor
- 1 air conditioning or heating depending on the local climatic conditions
- 3 power inverters for locations where only 110v electricity is available
- 2 waste bins
- 1 doormat
- 4 evenly spaced power sources

If at all possible, it is highly appreciated if the working area of the MotoGP™ Health Centre is equipped with wash hand basin and running water.

➤ PHYSIOTHERAPY AREA

A dedicated separate area adjoining the general working / reception area of at least 12 metres x 6 metres. The physiotherapy area should be private, and not visible from the entrance door or outside. It should be air conditioned or heated, as local climatic conditions dictate.

The Physiotherapy Area should be equipped with:

- 6 massage / physiotherapy tables
- A medical inspection table
- Cabled TV monitor
- 4 evenly spaced power sources

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- 4 waste bins

(SEE MotoGP™ HEALTH CENTRE EQUIPMENT) PAGE 87

All these facilities must be ready for the MotoGP™ Health Centre staff inspection on Tuesday morning of the event.

Paddock Lighting

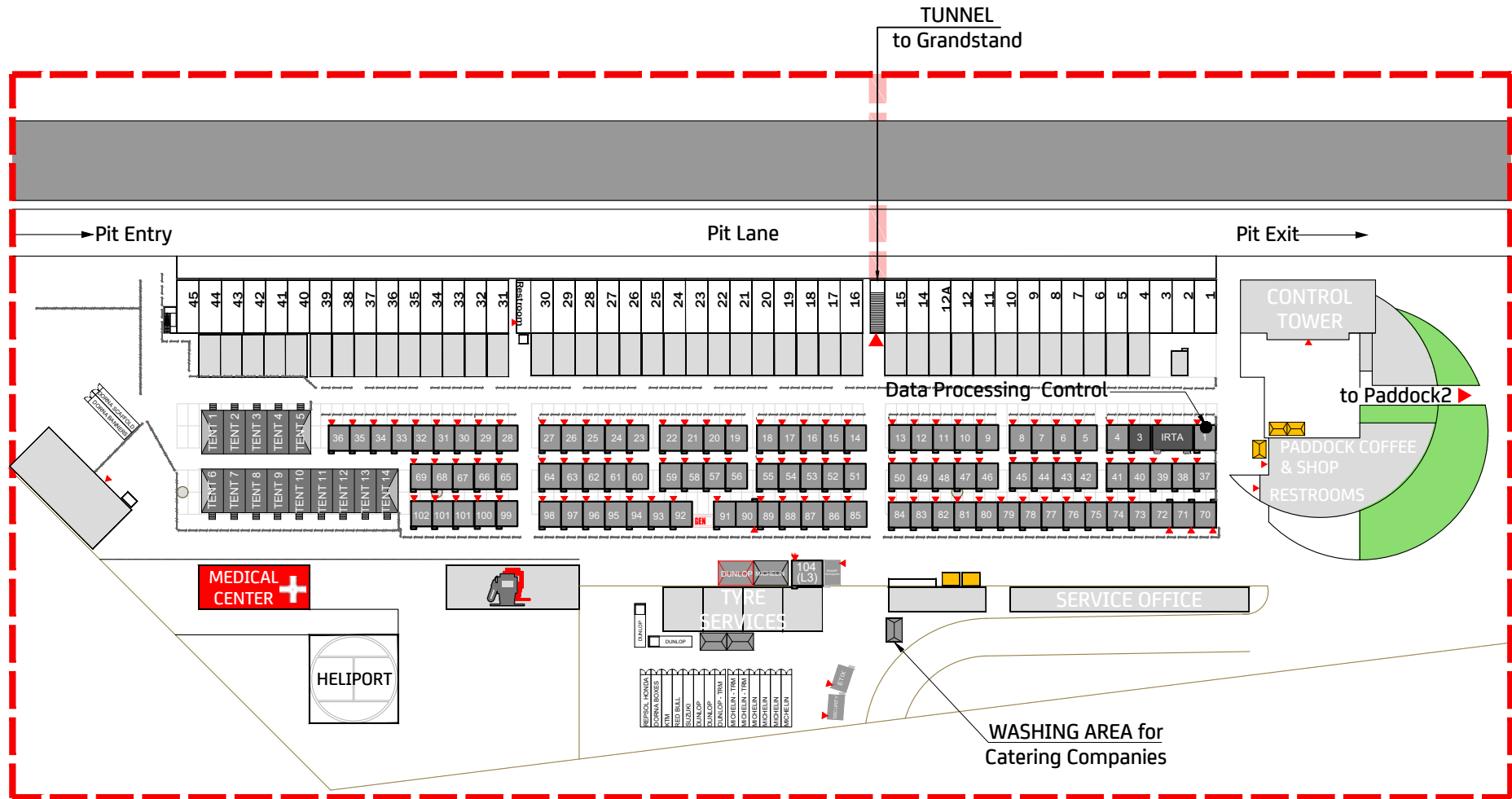
The whole Paddock must be adequately illuminated at night.

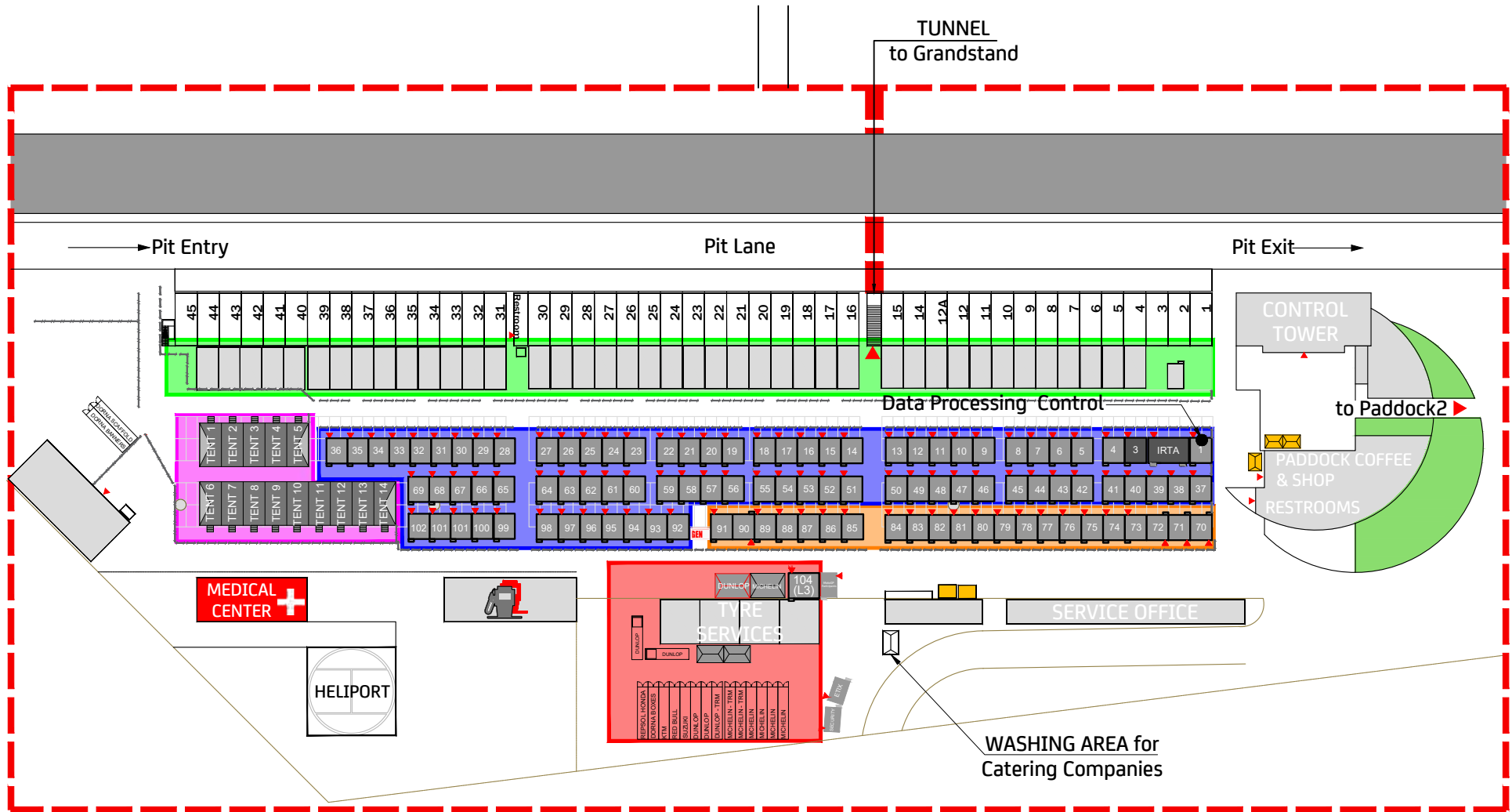
Water Truck

From Wednesday at 08:00h to Sunday, an emergency water tanker (water pump) will be ready in case there is any failure in the drainage system of the Paddock.

Premium (Permanent) Pass and Guest Pass Viewing Area

The Circuit / Promoter should provide a convenient Viewing Area from where the Premium Pass holders will follow the racetrack activity during the Grand Prix weekend. This could be either a standing viewing area or a grandstand according to the Promoters agreement.





- Working Area
- Team offices
- Teams without pit box
- Tyre Compound
- Catering Services

EQUIPMENT AND FACILITIES ORDER FORM (teams and service companies)		QUANTITY
1	Portable cabin (3m x 6m) + air conditioning & power	107
2	Kitchen cabin (6m x 6m)+ air conditioning + sink + water + Grease Tank	7
3	Hospitality Tent Solid Walls with 1 Glass Front (10m x 10m) + 3 x 5ton aircon + floor + delivery + set up	8
4	Overseas Container Hospitality Units - Connection to Electric, Gas, Water and Drains	5
5	Portable Air Condition 12000 btu (2nd unit for office, pit box or marquee if required)	7
6	Metro Internet (Ftx 30/5Mbps)	30
7	Plastic Chair with Arm Rest	488
8	Banquet Chair (Blue Color)	239
9	Office Table 160x60 cm. (no drawer)	108
10	Folding Plastic Table(1m x 1m) square	8
11	Plastic Garden Table (Round) 0.8m. Diameter	15
12	Folding/Training Table 0.6m x 1.2m	97
13	Folding/Training Table 0.75m x 1.8m	113
14	TELEVISION 32"	38
15	TV STAND (low shelves)	22
16	Small Refrigerator (100 Litres)	37
17	Large Refrigerator (220 Lites) Double Door	17
18	Catering Refrigerator (500 Litres)	13
19	Chest Freezer (200 Litres)	3
20	Clothes Rack	10
21	Hot and Cold water Machine (Including 1 Refill)	10
22	Water Dispenser Refill 18.9 liter (In case of loss additional 15 Euro Charge)	74
23	Drinking Water 600 ML (Pack of 12)	153
24	Drinking Water 350 ML (Pack of 12)	423
25	Paper Cups / 50 Cups	25
26	Industrial Fan 24"	53
27	Standing Fan 18"	6
28	Ventilator 30cm	0
29	Cooking Gas 4 kg. (In case of loss additional 30 Euro Charge)	17
30	Nitrogen Gas 40Lt. Tank @2000 PSI +/-	24
31	Nitrogen gauge	16
32	Fire Extinguisher ABC Dry Powder (15lbs)	2
33	Fire Extinguisher Co2 type (15lbs)	0
34	3 P Electric Adaptor	6
35	Scooter (Wednesday to Sunday, Including fuel)	27
36	Exhibition Carpet per 45 sqm. - 1.5m x 30m x 0.02m (Colour : Warm Grey)	12
37	Sofa : 2 seater	7
38	Sofa : 3 seater	6
39	Plastic / Paper / Waste Bin: Small	22





WHEELED OFFICE CHAIR



CHAIR



DESK WITH LOCKABLE DRAWERS



TV MONITOR



AIR CONDITION UNIT



SOFA

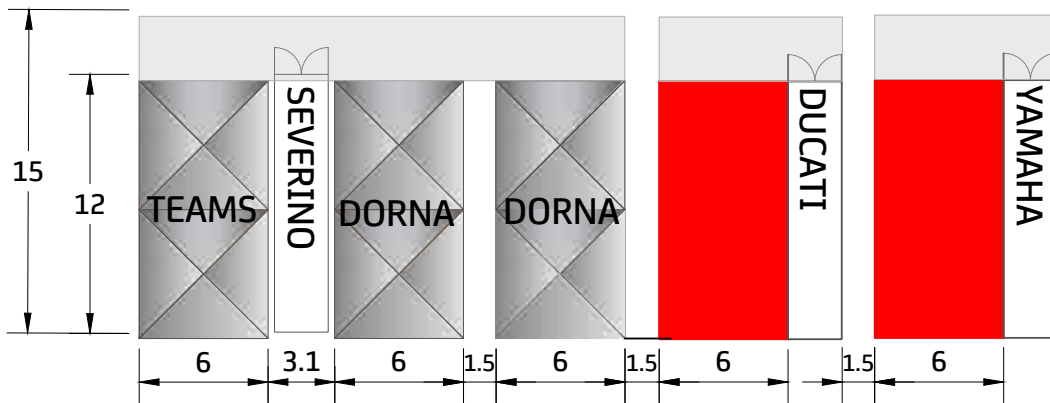


DOMESTIC FAN



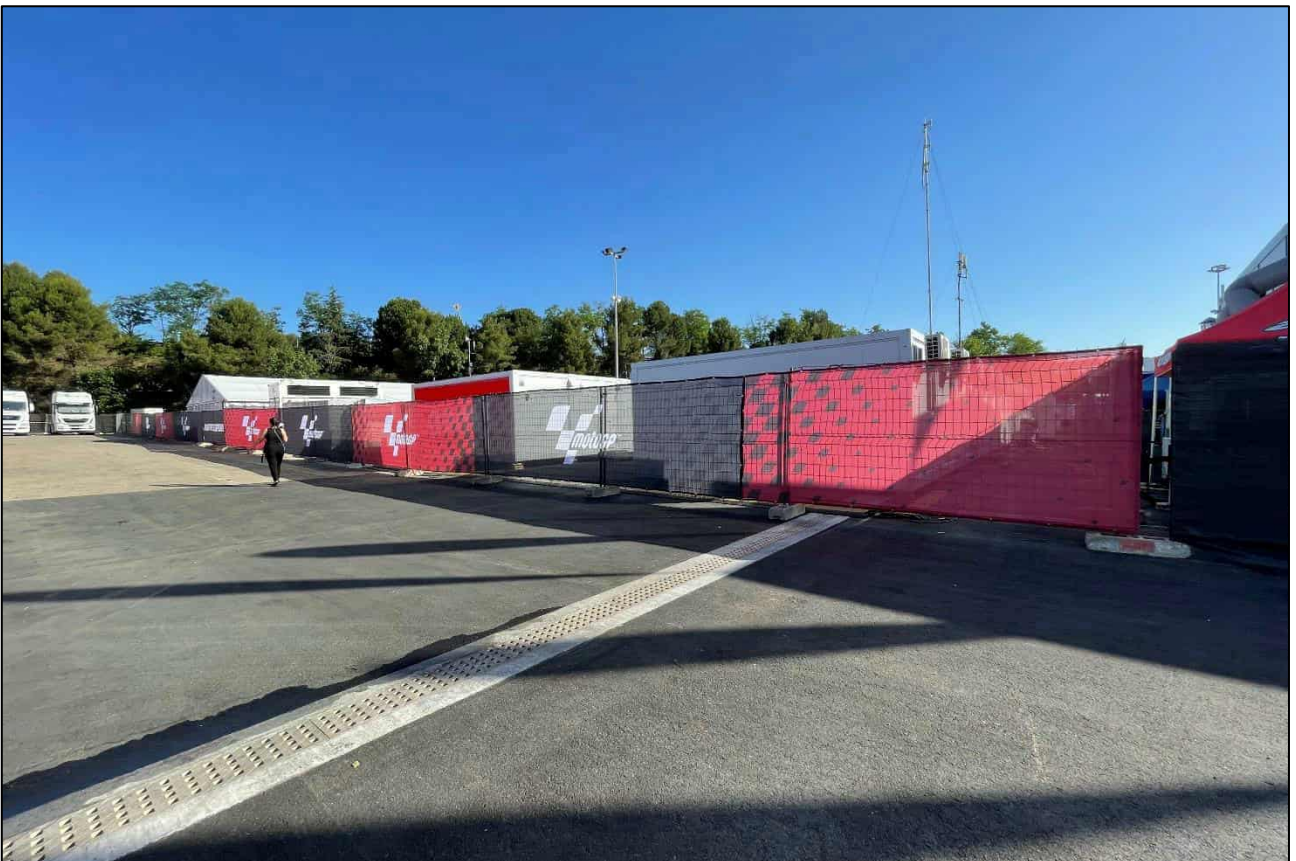
WATER DISPENSER

+ / - 3m Working Zone to Rear of Each Unit



Cooking Medium =	GAS	N/A	ELECTRIC	ELECTRIC
Electric =	1 x 380v (32a) 3 x 220v (16a)	2 x 380v (32a)	4 x 380v (32a)	4 x 380v (32a)
Max Kw =	40 Kw	30 Kw	80Kw	80Kw
Water & Drain Req =	YES	NO	YES	YES
RF Connection =	YES	YES	YES	YES









CETAC CEEform 125 Amp / 64 Amp / 32Amp - 5PINS, 3 PHASES + NEUTRAL + EARTH



CETAC CEEform 16Amp / 32Amp - 3PINS, 1 PHASE + NEUTRAL + EARTH



PHYSIOTHERAPY TABLES

G10. DORNA TV SERVICES AND FACILITIES

MEDIA COMPOUND

The MotoGP™ Media Compound is a temporary structure of approximately 3,500 - 4,000 m² (normally made up of portable cabins or any type of modular spaces buildings) that will be constructed by Dorna with the close cooperation of the Circuit / Promoter. It contains equipment relating to the Live TV production, On-Board camera systems and Race Control systems.

The Circuit / Promoter will be requested to assist Operations Department arranging the rental for all the required equipment involved in the Media Compound building construction.

Operations Department will provide two months prior to the event a detailed Media Compound plan in order to specify the final needs about number of portable cabins, furniture, electricity, air conditioning units and other required materials. All the facilities related to the MotoGP™ Media Compound should be ready one week before the event and dismantled once all the event activities have been completed (SEE MEDIA COMPOUND) PAGE 103.

The MotoGP™ Media Compound will be located in, or adjacent to, the Paddock. The precise location, size and layout will be determined by the Dorna Operations Department.

Media Compound should be a clean, secure and asphalted area to prevent any damage to the TV equipment and to prevent the dust getting in the cabins and units. It will have a proper lighting system in order to be able to work during the night. If the permanent lighting installation is not enough, temporary power generator post lights have to be provided for this purpose.

The International TV Program Feed (IPF - the main signal for all the international broadcasters) will be generated in this area.

REQUIRED FACILITIES

➤ MEDIA COMPOUND PLAN

Specific Media Compound plan of the event will be provided two months in advance in order to specify the exact location of the following facilities and equipment: Media Compound units distribution, power generator and electrical box, temporary fence perimeter, rubbish containers, toilets and portable cabins (SEE MEDIA COMPOUND) PAGE 103.

➤ ELECTRICAL INSTALLATION / TECHNICAL POWER SUPPLY

Dorna will be responsible to prepare the electrical feed for all the television technical equipment in the Media Compound. The required electrical wiring and double synchronized power generator will be provided by Dorna.

The Circuit / Promoter may be requested to help for the rental and refueling of the double synchronized power generator, and the wiring and connections works in the portable cabins (SEE TECHNICAL POWER SUPPLY) PAGE 104.

➤ ELECTRICAL INSTALLATION / NON - TECHNICAL POWER SUPPLY

The Circuit / Promoter will be responsible to prepare the electrical feed for the non-technical equipment in the Media Compound. Basically, this means to prepare the electrical feed in the portable cabins or permanent buildings where the Media Compound is allocated giving power to the electrical outlets on the walls, the lighting system and the air conditioning system units in all the rooms.

➤ LIGHTNING EARTH RODS

It will be necessary for lightning earth rods to be installed around the Media Compound to provide protection for the electrical systems. The Circuit / Promoter may be requested to install permanent earth rods in locations where temporary installations provide inadequate levels of protection.

➤ TELECOMMUNICATION LINES

A number of telephone, ISDN and ADSL connections will be required in the MotoGP™ Media Compound.

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Orders and requests for these lines, their types and locations will be made by the different members involved in the Media Compound directly to the Circuit / Promoter or to the local telecom company via national telecoms.

The Circuit / Promoter will send the required application form related to telecommunication lines requests to Operations Department two months prior the event.

The assistance of the Circuit / Promoter coordinating the installation of telephone lines may be requested and the Circuit / Promoter will be required to ensure that cable routes to the various locations are clear.

If the Circuit / Promoter is capable to install telecommunication lines, it would be requested to send the required application form to Operations Department three months in advance.

➤ WATER OUTLETS

The Circuit / Promoter will provide this area with two water points from a standard pipe.

➤ RF CONNECTION

A RF connection will be required.

➤ TOILETS

The Circuit / Promoter should supply by Monday morning a portable cabin equipped with four chemical toilets that should be installed inside the Media Compound. Due to the amount of people working there, it is important to keep this service at optimum conditions till Sunday evening through a regular cleaning service.

Permanent toilets could be also used from the Paddock if the building is reasonably close to the Media Compound area.

SECURITY

➤ BASIC REQUIREMENTS

It is compulsory to have 24h security control from Monday before the event until Monday after the event at 10:00h.

The number of required security guards for this area will be related to the number of gates provided in the Media Compound.

➤ FENCING AREA

The Media Compound area should be surrounded with a high covered fence of about 2 metres in order to stop the access of non-authorized people and permit the TV crew to work without any interference (SEE FENCING) [PAGE 105](#).

Vehicle gates 6 metres wide will be required for truck / cars access and at least one 1.5 metres personnel gate will also be required. The precise location of these gates, together with the overall dimensions of fenced area will be provided to the Circuit / Promoter by the Dorna Operations Department.

➤ FIRE EXTINGUISHERS

The Circuit / Promoter will provide the necessary fire extinguishers in order to prevent any emergency. The fire extinguishers (ABC and CO2 type) should be installed in the Media Compound on Monday morning, with the corresponding compulsory signals. The details of quantity and location will be provided by Dorna Operations Department.

➤ MEDIA COMPOUND CABLING AND WIRING

As the Media Compound will be the first point of connection to the different key areas of the event, Dorna will have to install, and subsequently remove, a large number of cables. This temporary installation will be crucial in order to generate the international program feed and provide the signals for the race control systems. The circuit engineering department will have to study and plan all cable routes in order to guarantee clear unobstructed run from the Media Compound to all the key areas (SEE TEMPORARY CABLING) [PAGE 106](#).

Cables must be protected from damage at all times (particularly from grass cutting operations and local vandalism). Where cables are required to cross service roads, tarmac hard-standing areas etc. the Circuit / Promoter shall provide suitable cable channels (SEE CABLE CHANNEL) [PAGE 107](#). The exact locations will be advised by the Dorna Operations Department. Where cable channels are not feasible, underground cable ducts may be considered as a less favorable alternative, however, these must be for the exclusive use of Dorna and have to be clean and clear of all debris with nylon cord draw ropes in place.

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In some instances, it may be necessary for cables to cross service roads or other hard-standing areas where no cable channels or ducts exist. In these situations, Dorna personnel will cut a 30 mm wide x 80 mm slot, always after the approval from the Circuit Management, using task specific equipment. Dorna Operations Department will liaise with the Circuit / Promoter to ensure that slot cutting is kept to a minimum and that the locations are as discreet and unobtrusive as possible.

In case where is not possible to cut the asphalt, the Circuit / Promoter shall provide suitable cable protectors.

All cable routes, channels and ducts will have to be cleaned from any obstructions before the Grand Prix week.

CLEANING SERVICES

The Media Compound is a key area for the suitable production of the event with a big part of the Dorna staff working in it. To ensure a proper work environment, the Circuit / Promoter must guarantee a high level of cleanliness with a regular daily cleaning service from Monday to Sunday.

A minimum of 4 big rubbish containers must be placed inside the area, with at least one emptying a day. The cleanliness of the area, comprising the interior of the portable cabins, the toilettes and the tents should be controlled twice a day by the cleaning staff of the circuit. The schedule of this services will be agreed with the Dorna Operations Department.

Also, a minimum of 4 recycling stations must be placed inside the area, one of that in the tent store. The circuit's cleaning services must guarantee daily emptying of the stations and a proper management of waste.

MEDIA COMPOUND TECHNICAL AND STAFF ROOMS

A high number of rooms will be necessary to house the Dorna television staff and the technical equipment where the International Program Feed will be generated (SEE MEDIA COMPOUND) PAGE 103.

These rooms will need a high level of cleanliness, and Dorna will require the services of cleaner / cleaners to maintain them.

The following are the minimum facilities required by Dorna at the overseas events. However, these requirements can be revised and agreed according to the existing facilities in the circuit.

➤ **IPF (INTERNATIONAL PROGRAM FEED)**

- Cabin 12 m x 6 m, covered with a minimum height of 2.2 metres
- Access must have a minimum width of 80 cm for entry of the equipment
- Must be lockable, a set of keys will be necessary
- It must have white lighting without any window
- It must have standard European plugs or adapters (220v and 110v)
- 2 holes for the cabling of about 20 cm x 20cm
- Air conditioning with a total cooling capacity of 15,000 fg
- It should have 10 tables and 16 wheeled office chairs

➤ **NTC (NODAL TECHNICAL CENTRE)**

- Cabin 6 m x 6 m, covered with a minimum height of 2.2 metres
- Access must have a minimum width of 80 cm for entry of the equipment
- Must be lockable, a set of keys will be necessary
- It must have white lighting without any window
- It must have standard European plugs or adapters (220v and 110v)
- 1 hole for the cabling of about 20 cm x 20 cm
- Air conditioning with a total cooling capacity of 5,000 fg
- It should have 2 tables and 2 wheeled office chairs

➤ **TFG (TRACK FEED GALLERY)**

- Cabin 6 m or 9 m x 6 m, covered with a minimum height of 2.2 metres
- Access must have a minimum width of 80 cm for entry of the equipment

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- Must be lockable, a set of keys will be necessary
 - It must have white lighting without any window
 - It must have standard European plugs or adapters (220v and 110v)
 - 2 holes for the cabling of about 20 cm x 20 cm
 - 2 holes for air conditioning pipes 40 cm x 40 cm
 - Air conditioning with a total cooling capacity of 15,000 fg
 - It should have 12 wheeled office chairs
- **TFT (TRACK FEED TECHNICAL CONTROL)**
- Cabin 9 m x 6 m, covered with a minimum height of 2.2 metres
 - Access must have a minimum width of 80 cm for entry of the equipment
 - Must be lockable, a set of keys will be necessary
 - It must have white lighting without any window
 - It must have standard European plugs or adapters (220v and 110v)
 - 2 holes for the cabling of about 20 cm x 20 cm
 - Air conditioning with a total cooling capacity of 35,000 fg
 - It should have 8 wheeled office chairs
- **OBU / HFU TECH (ON BOARD UNIT / HIGH FREQUENCY UNIT / TECHNICAL UNIT)**
- Cabin 9 m x 6 m, covered with a minimum height of 2.2 metres
 - Access must have a minimum width of 80 cm for entry of the equipment
 - Must be lockable, a set of keys will be necessary
 - It must have white light without any window
 - It must have standard European plugs or adapters
 - 2 holes for the cabling of about 20 cm x 20 cm
 - 2 holes for air conditioning pipes 40 cm x 40 cm
 - Air conditioning with a total cooling capacity of 20,000 fg
 - It should have 8 tables and 8 wheeled office chairs
- **OBU / HFU (ON BOARD UNIT / HIGH FREQUENCY UNIT)**
- Cabin 6 m x 6 m, covered with a minimum height of 2.2 metres
 - Access must have a minimum width of 80 cm for entry of the equipment
 - Must be lockable, a set of keys will be necessary
 - It must have white light without any window
 - It must have standard European plugs or adapters
 - 1 hole for the cabling of about 20 cm x 20 cm
 - Air conditioning with a total cooling capacity of 10,000 fg
 - It should have 8 tables and 3 wheeled office chairs
- **RFU (RADIO FREQUENCY UNIT) / WORKSHOP**
- Cabin 6 m x 6 m, covered with a minimum height of 2.2 metres
 - Access must have a minimum width of 80 cm for entry of the equipment
 - Must be lockable, a set of keys will be necessary
 - It must have white lighting without any window
 - It must have standard European plugs or adapters
 - 2 holes for the cabling of about 20 cm x 20 cm
 - Air conditioning with a total cooling capacity of 10,000 fg
 - It should have 7 tables and 5 wheeled office chairs
- **MIC (MEDIA INGEST CENTRE)**
- Cabin 3 m x 6 m, covered with a minimum height of 2.2 metres

- Access must have a minimum width of 80 cm for entry of the equipment
- Must be lockable, a set of keys will be necessary
- It must have white lighting without any window
- It must have standard European plugs or adapters
- 1 hole for the cabling of about 20 cm x 20 cm
- Air conditioning with a total capacity of 5,000 fg
- It should have 3 table and 3 wheeled office chairs

➤ **DPS (DORNA PROGRAMS SCHEDULE)**

- Cabin 3 m x 6 m, covered with a minimum height of 2.2 metres
- Access must have a minimum width of 80 cm for entry of the equipment
- Must be lockable, a set of keys will be necessary
- It must have white lighting without any window
- It must have standard European plugs or adapters
- 1 hole for the cabling of about 20 cm x 20 cm
- Air conditioning with a total capacity of 5,000 fg
- It should have 4 table and 4 wheeled office chairs

➤ **CUT 1-2 (CUT EDIT SUITES)**

- One (1) cabin 3 m x 6 m, covered with a minimum height of 2.2 metres
- Access must have a minimum width of 80 cm for entry of the equipment
- Must be lockable, a set of keys will be necessary
- Each cabin should have:
 - White lighting without any window
 - Standard European plugs or adapters
 - 1 hole for the cabling of about 20 cm x 20 cm
 - Air conditioning with a total capacity of 5,000 fg
- It should have 2 tables and 4 wheeled office chairs in each cabin

➤ **CUT 3-4 (CUT EDIT SUITES)**

- One (1) cabin 3 m x 6 m, covered with a minimum height of 2.2 metres
- Access must have a minimum width of 80 cm for entry of the equipment
- Must be lockable, a set of keys will be necessary
- Each cabin should have:
 - White lighting without any window
 - Standard European plugs or adapters
 - 1 hole for the cabling of about 20 cm x 20 cm
 - Air conditioning with a total capacity of 5,000 fg
- It should have 2 tables and 4 wheeled office chairs

➤ **CONTENTS (JOURNALIST)**

- One (1) cabin 6 m x 6 m, covered with a minimum height of 2.2 metres
- Access must have a minimum width of 80 cm for entry of the equipment
- Must be lockable, a set of keys will be necessary
- Each cabin should have:
 - White lighting without any window
 - Standard European plugs or adapters
 - 1 hole for the cabling of about 20 cm x 20 cm
 - Air conditioning with a total capacity of 5,000 fg
- It should have 3 tables and 6 wheeled office chairs

➤ TV PRODUCTION OFFICE

- Cabin 9 m x 6 m, covered with a minimum height of 2.2 metres
- Access must have a minimum width of 80 cm for entry of the equipment
- Must be lockable, a set of keys will be necessary
- It must have white lighting without any window
- It must have standard European plugs or adapters
- Air conditioning with a total cooling capacity of 10,000 fg
- It should have 16 tables and 25 wheeled office chairs

➤ TV DIRECTION OFFICE

- Cabin 3 m x 6 m, covered with a minimum height of 2.2 metres
- Access must have a minimum width of 80 cm for entry of the equipment
- Must be lockable, a set of keys will be necessary
- It must have white lighting without any window
- It must have standard European plugs or adapters
- Air conditioning with a total cooling capacity of 5,000 fg
- It should have 3 table and 6 wheeled office chairs

➤ STORE (STORAGE TENT)

- Tent 10 m x 25 m
- Access must have a minimum width of 3.5 metres and 3 metres height in order to bring inside the freight boxes with a forklift
- It must have a light system and 2 outlets 16Amp monophase (220v)
- It should have 3 tables and 2 wheeled office chairs

➤ OTHER BROADCASTERS (CONTROL PERSONALIZE)

- Cabin 6 m x 6 m, covered with a minimum height of 2.2 metres
- Access must have a minimum width of 80 cm for entry of the equipment
- Must be lockable, a set of keys will be necessary
- It must have white lighting without any window
- It must have standard European plugs or adapters
- 2 holes for the cabling of about 20 cm x 20 cm
- 2 holes for air conditioning pipes 40 cm x40 cm
- Air conditioning with a total cooling capacity of 15,000 fg
- It should have 10 tables and 14 wheeled office chairs

➤ OTHER BROADCASTERS (TECHNICAL CONTROL PERSONALIZE)

- Cabin 3 m x 6 m, covered with a minimum height of 2.2 metres
- Access must have a minimum width of 80 cm for entry of the equipment
- Must be lockable, a set of keys will be necessary
- It must have white lighting without any window
- It must have standard European plugs or adapters
- 1 hole for the cabling of about 20 cm x 20 cm
- 2 holes for air conditioning pipes 40 com x 40cm
- Air conditioning with a total cooling capacity of 15,000 fg
- It should have 3 tables and 3 wheeled office chairs

➤ OTHER BROADCASTERS (SIMPLE PERSONALIZE EDIT-OFFICE)

- Cabin 3 m x 6 m, covered with a minimum height of 2.2 metres
- Access must have a minimum width of 80 cm for entry of the equipment
- Must be lockable, a set of keys will be necessary
- It must have white lighting without any window

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- It must have standard European plugs or adapters
 - 1 hole for the cabling of about 20 cm x 20 cm
 - Air conditioning with a total cooling capacity of 5,000 fg
 - It should have 3 tables and 6 wheeled office chairs
- **OTHER BROADCASTERS (COMMENTARY POSITION PERSONALIZE)**
- Cabin 3 m x 6 m, covered with a minimum height of 2.2 metres
 - Access must have a minimum width of 80 cm for entry of the equipment
 - Must be lockable, a set of keys will be necessary
 - It must have white lighting without any window
 - It must have standard European plugs or adapters
 - 1 hole for the cabling of about 20 cm x 20 cm
 - Air conditioning with a total cooling capacity of 5,000 fg
 - It should have 3 tables and 6 wheeled office chairs

* Three ramps should be provided to bring the flight cases inside the Media Compound rooms.

* Working tables must be comfortable and resistant enough to support the weight of the equipment. Ideal tables size is 1.8 x 0.8 m, and it is highly recommended to supply folding tables.

TELEVISION CAMERAS SERVICE ROOMS

The Circuit / Promoter should provide two separate rooms for this purpose.

ENG ROOM

The Electronic News Gathering room is the assistance unit for the Pit Lane and Paddock cameramen.

The minimum requirements for this room are:

- 6 m x 6 m room, covered with a minimum height of 2.2 metres
- Access must have a minimum width of 80 cm for entry of the equipment
- Must be lockable, a set of keys will be necessary
- It must have white lighting
- It must have standard European plugs or adapters
- Air conditioning with a total cooling capacity of 8,000 fg
- It should have 8 tables, 12 chairs, a small fridge and a water dispenser
- One TV screen 32" minimum

OBW ROOM

The On-Board workshop is the unit where the On-Board mechanics set up the cameras for the bikes.

The minimum requirements for this room are:

- 6 m x 6 m room, covered with a minimum height of 2.2 metres
- Access must have a minimum width of 80 cm for entry of the equipment
- It should be lockable, a set of keys will be necessary
- It should have white lighting
- It should have standard European plugs or adapters
- Air conditioning with a total cooling capacity of 8,000 fg
- It should have 7 tables, 7 chairs and a water dispenser
- Portable air compressed unit will be required
- One TV screen 32" minimum

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* Working tables must be comfortable and resistant enough to support the weight of the equipment. Ideal tables size is 1.8 x 0.8 m, and it is highly recommended to supply folding tables.

SPECIAL VEHICLES RENTAL

The Circuit / Promoter may be requested to help for the rental of some special vehicles required for the TV systems installation such as forklifts, scissor lifts, cranes, cherry pickers ...

The number and type of each specific vehicle will be indicated by the Operations Department one month in advance (SEE SPECIAL VEHICLES) PAGE 108

COMMENTARY BOOTHS

The Circuit / Promoter must supply a minimum of 34 TV commentary positions. Dorna will inform to the Circuit / Promoter about the final number of commentary positions that will be used for the Grand Prix one month prior to the event (SEE COMMENTARY BOOTHS PLAN) PAGE 109.

The Commentary Booths should provide a good view of the Pit Lane and the Grid, which in general is best achieved from the top of the Pit Boxes building near the Media Centre. It is important that the commentary booths are provided with a high level of cleanliness before starting the set-up of the technical equipment.

The final allocation of the Commentary Booths building will be determined exclusively by Dorna Operations Department.

*The commentary positions with the below mentioned requirements must be ready on Tuesday at 11:00h.

*If the Circuit / Promoter needs to use any of the commentary positions during the event, an official request must be sent to Dorna Operations Department for approval.

REQUIRED FACILITIES

➤ SIZES

Every booth should be a minimum of 2.5 m wide x 2.5 m long.

➤ ELECTRICAL REQUIREMENTS

220v in each commentary position (8 outlets) with Schuko outlet.

We highly recommend separating the electrical line for the technical equipment (outlets on the walls) from the electrical line that is feeding the air conditioning units and lighting system.

Additionally, one outlet CEEform 32Amp/380v (three phases +neutral + ground) will be requested for the technical control booth (SEE ELECTRICAL OUTLETS AND CONNECTORS) PAGE 110.

We highly recommend installing a U.P.S and a back-up system in order to protect the power supply in this area.

➤ TELECOMMUNICATION LINES

The installation of IDD, ISDN, ADSL and SDSL lines in the booths must be possible.

The final Commentary Booths allocation will specify the required telecommunication lines for each booth in order to be able to prepare the installation in advance.

The Circuit / Promoter may be requested to coordinate the installation with the national telecom company in order to ensure that all the lines bookings from the different TV and radio stations are under control. The Circuit / Promoter must provide Dorna Operations Department with the contact details of those at the company who are responsible for the lines installation.

➤ AIR CONDITIONING

Air conditioning / heating (depending on the weather conditions). Several electronic equipment will be installed in the booths, and therefore the minimum air conditioning required for each cabin will be 3,000 fg.

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We highly recommend not installing a centralized system. Each booth will have to be equipped with an individual air conditioning unit. We highly recommend not installing a centralized system because the adequate heating or cooling levels will vary according to the amount of electronic equipment and people working in each booth. An independent control in the wall of each Commentary Booth will be needed.

➤ RF CONNECTION

2 RF outlets in every booth with connector F (75dB minimum in every booth).

➤ ACOUSTICS

The booths should be well soundproofed.

➤ WINDOWS

Ideally the booths should be equipped with a safety double glazed window and must be with solar protection film UV (to reduce solar radiation).

➤ FURNITURE

4 comfortable chairs and a working table per cabin. Ideal table size is wide enough for two people seated by 90 cm deep, and 80 cm high.

➤ DOORS

The Commentary Booths should be equipped with lockable doors. A small window on the door is recommended.

➤ LITTER BIN

Each cabin should be equipped with a litter bin. Waste segregation bins should be available in the area.

➤ HANGER

Each cabin should be equipped with a hanger.

➤ ROOF

We highly recommend fitting out the roof. It could be used for several purposes like antenna link installation. In the case the roof is accessible, stairs or ladder will be requested to access safely to the upper part.

One hook in the roof of each booth will be needed in order to fix the equipment installed in this area.

➤ LIGHT

The booths must be well illuminated. Ideally with fluorescent lights

➤ SECURITY

Each commentary position must be lockable, and two set of keys will be given to a Dorna representative on Tuesday morning.

It is compulsory to have at least one security guard 24h from Thursday of the event until Sunday night controlling during day and night time, the entrance of the commentary positions to assure that anyone who wants to enter wears the right pass.

➤ CLEANING SERVICES

Dorna will require the service of cleaners to maintain the booths to the highest standard. It is anticipated that the cleaners would be in attendance for three 1-hour periods – at the start of the day, after lunchtime and at the end of the day. The period of cleaning operations will be from Thursday to Sunday.

It is important to check the cleanliness of the windows from the outside in order to ensure that the commentators will have a clean view of the track.

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➤ INTERNAL-EXTERNAL CABLING (CABLE CHANNELS)

There will be cables that will have to go from one cabin to the next; therefore, a system to pass the cables must be foreseen. Connecting and external holes (10-20 cm diameter) could be requested ([SEE COMMENTARY BOOTHS PLAN](#)) [PAGE 109](#).

➤ LIFT OR SIMILAR

In case there is no elevator available in the Commentary Booths building, the Circuit / Promoter will be requested to provide a lift platform to bring the Commentary Booths equipment boxes upstairs.

➤ TOILETS

In case that there is no toilet near commentary positions, the Circuit / Promoter will check with Dorna Operations Department the possibility to install a temporary WC for this area.

➤ CATERING

The Circuit / Promoter must ensure the catering for the TV commentators. On Monday of the race a Dorna responsible will send a list with the TV commentators to the national Press Officer. Lunch boxes (sandwich and water) must be delivered according to the list to all the TV commentators. Also bottles of water must be delivered every morning to all the TV booths.

➤ TV SIGNAL FEED

Dorna will need to distribute in the Commentary Booths several special TV signals. These signals will come through two optic fibre arranged by Dorna. For this reason, the Circuit / Promoter may be requested to provide a technical description of the RF installation.

[TECHNICAL CONTROL ROOM](#)

In order to allocate all the technical control equipment a double booth will be needed ([SEE TECHNICAL CONTROL – COMMENTARY BOOTHS](#)) [PAGE 111](#).

One CEEform 32Amp/380v (three phases + neutral + ground) outlet will be requested for the technical control booth ([SEE ELECTRICAL OUTLETS AND CONNECTORS](#)) [PAGE 110](#).

Cables arriving to the technical control room must have clear unobstructed run from the Media Compound.

The minimum air conditioning required for this booth will be 5,000 fg.

BROADCASTERS SET

The interviewing of the top three MotoGP™ riders and Moto2™ riders after the Saturday qualifying session and for all the MotoGP™ categories immediately after the Podium ceremony on Sunday will take place in this temporary TV studio.

The technical operation of the broadcast facility with cameras, audio, lighting equipment and staging will be responsibility of Dorna television ([SEE BROADCASTERS SET](#)) [PAGE 112](#).

[REQUIRED FACILITIES](#)

➤ SIZES AND IDEAL LOCATION

The Broadcasters Set should be an area of at least 24 m x 7 m x 3 m high. It must be a closed room in order to be able to restrict the access of people to this area.

This room should be located as close as possible to the Parc Fermé and Podium area in order to guarantee a quick and safe route for the riders ([SEE BROADCASTERS SET](#)) [PAGE 112](#).

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➤ ELECTRICAL REQUIREMENTS

The required power supply is one outlet CEEform 32Amp/380v (3 phases + neutral + earth) (SEE ELECTRICAL OUTLETS AND CONNECTORS) PAGE 110.

We highly recommend installing a U.P.S and a back-up system in order to protect the power supply in this room.

➤ CABLE ACCESS

An access hole must be provided at the bottom of the back wall of the room (SEE BROADCASTER SET) PAGE 112. The hole should be 15 cm diameter. Cables arriving to that room must have clear unobstructed run from the Media Compound.

➤ ACOUSTIC

This room must be a soundproof area. The soundproofing must ensure that it is not possible to hear the noise of the bikes on the track during the interview.

➤ AIR CONDITIONING

Adequate heating and cooling facilities (temperature between 21-24°C).

The Broadcasters Set must be air conditioned independently from all other areas, with the ducts connected to the ceiling. The air conditioning unit itself should be located remote from the room to avoid noise disturbance, and the ducting should be lined with suitable acoustic material.

➤ LIGHT

The Interview Set must be well illuminated. Ideally with fluorescent lights.

➤ WINDOWS

The Interview Set must be a non-windows room, or the Circuit / Promoter must darkness the windows with vinyl or other systems, in order to avoid the entrance of external light.

PRESS CONFERENCE ROOM

The Pre-Event Press Conference on Thursday, the interviewing of the top three MotoGP™ riders together with the holders of pole position in Moto2™ class and Moto3™ class after the Saturday qualifying session and for all the MotoGP™ categories immediately after the Podium ceremony on Sunday will take place in this space.

The technical operation of the broadcast facility with cameras, audio, lighting equipment and staging will be shared responsibility between Dorna television and the Promoter of the event as explained in the Media Manual (SEE M11. PRESS CONFERENCES).

The Press Conference Room must be equipped with the following technical facilities.

Other requirements such as extra furniture, stages are mentioned in the Media Manual (SEE M11. PRESS CONFERENCES).

TECHNICAL REQUIRED FACILITES

➤ SIZES AND IDEAL LOCATION

The Press Conference Room should be an area of at least 225m², and 15 m x 15 m x 2,80 m high. It must be a closed room in order to be able to restrict the access of people to this area.

➤ ELECTRICAL REQUIREMENTS

One outlet CEEform 32Amp/380v (three phases +neutral + ground) (SEE ELECTRICAL OUTLETS AND CONNECTORS) PAGE 110.

We highly recommend installing a U.P.S and a back-up system in order to protect the power supply in this area.

2024 MotoGP™ PROMOTERS MANUAL

GENERAL MANUAL

➤ FURNITURE

5 comfortable chairs and 2 working table for the TV control. Working tables must be comfortable and resistant enough to support the weight of the equipment. Ideal tables size is 1.8 x 0.8 m.

DORNA INTERVIEW SET

A room will be requested as Interview Set to interview different riders and characters.

The technical operation of the broadcast facility with cameras, audio and lighting equipment will be responsibility of Dorna television.

REQUIRED FACILITIES

➤ SIZES AND IDEAL LOCATION

The Interview Set should be an area of at least 5 m x 6 m x 3 m high. It must be a closed room in order to be able to restrict the access of people to this area.

➤ ELECTRICAL REQUIREMENTS

Domestic power supply will be needed in the Interview Set.

➤ ACOUSTIC

This room must be a soundproof area. The soundproofing must ensure that it is not possible to hear the noise of the bikes on the track during the interview.

➤ AIR CONDITIONING

Adequate heating and cooling facilities (temperature between 21-24°C).

The Interview Set must be air conditioned independently from all other areas, with the ducts connected to the ceiling. The air conditioning unit itself should be located remote from the room to avoid noise disturbance, and the ducting should be lined with suitable acoustic material.

➤ LIGHT

The Interview Set must be well illuminated. Ideally with fluorescent lights.

➤ WINDOWS

The Interview Set must be a non-windows room, or the circuit must darkness the windows with vinyl or other systems, in order to avoid the entrance of external light.

TV CAMERAS

➤ RACETRACK CAMERAS

There will be a minimum of 22 track cameras to cover circuit activities located at positions around the track. The Circuit / Promoter will be provided with a provisional camera layout prior to the event.

All accreditation for the cameras and cameramen will be supplied by Dorna. If, however the Circuit / Promoter has its own accreditation for public or restricted areas, assistance will be required in the gaining of access to these camera positions.

The cameras and cameramen will be taken to and collected from their positions around the circuit in Dorna vehicles (vans or scooters). These will use service roads whenever possible, however, where access is limited then the track itself will be used.

2024 MotoGP™ PROMOTERS MANUAL

GENERAL MANUAL

➤ RACETRACK CAMERAS CABLING REQUIREMENTS

Where cables are required to cross service roads the Circuit / Promoter shall provide suitable cable channels or ducts. In the areas where cable channels or ducts are not available, Dorna personnel will cut a 30 mm wide x 80 mm deep slot using task specific equipment. Dorna Operations Department will ensure that slot cutting is kept to a minimum and that the locations are as discreet as possible.

➤ CAMERAS COVERAGE SITES

To ensure the maximum coverage by the cameras and communication systems (On-Board, HF) in the Pit Lane and Pit Boxes, Dorna will set up some links at the opposite side of the track, in front of Pit Boxes building, along the grandstand or in a temporary structure. The Circuit / Promoter could be requested to build a platform or scaffolding, in order to place the antennas and equipment racks (SEE COVERAGE SITES) PAGE 113.

A minimum of three 16Amp/220v connections will be requested close to the positions to feed the technical equipment.

MOUNTING OPTIONS

➤ SCAFFOLDING

This is the normal set up for all the racetrack cameras.

Dorna will provide its own scaffold towers to mount the majority of the track camera positions. These towers vary in height from 30 cm to 9 metres and will be erected and dismantled under the control of Dorna representatives.

Where these towers are in public areas it will be necessary to provide a temporary fence to restrict public access (SEE TV CAMERAS) PAGE 114.

➤ CRANES

To achieve elevated circuit coverage cranes of various sizes will be used. Normally up to 2 cranes of between 20-60 metres will be employed. The types of cranes preferred for this task are known as aerial platforms, or cherry pickers. They need to be as stable as possible and have open baskets rigidly attached to the boom arm of the crane to ensure that the camera has an unimpeded view and is not moved unnecessarily by the wind. Where aerial platforms cannot be supplied, cable lifting type cranes can be used if supplied with a suitably adapted basket. The Circuit / Promoter will be consulted on the position of the cranes, as they may be in public areas where fencing or other security is required. These cranes will be positioned around the circuit on the Wednesday-Thursday prior to the Grand Prix. Assistance from the circuit staff may be required to source suitable cranes (SEE TV CAMERAS) PAGE 114.

➤ GRANDSTAND CAMERAS

In locations where Dorna is not able to find the proper TV shot from the track, the Circuit / Promoter will be requested to block some of the grandstand seats in order to set up a TV camera.

Dorna Operations Department will request the space to the Circuit / Promoter in advance. The Circuit / Promoter must secure this area for a perfect view for the camera to the track (SEE TV CAMERAS) PAGE 114. A security guard may be required in order to avoid spectators disturbing the cameraman.

➤ MOBILE ARMS

In some special U turns, Dorna will install a mobile arm.

For safety reasons, the Circuit / Promoter could be requested to prepare protective devices for the working area of the arm due to the fast movements of the camera operator (SEE TV CAMERAS) PAGE 114.

A small booth will be required as close as possible to this camera position in order to place the technician that will be controlling the mobile camera at the extreme of the arm.

➤ CAMERA PADDOCK

Normally installed in the surroundings of the Race Control tower where the Paddock view is clear. The Circuit / Promoter may be requested to provide an electrical outlet 220v to feed this camera (SEE TV CAMERAS) PAGE 114.

➤ BRIDGECAM

In some circuits, a camera may be installed on one of the main straight bridges after the approval from the technical staff of the circuit. If necessary, Dorna Operations Department will indicate it two months before the event.

2024 MotoGP™ PROMOTERS MANUAL

GENERAL MANUAL

The Circuit / Promoter may be requested to install additional support and to provide a scissor lift or similar for the set up and dismantling periods of this camera ([SEE BRIDGECAM PAGE 115.](#))

A small booth could be required as close as possible to this camera position in order to place the technician that will be controlling the camera.

➤ ON-BOARDS

At every race, Dorna install around 100 On-Board cameras distributed on all bikes in the three categories. The production and distribution of the images is controlled by Dorna TV ([SEE TV CAMERAS PAGE 114.](#))

To control and receive the data transmission from all On-Board cameras on the track, Dorna will have to install some repeaters around the circuit. Access to the highest positions of the circuit (Race Control tower, main grandstand...) will be requested. If required, Dorna will provide a big crane to lift the repeaters to a point where they are receiving properly the data transmission from the track ([SEE COVERAGE SITES PAGE 113.](#))

➤ HELICAM

At all Grands Prix, Dorna will provide a helicopter for the installation of the shotover camera that will make the aerial TV coverage of the Grand Prix.

The Circuit / Promoter will be requested to provide all necessary accreditation for vehicles and personnel to access the designated helicopter landing zone ([SEE CHAPTER G8. HELICOPTER.](#))

➤ DRONE CAMERA

At all Grands Prix, Dorna will bring a drone to take some footage over the circuit on the previous days to the race activity itself. Permission will be asked to the Circuit / Promoter one month prior to the event.

The Circuit / Promoter will be requested to provide all necessary documentation from local authorities to be able to operate the drone by a Dorna appropriately qualified operator.

➤ HF – ENG

HF: High Frequency cameras

ENG: Electronic News Gathering

Both kind of cameras works with wireless system and are always carried by cameraman who will be moving continuously around the main key areas in order to cover the most exciting TV shots.

➤ GROUND CAMERA

Several mini cameras could be installed around the track near the edge of the racetrack asphalt or in the kerb itself in order to provide action shoots close to the motorbikes.

The Circuit / Promoter could be requested to dig a ditch to cross safely the runoff area with the video cables ([SEE TV CAMERAS PAGE 114.](#))

➤ PITCAM

Dorna will install a remote camera in the Pit Lane at every race.

[CIRCUIT COLLABORATION](#)

In order to guarantee the best TV shot and a perfect broadcasting, the Circuit / Promoter may be requested to assist, if necessary, in the removal of signage, tree branches or other elements that could affect the TV shot.

[BIG SCREENS](#)

Big screens for the spectators on the grandstands could be one of the most critical points due to the large dimension of the required structure. The Circuit / Promoter will be requested to provide a track plan one month prior the race specifying the big screen position, as well as any other new object that could affect the track TV cameras shoot.

RADIO FREQUENCIES

DORNA RADIO FREQUENCIES EQUIPMENT

Dorna will provide a frequency controller at the event to liaise with the local regulatory authority. This will involve preparatory discussions prior to set-up period and co-ordination during the event.

Dorna uses the following radio frequency list for the entire event:

- Staff frequencies – Race Direction, IRTA, Operations, Timing, Security, TV, Logistic, Media, etc
- Television technical equipment
- Satellite control equipment
- Team Ethernet wireless network
- Access control management

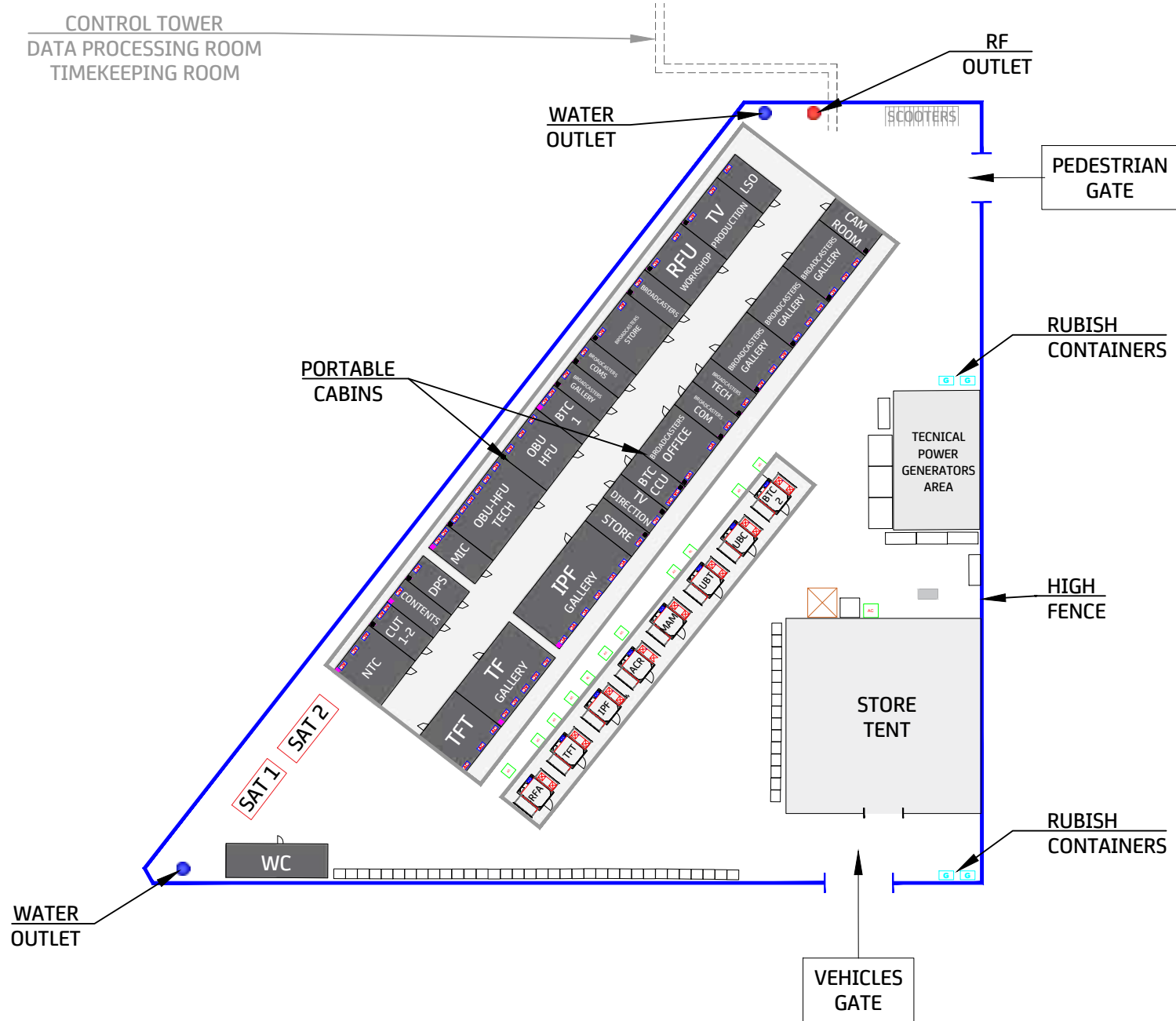
DORNA FREQUENCIES APPLICATION AND CONTROL

Dorna will need one month before the event a complete list of frequencies that the Circuit / Promoter plans to use during the event:

- Big screen frequency
- Security cameras system
- Marshals channels
- Security channels
- Fire service channels
- Medical service channels
- Race Control channels
- Services channels and all the other frequencies used by the Circuit / Promoter

It is necessary to ensure that Dorna and the Circuit / Promoter are not interfering each other with their frequencies.

Dorna TV Department will place the radio repeaters close to the Media Compound.

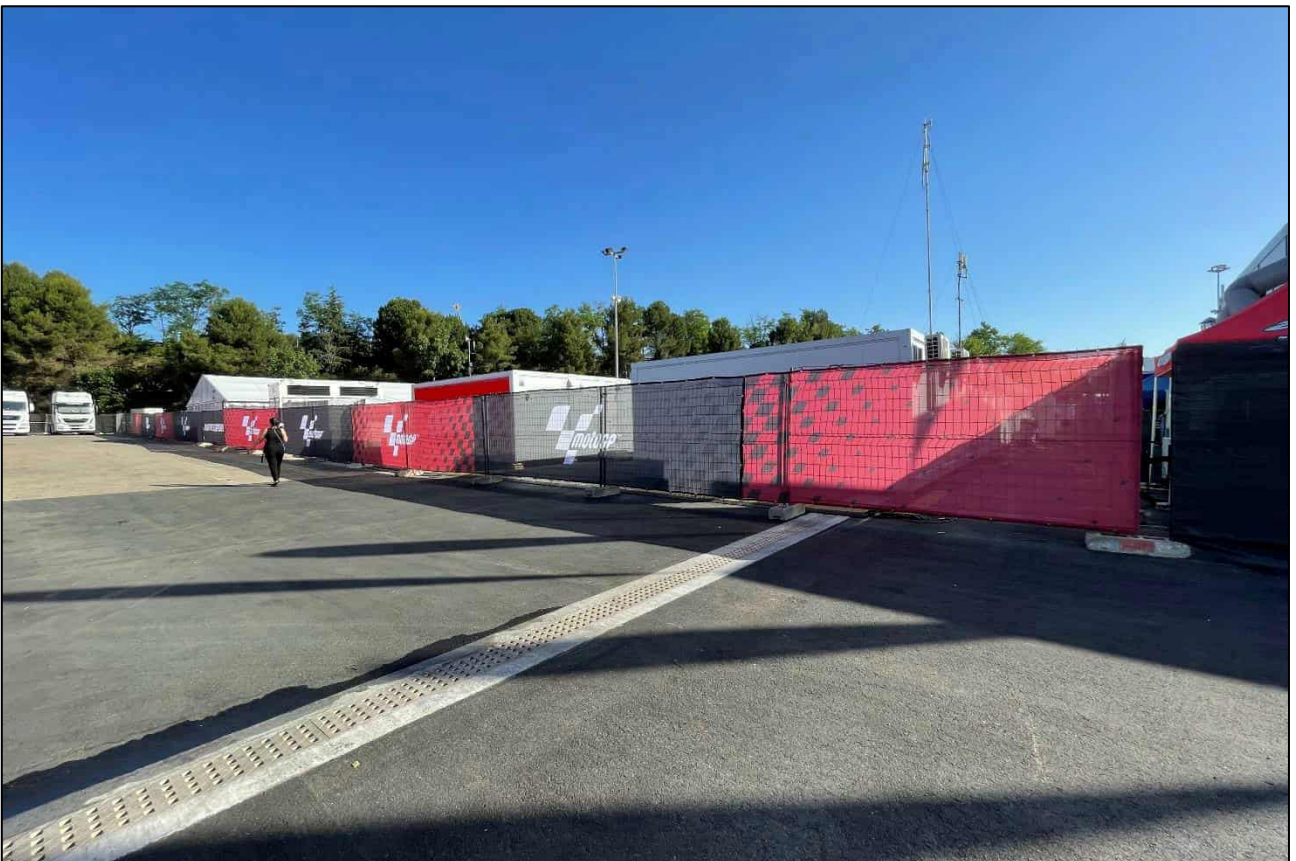


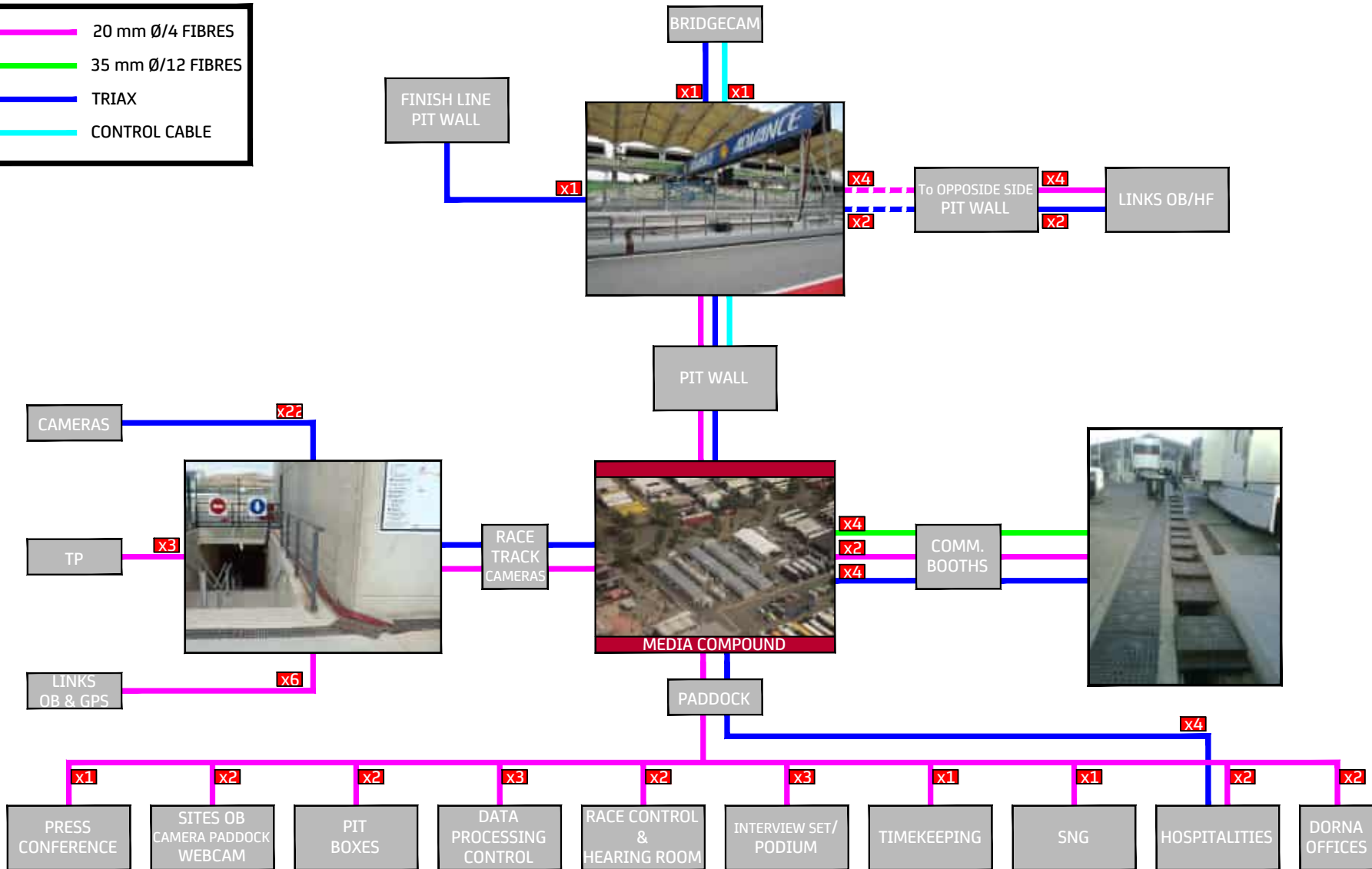
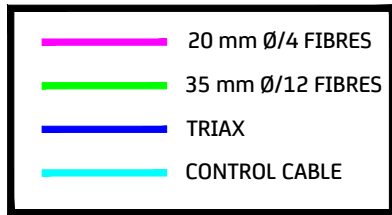
MEDIA COMPOUND TECHNICAL POWER							
UNIT	Plugs Qty	Plugs Type	Amps	Phase	Volts	Earth leakage	Powered by
IPF TECH POD	1	Cetac	63	3	400	None	
IPF POD AC 1	1	Cetac	32	3	400	300mA or None	TECH IPF
IPF POD AC 2	1	Cetac	32	3	400	300mA or None	
ACR POD	1	Cetac	32	3	400	None	TECH IPF
ACR POD back up (cetak unconnected)	1	Cetac	32	3	400	None	TECH TF
MAM POD	2	Cetac	63	3	400	None	
MAM POD AC 1	1	Cetac	32	3	400	300mA or None	TECH IPF
MAM POD AC 2	1	Cetac	32	3	400	300mA or None	
RFA POD	1	Cetac	32	3	400	None	
RFA POD AC	1	Cetac	32	3	400	300mA or None	TECH IPF
BTC2 POD	1	Cetac	63	3	400	None	
BTC2 POD AC 1	1	Cetac	32	3	400	300mA or None	TECH IPF
BTC2 POD AC 2	1	Cetac	32	3	400	300mA or None	
UBT POD	1	Cetac	63	3	400	None	TECH IPF
UBT POD back up (cetak unconnected)	1	Cetac	63	3	400	None	TECH TF
UBT POD AC 1	1	Cetac	32	3	400	300mA or None	TECH IPF
UBT POD AC 2	1	Cetac	32	3	400	300mA or None	TECH TF
UBC POD	1	Cetac	32	3	400	None	TECH IPF
UBC POD back up (cetak unconnected)	1	Cetac	32	3	400	None	TECH TF
TFT POD	1	Cetac	63	3	400	None	TECH TF
IPF POD AC 1	1	Cetac	32	3	400	300mA or None	TECH TF
IPF POD AC 2	1	Cetac	32	3	400	300mA or None	TECH TF
TFT POD back up (cetak unconnected) (Near to POD ZONE)	1	Cetac	63	3	400	None	TECH IPF
TFT + TFC - BACK-UP (cetak unconnected)	1	Cetac	63	3	400	None	TECH IPF
OBU-HFU TECH	1	Cetac	32	3	400	None	TECH IPF
AC OBU-HFU TECH 18KW AC MAIN							DOM
AC OBU-HFU TECH 18KW AC BACK-UP (cetak unconnected)							DOM
CONTENTS	1	Schuko	16	1	230	30mA If Required	TECH IPF
CUT 1-2	1	Schuko	16	1	230	30mA If Required	TECH IPF
CUT 3-4	1	Schuko	16	1	230	30mA If Required	TECH IPF
MIC	1	Cetac	32	1	230	None	TECH IPF
STORE	1	Cetac	32	1	230	None	TECH IPF
SATELLITE	2	Cetac	32	1	230	None	TECH IPF
IPF GALLERY	2	Cetac	32	1	230	None	TECH IPF
NTC	1	Cetac	32	1	230	None	TECH IPF
RFU	1	Cetac	32	1	230	None	TECH IPF
HFU GC51 S1- OBU/RFA- INSIDE TENT STORE	3	Schuko	16	1	230	None	TECH IPF
BTC 1	1	Cetac	32	3	400	None	TECH IPF
DAZN OFFICE	1	Schuko	16	1	230	30mA If Required	TECH IPF
BTC2 CCU	1	Cetac	32	1	230	None	TECH IPF
BROADCASTER 1 GALLERY	1	Cetac	32	3	400	None	TECH IPF
BROADCASTER 2 GALLERY	1	Cetac	32	3	400	None	TECH IPF
BROADCASTER 2 GALLERY	1	Cetac	32	3	400	None	TECH IPF
BROADCASTER 3 GALLERY	1	Cetac	32	3	400	None	TECH IPF
BROADCASTER 3 OFFICE	1	Cetac	16	1	230	30mA If Required	TECH IPF
BROADCASTER 3 COMS	1	Cetac	16	1	230	30mA If Required	TECH IPF
BROADCASTER 4 GALLERY	1	Cetac	32	3	400	None	TECH IPF
CTC MAIN (COMMENTARY POSITIONS)	1	Cetac	32	3	400	None	TECH IPF
BACK UP AC UNIT							

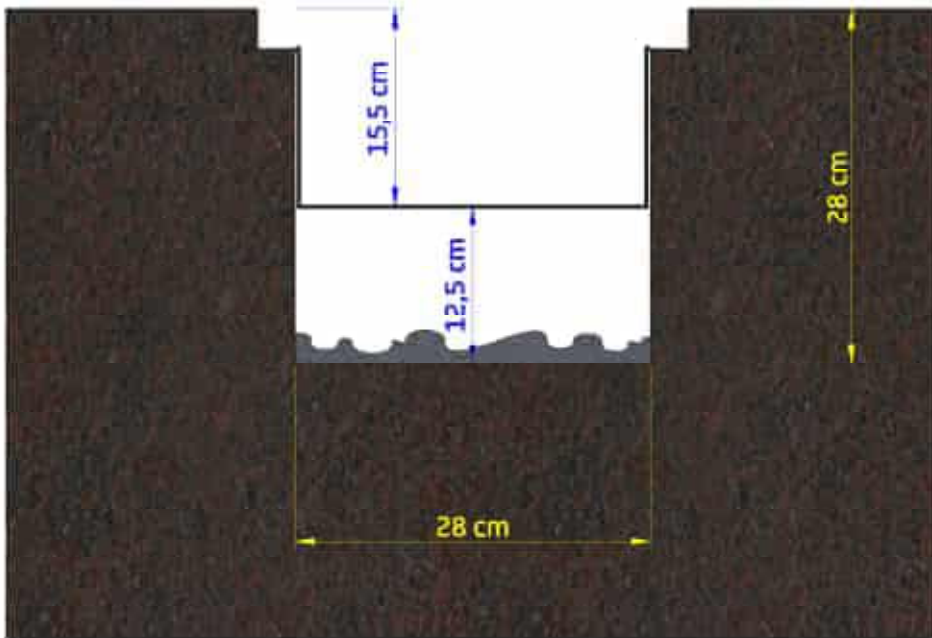
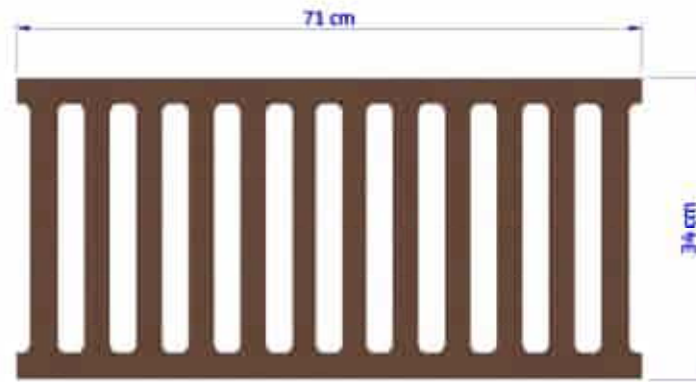
MEDIA COMPOUND DOMESTIC POWER							
TV COMPOUND CABINS + AIR CONDITIONING							DOM
COMMENTARY POSITIONS LIGHTING + AIR CONDITIONING							
TENT STORE	6	Schuko	16	1	220	30mA If Required	
TENT STORE LIGHTING							

OUTSIDE MEDIA COMPOUND POWER								TOTAL AC
SCAFFOLD COMBINERS 1- SAME LOCATION AS 2019	1	Cetac	63	3	380	300mA or None	GensetCOMB1	
SCAFFOLD COMBINERS 1- AC	1	Cetac	32	3	380	None		
SCAFFOLD COMBINERS 2- SAME LOCATION AS 2019	1	Cetac	63	3	380	300mA or None	GensetCOMB2	
SCAFFOLD COMBINERS 2- AC	1	Cetac	32	3	380	None		
CAM 21 -DORNA RF	1	Schuko	16	1	220		BUILDING or GEN	
CAM 26 IPF- DORNA RF	1	Schuko	16	1	220		BUILDING or GEN	
DORNA RF PADDOCK SCAFFOLD 9.20m- SAME LOCATION AS 2019								
VIEWING AREA PADDOCK-DORNA RF	1	Schuko	16	1	220		BUILDING or GEN	
DORNA CAM PADDOCK	1	Schuko	16	1	220		BUILDING or GEN	
VIP VILLAGE END PADDOCK- DORNA RF	1	Schuko	16	1	220		BUILDING or GEN	

Example of Media Compound Power Supply









SCISSOR LIFT



BOOMLIFT



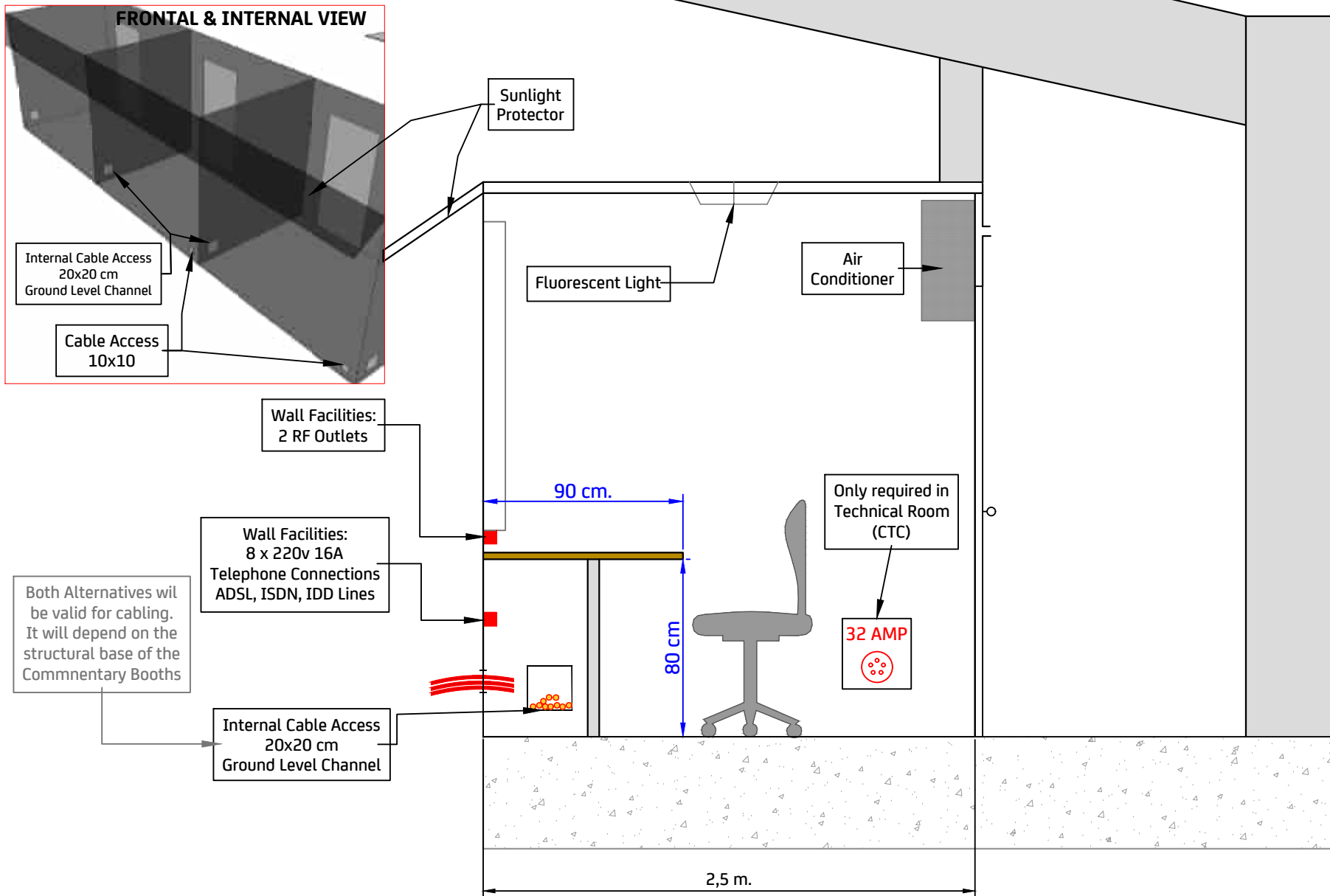
LINKS CRANE



FORKLIFT 2.5 TONNES



FORKLIFT 7.5 TONNES

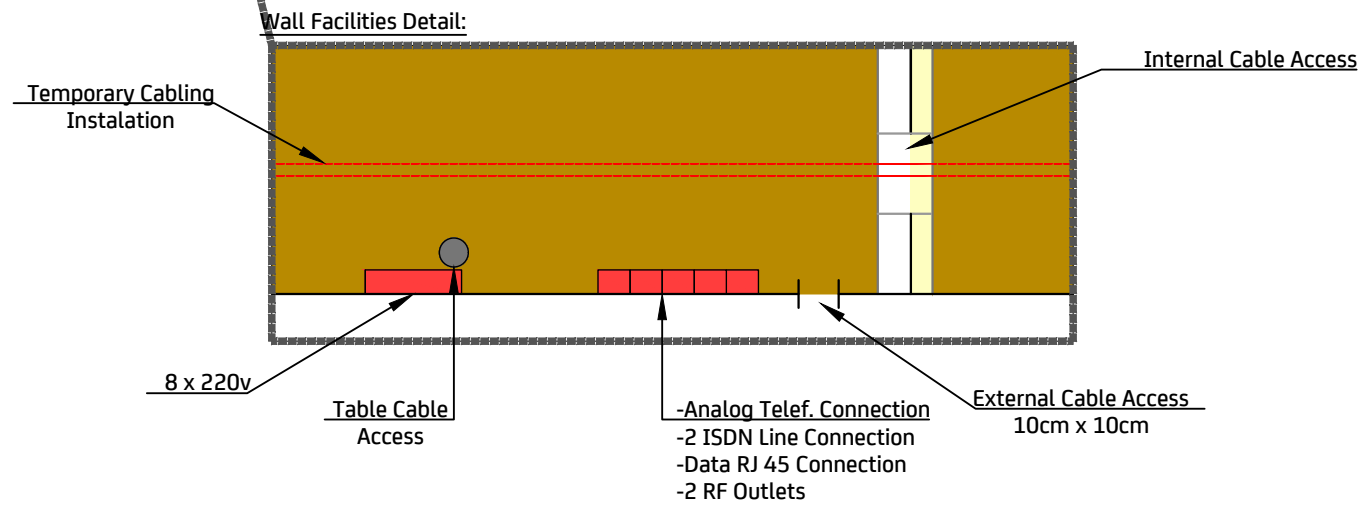
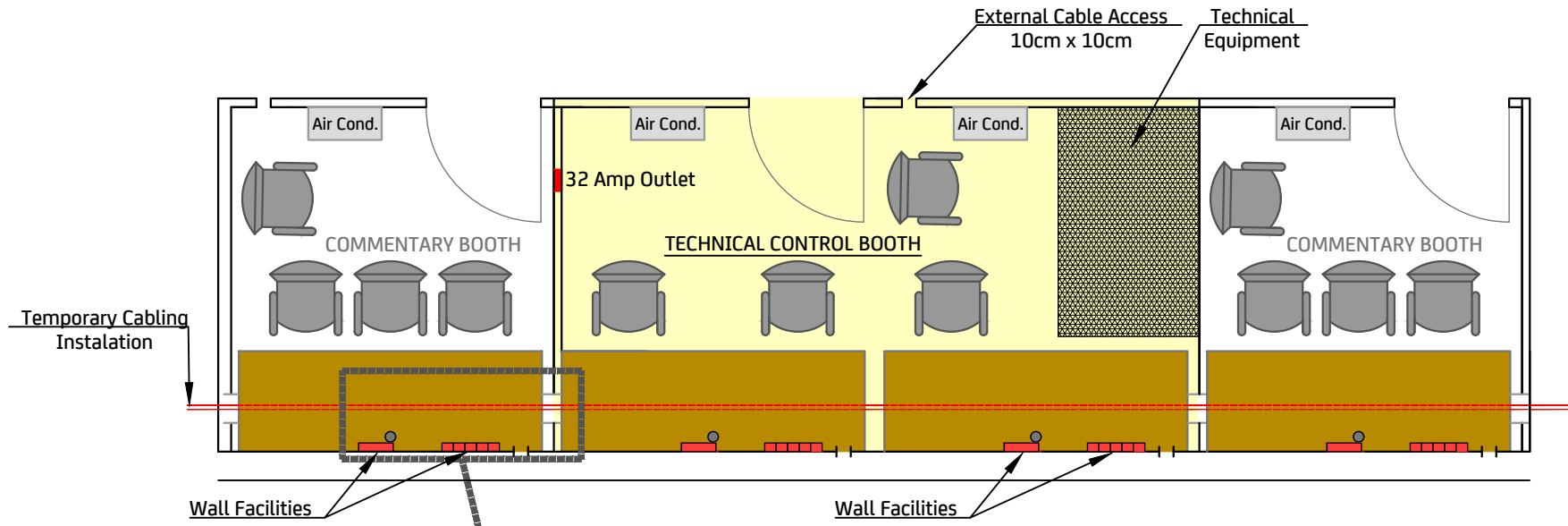


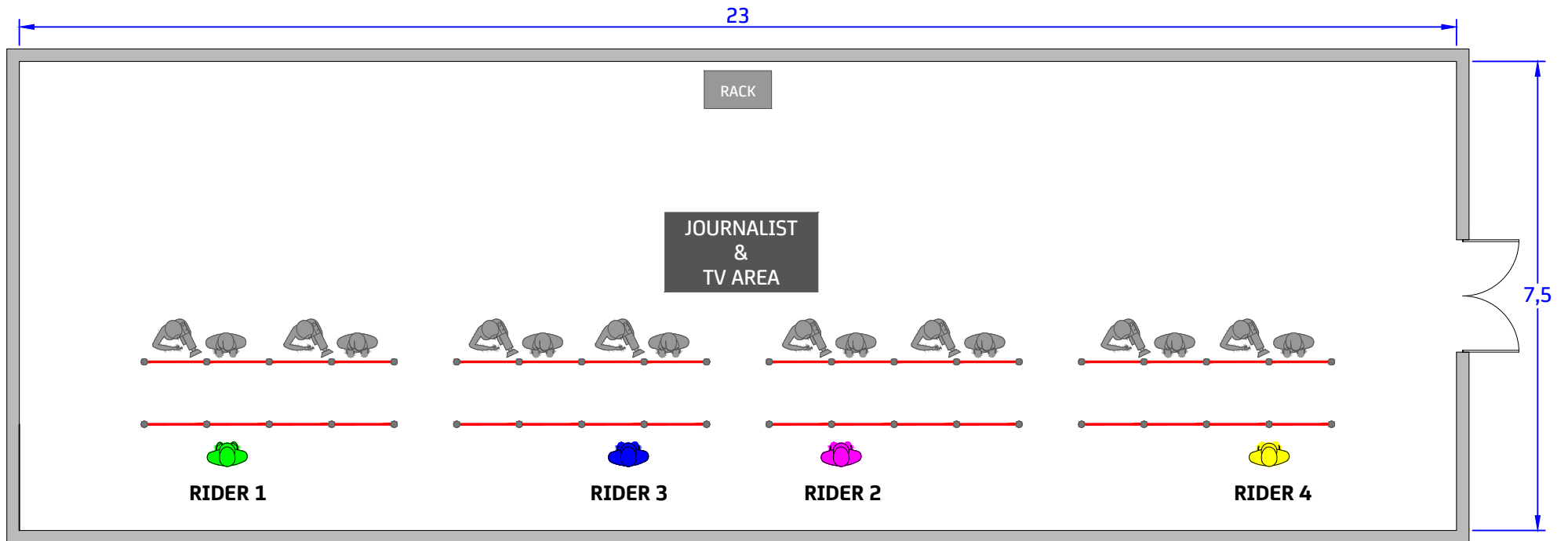


CETAC CEEform 125 Amp / 64 Amp / 32Amp - 5PINS, 3 PHASES + NEUTRAL + EARTH



CETAC CEEform 16Amp / 32Amp - 3PINS, 1 PHASE + NEUTRAL + EARTH

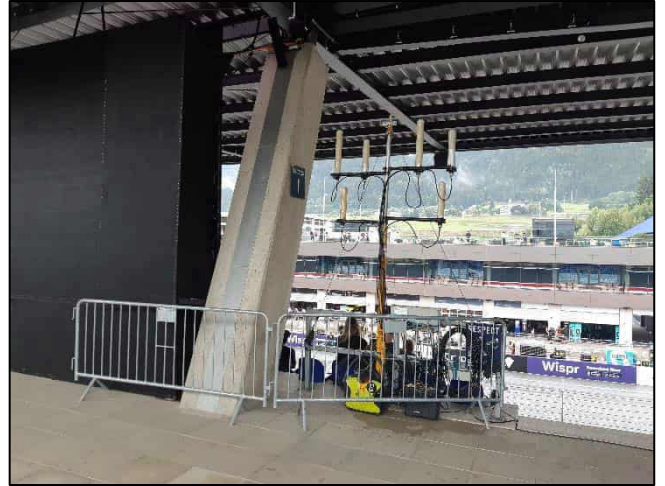




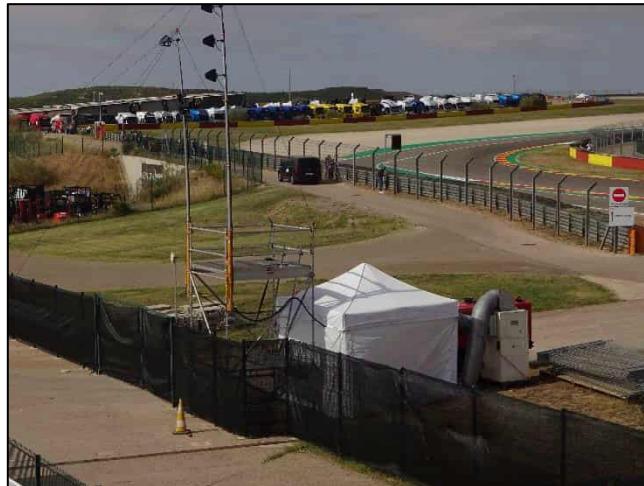
-MINIMUM SIZES:
23 m. x 7,5 m. x 3 m. high
-POWER SUPPLY:
CTAC 32A Triphase or Singlephase



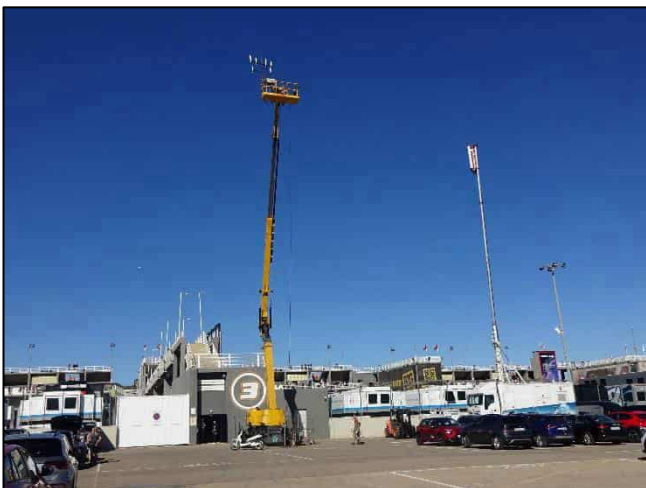
SCAFFOLDING



SITE ON GRANDSTAND



COMBINERS



RADIO FREQUENCY LINKS CRANES AND ON-BOARDS CAMERA LINK



CRANE CAMERA



SCAFFOLDING CAMERA



BRIDGECAM



GRANDSTAND CAMERA



GROUND CAM



PADDOCK CAMERA



PITCAM

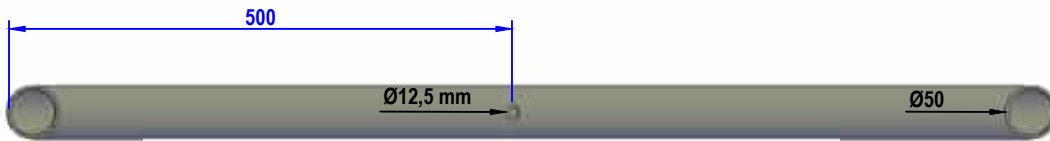
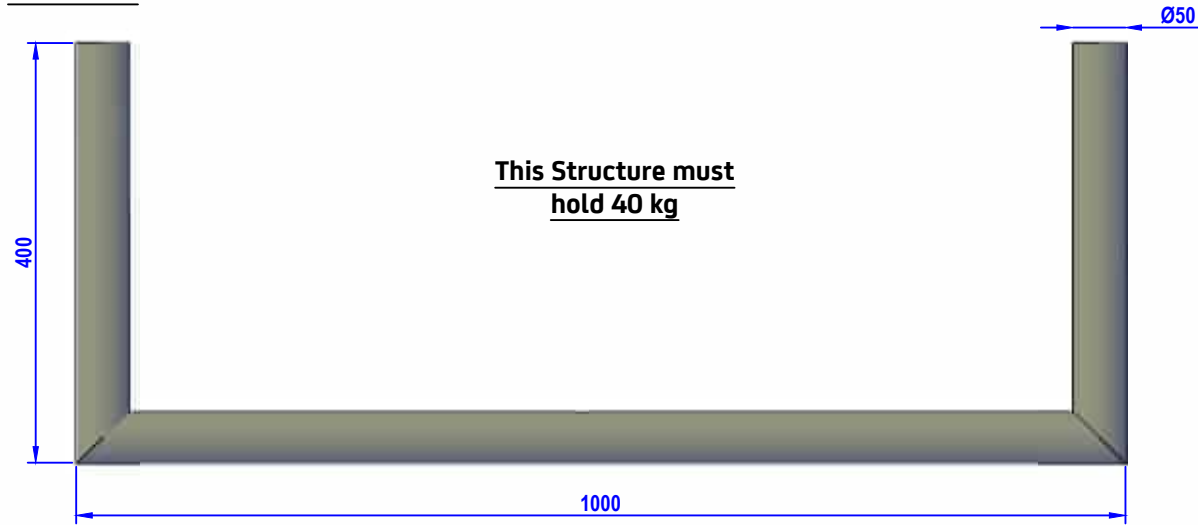


ON-BOARD CAMERA



MOBILE ARM CAMERA

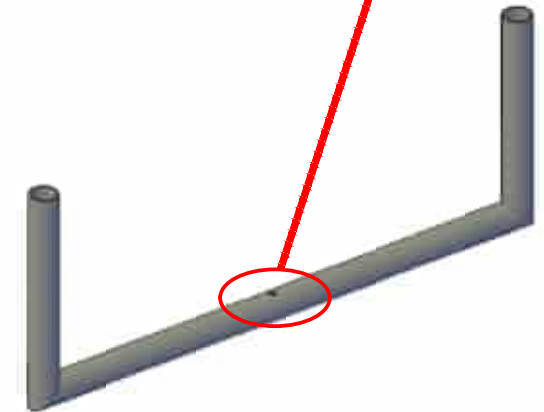
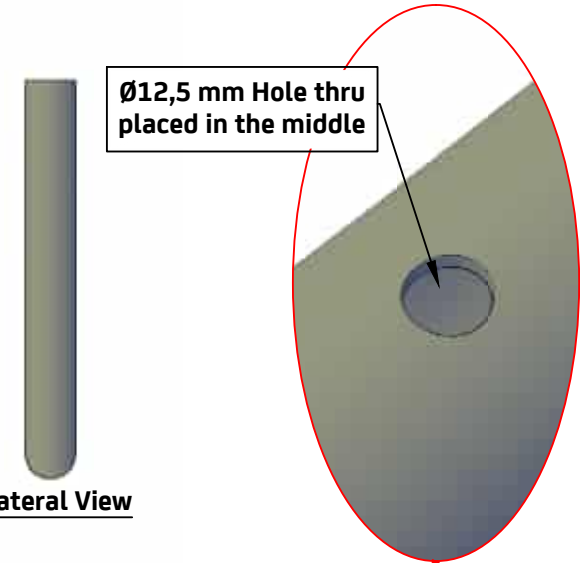
Frontal View



Upper View



Lateral View



Isometric View

2024 MotoGP™ PROMOTERS MANUAL

GENERAL MANUAL

G11. PODIUM

TISSOT SPRINT PODIUM PROCEDURE

The Tissot Sprint Podium ceremony has been planned to be an agile procedure. Riders will go with their bikes directly to their position on the Podium (at the main straight or other area to be decided), meaning that there will not enter the Pit Lane for a Parc Fermé procedure.

Dorna will supply all the facilities needed for the Tissot Sprint Podium ceremony, taking care of the Podium platform, backdrop structures and medals. Dorna staff will install everything accordingly.

TENSORS BARRIERS

In case tensors barriers are needed from the Circuit / Promoter, Dorna Operations department will request them in advance.

SPEAKER

The speaker will start the ceremony when indicated by Dorna responsible and will make it as brief as possible.

The speaker should stay to one side trying to avoid camera views at all times. They will be informed by Dorna of where they should stand during the ceremony.

TOWELS AND WATER

Towels and water must be provided for riders at the end of Tissot Sprint on Saturday.

The towels must be white hand towels with no name or logo on them and the water must have no labels.

Towels and water must be presented neatly either on a table or on 3 chairs in each location and it is the Circuit / Promoter's responsibility to clean and remove it after the Podium ceremony.

(SEE TOWELS AND WATERS QUANTITIES) PAGE 121

DIGNITARIES

Tissot and Dorna will decide the Tissot Sprint dignitaries. In the case a super VIP or authority is attending the event, they could be part of the podium.

FLAGS

No flags are needed in the Tissot Sprint Podium.

NATIONAL ANTHEMS

No national anthems are needed in the Tissot Sprint Podium.

After the podium ceremony, during the "Prosecco shower", the MotoGP Official Anthem / song must be played at the track (Dorna will provide it to the circuit).

OFFICIAL PROSECCO

Dorna will provide Prosecco bottles for the podium, ceremony.

SECURITY

Dorna Security personnel will decide who is allowed in the Tissot Sprint Podium ceremony.

Only media and teams will be able to access the Podium ceremony. Guests will not be allowed access the Tissot Sprint Podium area during the ceremony.

RACES PODIUM PROCEDURE

PODIUM DESIGN

(SEE PODIUM AREA) PAGE 122

➤ **PODIUM PLATFORM**

The ideal dimensions for the Podium platform are 10 metres wide x 6 metres.

The handrail surrounding the platform should guarantee a clear view from the Pit Lane and racetrack areas in front of the Podium for proper television shot and photographers' pictures (SEE PODIUM STRUCTURE) PAGE 123.

➤ **BACKDROP STRUCTURE**

The official backdrop of the Grand Prix will be provided and installed by Dorna staff. The complete structure should be cleaned one week in advance, all stickers and old backdrops should be removed in order to guarantee the proper set up of the official MotoGP™ backdrop.

The ideal surface of the backdrop structure is wood with a layer of white paint.

For the exact sizes of the backdrop structure (SEE PODIUM STRUCTURE) PAGE 123.

➤ **WINNER'S DAIS**

This area should be covered in a black carpet.

For the exact sizes of the winner's dais (SEE PODIUM STRUCTURE) PAGE 123.

➤ **ELECTRICITY SUPPLY**

At both sides of the backdrop structure Dorna will install two special inflatable "Prosecco" bottles and on the trophy table behind the Podium should be a television monitor provided by the Circuit / Promoter.

One 220v Schuko electrical outlet will be needed for this purpose as close as possible to the backdrop structure.

➤ **PRE-PODIUM ROOM**

Pre-podium room where the riders will go straight from the parc fermé and will remain 1-2 minutes before the podium. This room should be next to the podium and should be provided with direct access.

The following facilities will be required for this room:

- Air conditioning
- 2 x 220v electrical outlets
- 1 TV monitor
- 2 tables (should be covered with black cloth)
- 9 Waters (3 per category)
- 9 Towels (3 per category)

➤ **WAITING CORNER**

Waiting corner for riders and dignitaries – right before the podium – should be provided with direct access to the Podium platform.

The following facilities will be required for this room:

- Air conditioning
- 2x220v electrical outlets
- 2 TV monitors
- 1 table

➤ **FLAG ROOM**

Flag room with all the equipment required for the Podium ceremony preparations should be available next to the waiting room or as close as possible to the Podium.

2024 MotoGP™ PROMOTERS MANUAL

GENERAL MANUAL

The following facilities will be required for this room:

- Air conditioning
- 2x220v electrical outlets
- 1 TV monitor
- 1 table

MASTER OF CEREMONIES

A Master of Ceremonies will be appointed by Dorna to direct the entire Podium ceremony.

To enable the smooth running of the Podium ceremony, Dorna responsible needs to meet with the person in charge of this area no later than Friday to confirm all details; next, the rehearsal with the trophy and grid hostesses will be scheduled for Saturday afternoon after all track activity has ceased. Dorna will confirm timings (SEE PODIUM CEREMONY) PAGE 124.

DIGNITARIES

By Saturday no later than 12:00h, the list of dignitaries must be handed over to Dorna responsible.

We strictly request you provide the most accurate name and title information of each dignitary in English, in order to prepare the correct TV graphics and headings.

There should be a maximum of 4 dignitaries per category to hand over trophies, which are shared between the Promoter (2 dignitaries), the FIM (1 dignitary) and the Title Sponsor (1 dignitary).

Dorna responsible will inform the person at the circuit in charge of the Podium whether anybody from the FIM or the Title Sponsor wish to hand over trophies. This means the Circuit / Promoter must provide 2 dignitaries per Podium as standard procedure. Dorna responsible will inform the person at the circuit in charge of the Podium if more dignitaries are required.

The dignitaries can be different people each time for every podium ceremony, or they can be the same 2x people for each podium. This decision is at the Circuit/Promoter's discretion.

The Circuit / Promoter is tasked with inviting and appointing dignitaries who are influential authorities. Appropriate dignitaries include: Royalty, politicians / people with considerable positions in government or celebrity sportsmen / sportswomen.

Dignitaries presenting trophies to riders on the Podium should be well dressed, wearing a blazer and closed shoes. Dignitaries will not be permitted to wear hats / caps or sunglasses on the Podium.

The order in which dignitaries appear on the Podium will be based on the FIM Protocol:

- Winner: Royalty / National Government
- 2nd: FIM OR Local Government
- 3rd: Local Government OR National Federation Representative
- Winning Constructor: Title Sponsor OR Circuit Staff

SPEAKER

The speaker will start the ceremony when indicated by Dorna responsible and will make it as brief as possible (SEE SCRIPT FOR THE SPEAKER) PAGE 125.

The dress code for the speaker is smart casual (no caps, hats, flip-flops or shorts are allowed).

The speaker should stay to one side trying to avoid camera views at all times. They will be informed by Dorna of where they should stand during the ceremony.

As notified by Dorna, the speaker should welcome the public to the start of the Podium ceremony when the riders arrive in the waiting room / area. Once the Dorna responsible has notified the speaker to begin the ceremony, the speaker should announce the riders and constructor onto the rostrum in the order of: Winning Constructor, 3rd, 2nd and finally the Winner.

The speaker must call out all riders and constructors names and their corresponding teams when welcoming them onto the Podium.

Dorna will provide the name and team of the winning constructor to the speaker before the Podium ceremony begins.

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The speaker should allow 3-5 seconds between announcing the riders onto the rostrum in order to allow for their individual celebrations, unless otherwise directed by Dorna responsible.

The speaker may not interview any of the winning riders due to the tight schedule of the live interviews performed for the International Program Feed, which take place straight after the Podium ceremony, unless otherwise agreed / stated by Dorna responsible.

PODIUM SPONSOR REPRESENTATIVES

Podium Sponsor Representatives (Podium hostesses) will normally be supplied by the Title Sponsor unless otherwise specified by Dorna, in which case the Circuit / Promoter will be requested to provide them. They must be the same 2 representatives for all categories.

CUPS OR TROPHIES

The Circuit / Promoter must supply (unless the Title Sponsor wishes to provide them, in which case Dorna will inform the Circuit / Promoter 90 days before the event), the following cups or trophies for the Podium ceremony for each of the 3 categories (MotoGP™ – Moto2™ - Moto3™) MotoE™ trophies will be supplied by Enel:

- Winning Constructor
- 3rd place
- 2nd place
- Winner

(SEE TROPHY) PAGE 126

The quality of the cups / trophies must be kept within the status of a FIM Grand Prix Championship. This means they should not be made of materials that can easily break, such as plastic, acrylic or plaster.

Cups / trophies must be custom made for the event. The cups / trophy designs should reflect the country / region or circuit hosting the event.

Only cups or trophies are permitted to be handed over to the riders on the Podium. No flowers, souvenirs or other objects will be allowed without prior approval from Dorna Podium responsible (SEE TROPHY MEASUREMENT GUIDELINES) PAGE 127.

The Circuit / Promoter must send a full colour design of the cups or trophies, including information about the materials that will be used to create the award. The Circuit / Promoter must also send a copy of what the plaque will look like (including all logos and copy) to the Dorna Podium responsible (carlacampo@dorna.com and events@dorna.com) for prior approval BEFORE having the cups / trophies produced. If Dorna determines that the design does not meet the standard of quality for a World Championship cup / trophy, then the Circuit / Promoter will be required to reproduce a design that meets this standard.

The trophy designs should be sent to Dorna for approval no later than two months prior to the event, in order to have a sufficient amount of time for the trophies to be approved and produced.

The exact dimensions and locations of the plaque are determined by each Circuit / Promoter according to the design and specifications of the trophy. The MotoGP™ - Moto2™ - Moto3™ logo, category, classification, official title of the event, name of the circuit and date, must appear in all cases in this order. The font to be used is the MotoGP™ font (SEE TROPHY PLAQUE) PAGE 128.

The MotoGP™ - Moto2™ - Moto3™ logo should be included at the base of every trophy according to their category.

FLAGS

The required national flags for the race will be sent in advance to the Circuit / Promoter by the Dorna Podium responsible. This list will be provided with the riders' entry list for each category and a picture of their national flags, along with the quantity needed at the beginning of the season and again before the event, according to any changes before the event.

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TOWELS AND WATER

Towels and water must be provided for riders at the end of each Qualifying Practice 2 sessions on Saturday and races on Sunday for each category. Water and towels must also be provided for the Podium ceremony (pre-podium room and waiting corner), Broadcasters Set both on Saturday and Sunday and in Parc Fermé for each category.

The towels must be white hand towels with no name or logo on them and the water must have no labels.

Towels and water must be presented neatly either on a table or on 3 chairs in each location and it is the Circuit / Promoter's responsibility to clean and remove the old bottles and towels from each location and replace with new ones after each qualifying session / race (SEE TOWELS AND WATERS QUANTITIES) PAGE 121.

OFFICIAL PROSECCO

Dorna will supply the required "Prosecco" bottles for the whole Podium ceremony. Dorna will install the Prosecco on the Podium accordingly.

NATIONAL ANTHEMS

Dorna will supply the official MotoGP™ national anthems on a USB pen drive which must be played during the Podium ceremony. The sound system will have to be tested in advance in order to check the sound quality of the anthems for the International TV Signal and the circuit's sound system will need to be compatible to work with the USB pen drive – CD's will no longer be used by Dorna for the national anthems.

All anthems must be played for the entire duration of the track during the Podium ceremony, unless otherwise stated by the Dorna responsible.

PROCEDURES SCHEDULE

These schedules can be modified in case of race time schedule changes and these changes will always be reported by Dorna responsible of the Podium.

For the Podium ceremony operations plan (SEE SUNDAY PODIUM PROCEDURE SCHEDULE) PAGE 129.

SECURITY

The only people allowed to be on the Podium are those working directly in relation to the ceremony and dignitaries presenting trophies.

No media or photographers from the Circuit / Promoter will be allowed either. The Circuit / Promoter will be requested to provide the list of people from the organization that will strictly need to be in the Podium area during the Podium ceremony. The list will have to be approved in advance by Dorna.

SATURDAY

*Towels and waters should be prepared in each location before the end of Qualifying 2

	TOWELS	WATERS	CATEGORY
Parc Fermé	3	3	Moto3™
	3	3	MotoGP™
	3	3	Moto2™
	3	3	MotoE™
MotoGP™ Sprint Podium	3	3	MotoGP™
Interview Set	3	3	Moto3™
	3	3	MotoGP™
	3	3	Moto2™
	3	3	MotoE™

SUNDAY

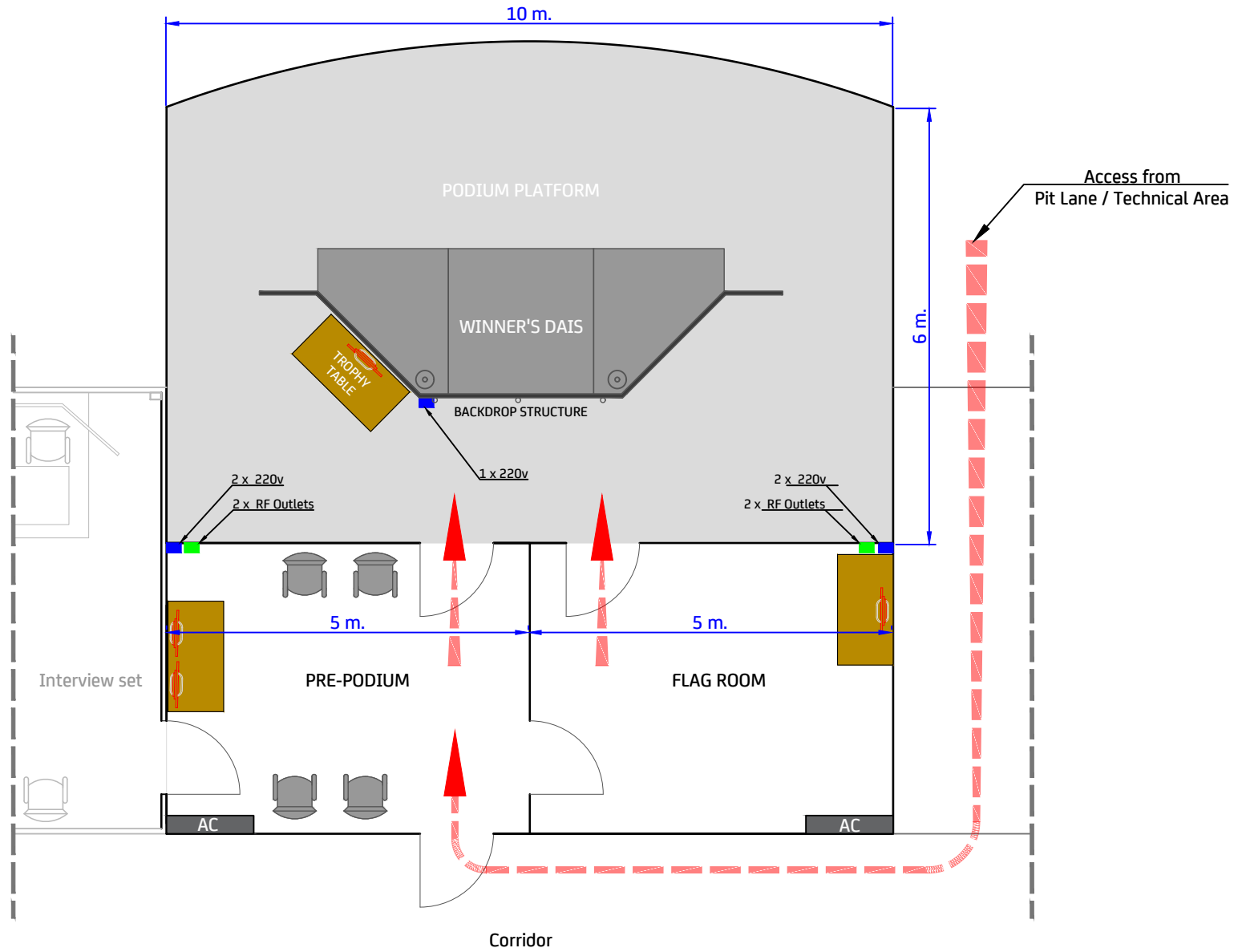
*MotoGP™ will require an extra water and towels in Parc Fermé & Interview Set for the first placed Independent Team Rider in case they do not finish on the Podium

	TOWELS	WATERS	CATEGORY
Pre-podium	3	3	Moto3™
	3	3	Moto2™
	3	3	MotoGP™
	3	3	MotoE™
Parc Fermé	3	3	Moto3™
	3	3	Moto2™
	4	4	MotoGP™
	3	3	MotoE™
Podium	4	4	Moto3™
	4	4	Moto2™
	4	4	MotoGP™
	3	3	MotoE™
Interview Set	3	3	Moto3™
	3	3	Moto2™
	4	4	MotoGP™
	3	3	MotoE™
Total	80	80	

* All water and towels must be unbranded with no labels

* Extra bottles of water and towels must be foreseen for all locations on Saturday and Sunday during hot weather

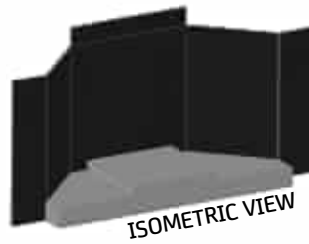
* In case of extreme heat, please prepare unlabelled cola or other soft drinks at the Podium and Interview Set



General View

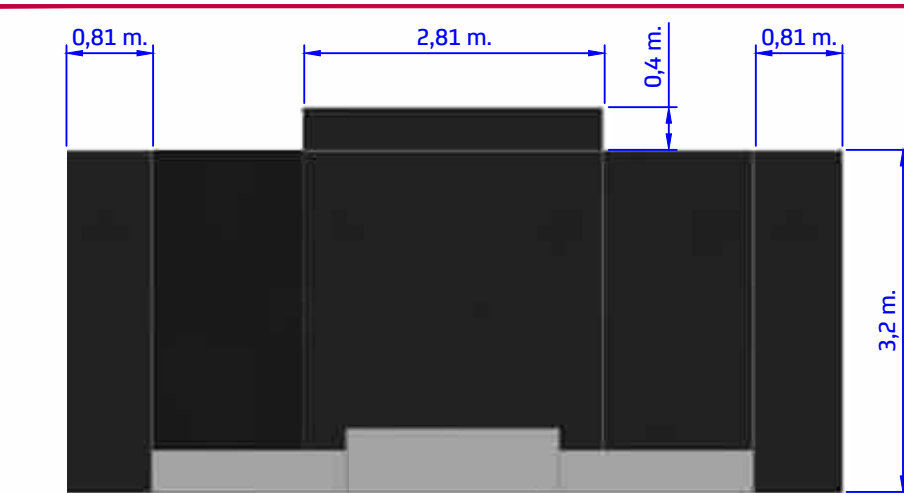
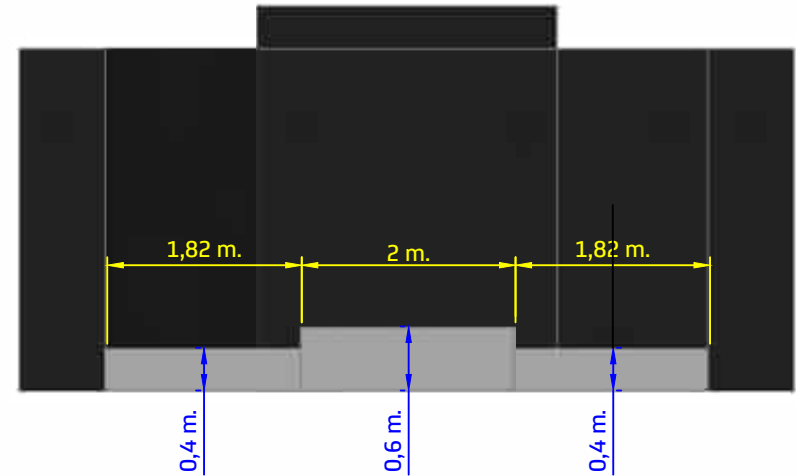


PODIUM STRUCTURE

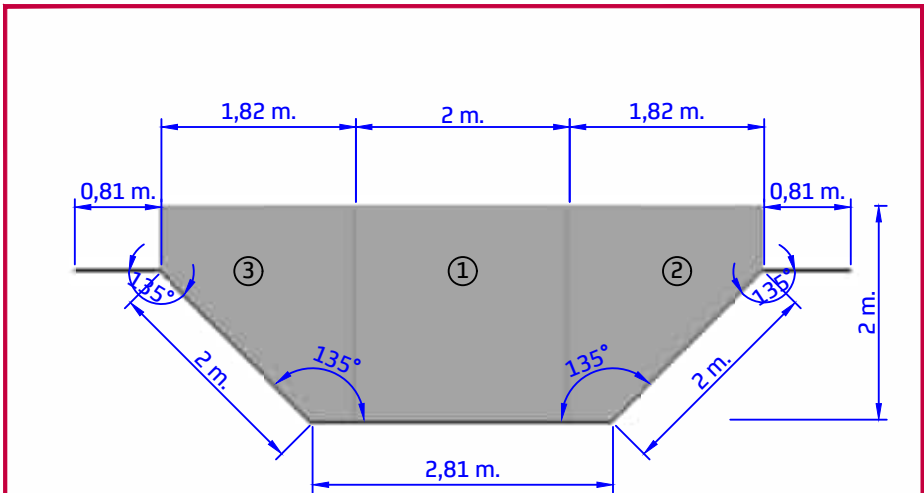


ISOMETRIC VIEW

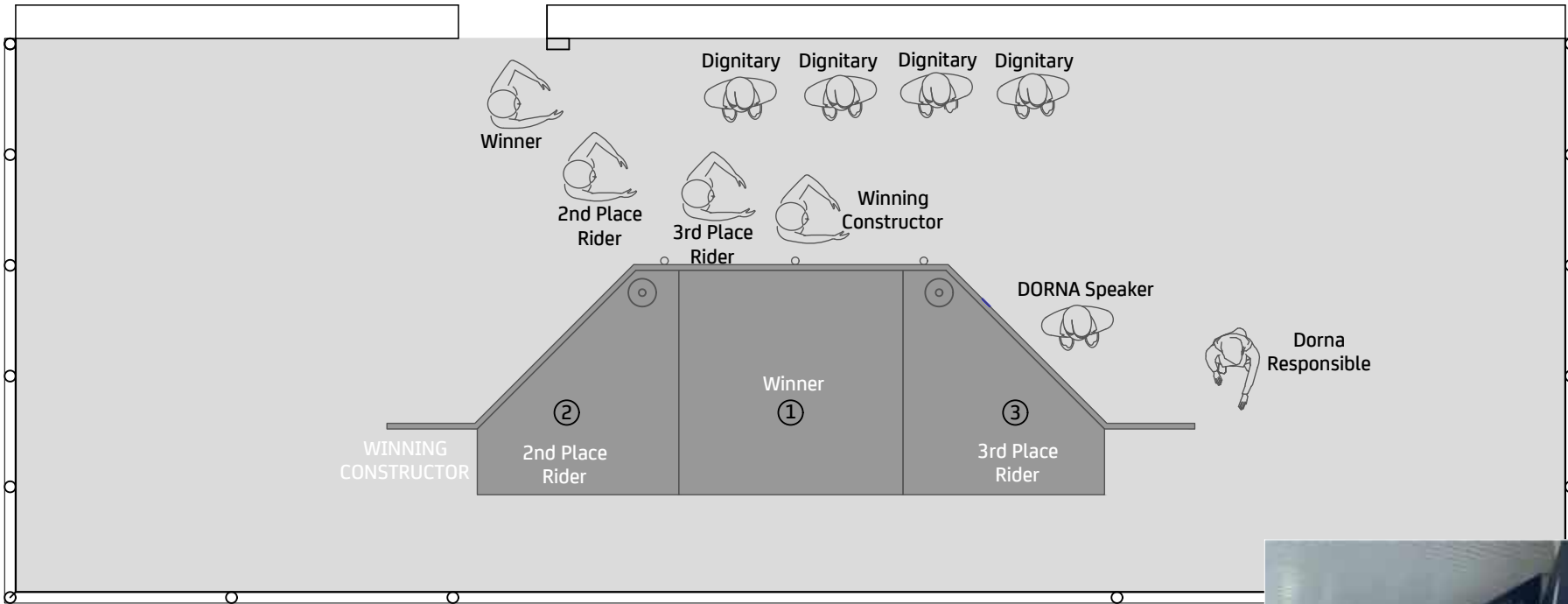
Frontal View



Frontal View



Upper View





(INTRODUCTION)

“Ladies and gentleman, welcome to the (NAME OF GRAND PRIX) MotoGP” / Moto2” / Moto3” Podium ceremony.”

(WELCOME CONSTRUCTOR REPRESENTATIVE AND RIDERS TO THE PODIUM - FROM WINNING CONSTRUCTOR FIRST, THEN 3RD, 2ND, 1ST PLACE)

“Please welcome to the Podium (NAME) of (TEAM), (RIDER NAME AND TEAM) in 3rd place,(RIDER NAME AND TEAM) in 2nd place and today’s winner,!” (RIDER NAME AND TEAM).

(PRESENT DIGNITARIES TO GIVE TROPHIES)

“Mr./Mrs. will hand over the WINNING CONSTRUCTORS TROPHY to” (NAME AND TEAM).

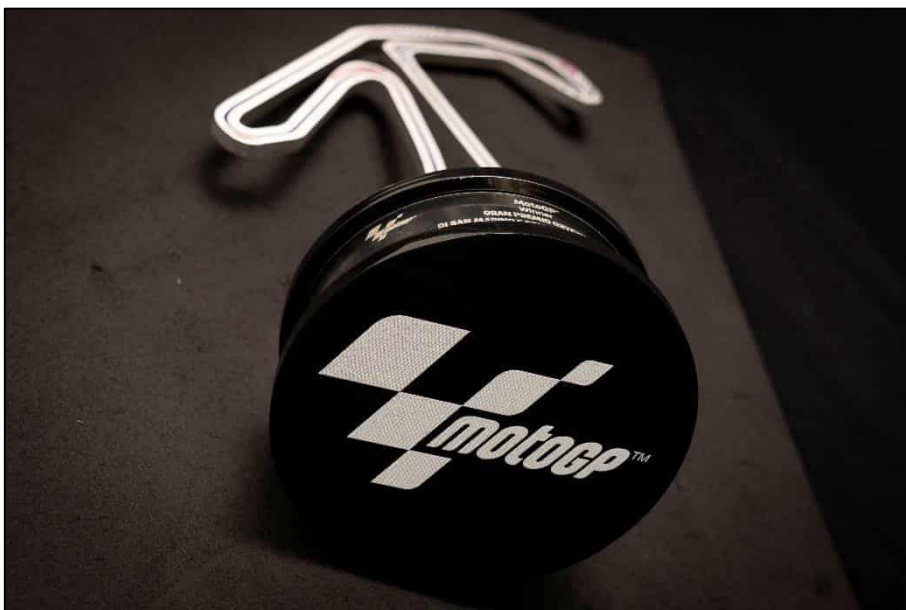
“Mr./Mrs. will hand over the THIRD PLACE TROPHY to” (RIDER NAME AND TEAM).

“Mr./Mrs. will hand over the SECOND PLACE TROPHY to” (RIDER NAME AND TEAM).

“Mr./Mrs. will hand over the WINNERS TROPHY to” (RIDER NAME AND TEAM).

“And now, ladies and gentlemen please stand for the national anthem of” (COUNTRY).

*** Prosecco ceremony (no need to announce it).

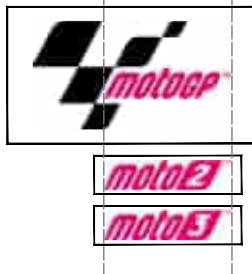


MotoGP™	
1 st MotoGP™ winner	42 cm max.
2 nd MotoGP™	39 cm max.
3 rd MotoGP™ + Constructor MotoGP™	35 cm max.

Moto2™	
1 st Moto2™	39 cm max.
2 nd Moto2™	35 cm max.
3 rd Moto2™ + Constructor Moto2™	31 cm max.

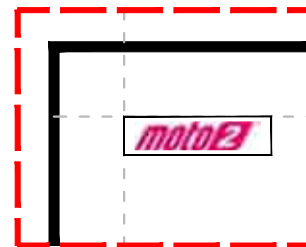
Moto3™	
1 st Moto3™	35 cm max.
2 nd Moto3™	31 cm max.
3 rd Moto3™ + Constructor Moto3™	29 cm max.

*The biggest trophy must not weigh more than 4 kg

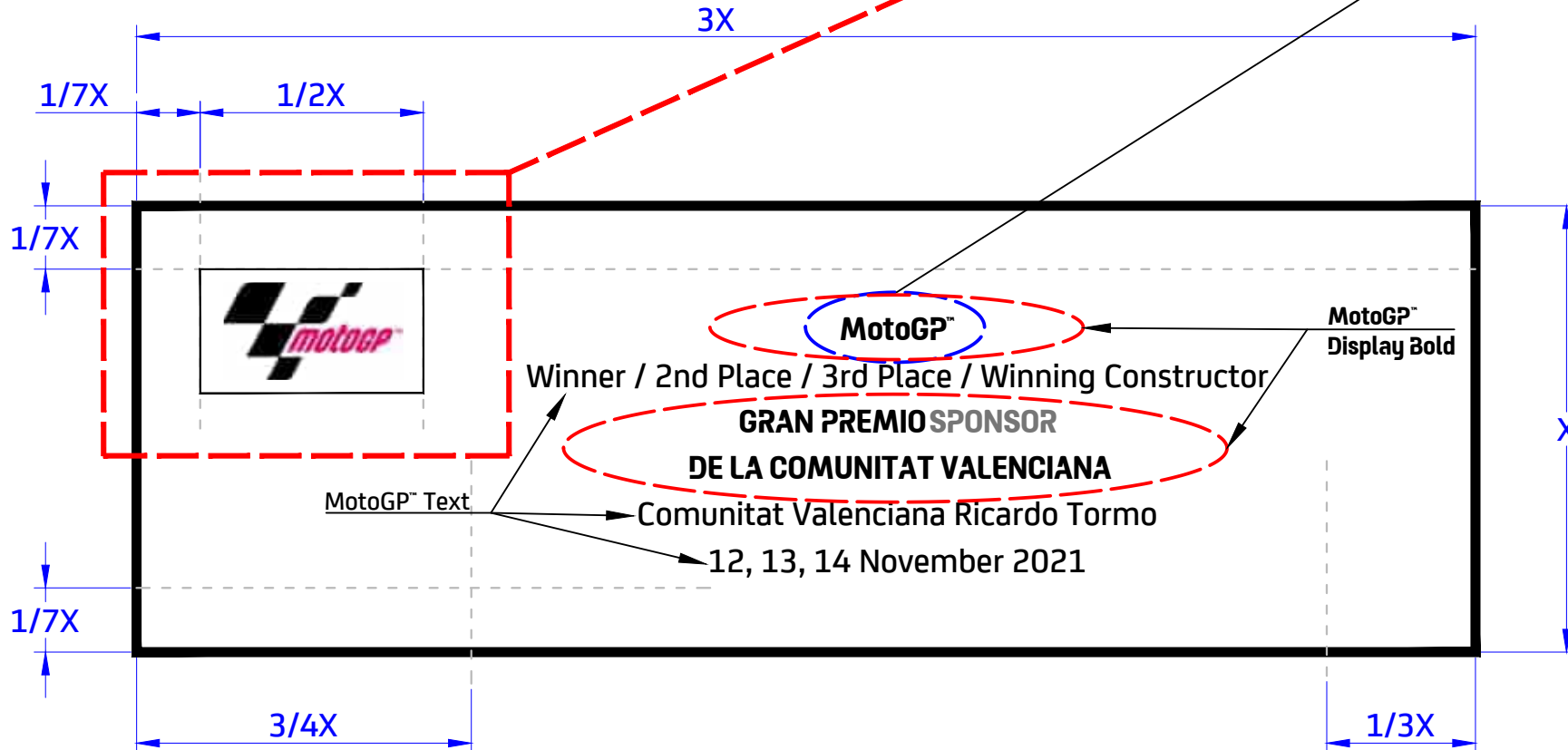
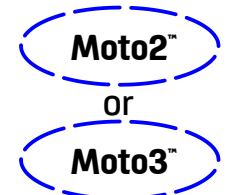
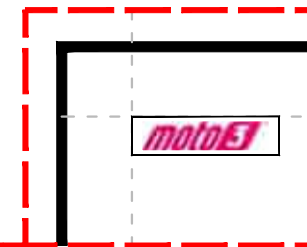


When the MotoGP™, Moto2™ and Moto3™ logotypes categories are used together, the width of Moto2™ and Moto3™ logos must be the same size as the MotoGP™ wording.

Moto2™ Plaque Detail:



Moto3™ Plaque Detail:



10 LAPS TO GO:	<ul style="list-style-type: none"> ➤ Place the trophies on the table in the following order: Constructor, 3rd, 2nd and Winner ➤ Have the carpet vacuumed ➤ Have the flags and national anthems ready
5 LAPS TO GO:	<ul style="list-style-type: none"> ➤ DORNA: <ul style="list-style-type: none"> - Open the 3 bottles of "cava" and place them on either side of the Podium - Inflate the 2 large blow up bottles ➤ CIRCUIT / PROMOTER: <ul style="list-style-type: none"> - Place the 3 bottles of water with NO labels and 3 white hand towels on the table of the Podium - A person should be down in Parc Fermé with another 3 bottles and towels - 3 bottles of water with NO labels and 3 white towels in the Pre-Podium room - 3 bottles of water with NO labels and 3 white towels in the Interview Set ➤ SPONSOR / CIRCUIT: <ul style="list-style-type: none"> - Bring the 2 hostesses to the Podium
CHECKERED FLAG:	<ul style="list-style-type: none"> ➤ CIRCUIT / PROMOTER: <ul style="list-style-type: none"> - Bring dignitaries to the Podium and brief them on the ceremony
COOL DOWN LAP:	<ul style="list-style-type: none"> ➤ Speaker (MC) comes to the Podium ➤ Put the 3 flags up, as soon as they are confirmed to be the correct ones ➤ 2 hostesses stand in position on the Podium ➤ Dorna will inform the MC of the winning constructor's name
RIDERS ARRIVAL:	<ul style="list-style-type: none"> ➤ Dorna will inform MC of when to start the ceremony
INTRODUCTION:	<ul style="list-style-type: none"> ➤ MC announces: <ul style="list-style-type: none"> - Ladies and gentlemen, welcome to the (name of the Grand Prix) - Whilst speaker announces this, riders and constructor exit
DIGNITARIES:	<ul style="list-style-type: none"> ➤ MC announces names of the dignitaries who will hand over the trophies and the name of the riders who will receive the trophies
TROPHIES:	<ul style="list-style-type: none"> ➤ Dorna hands the trophy over to the hostess who goes onto the Podium with the dignitary and walk together to the constructor winning ➤ The hostess hands the dignitary the trophy ➤ The dignitary rewards the constructor with his trophy ➤ The hostess walks back again to be handed over the next trophy. ➤ The dignitary walks to the opposite side of the Podium (to where he / she entered) and stands next to the other hostess ➤ Dorna hands the trophy over to the hostess who goes onto the Podium with another dignitary and walk together to the 3rd winner ➤ The hostess hands over the trophy to the dignitary ➤ The dignitary rewards the rider with his trophy ➤ The hostess walks back again to be handed over the next trophy ➤ The dignitary walks to the opposite side of the Podium (to where he / she entered) and stands next to the other hostess ➤ Dorna hands the trophy over to the hostess who goes onto the Podium with the dignitary and walk together to the 2nd winner ➤ The hostess hands the dignitary the trophy ➤ The dignitary rewards the rider with his trophy ➤ The hostess walks back again to be handed over the last trophy ➤ The dignitary walks to the opposite side of the Podium (to where he / she entered) and stands next to the other hostess ➤ Dorna hands the winner trophy over to the hostess who goes onto the Podium with the dignitary and walk together to the winner ➤ The hostess hands over the trophy to the dignitary ➤ The dignitary rewards the rider with his trophy ➤ The hostess walks back to be in her original position ➤ The dignitary walks to the opposite side of the Podium (to where he / she entered) and stands next to the other hostess and the other dignitaries
NATIONAL ANTHEM:	<ul style="list-style-type: none"> ➤ The national anthem of the winner is played. The Dorna CD / USB has the exact length of time needed including the fade out, so it only needs to be played
DIGNITARIES AND CONSTRUCTOR:	<ul style="list-style-type: none"> ➤ They must leave the Podium, from the same side they entered



HOSTESSES:

- As soon as the dignitaries and constructor have left the Podium, the hostesses must pick up the "cava" bottles and AT THE SAME TIME, hand over all 3 bottles to the 3 riders
- Slowly, without screaming or running, the hostesses may return to their original positions

PHOTO OPPORTUNITY:

- Dorna will ask all 3 riders to stand together on the Podium for the photo opportunity

- Dorna will ask the riders to leave the Podium
- Dorna will ask the hostesses to leave the Podium

- END OF PODIUM CEREMONY

ESCORT OF RIDERS:

- Dorna will escort the riders to the Interview Set and then onto the Press Conference room

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G12. MotoGP VIP VILLAGE™

The MotoGP VIP Village™ is the exclusive and Official Corporate Hospitality program of the MotoGP™ World Championship.

Dorna has the sole and exclusive right to provide hospitality for any and all people with whom agreements are entered into by Dorna.

Any contact that the Circuit / Promoter gets from sponsors involved in the MotoGP™ Championship about hospitality provision during the events has to be immediately directed to Dorna Operations Department.

SET UP OPTION

The Circuit / Promoter should make available throughout the event to Dorna an area for the full set up of the MotoGP VIP Village™. Ideally this area should be at the permanent Pit Boxes building, if not possible, the Circuit / Promoter should propose another exclusive area with similar characteristics that can be used for this purpose.

CATERING SERVICES AND DECORATION

The Circuit / Promoter will be requested to organize the complete set up for all the different lounges required by Dorna for the event. Catering service, decoration of the lounges and other extra equipment will be arranged by the Circuit / Promoter in coordination of the MotoGP VIP Village™ representative.

The Circuit / Promoter will send to Dorna Operations Department a plan of the proposed MotoGP VIP Village™ area in order to inform about the final lounges / capacity available and the exact position of all the facilities and services specified above.

MotoGP VIP Village™ OPENING HOURS

MotoGP VIP Village™ will be only operative and open for the guests on Saturday from 09:00h to 17:00h and Sunday from 08:30h to 16:30h. This schedule could be modified according to the races' time schedule.

Other special events such presentations, cocktails or promotions could be planned at the MotoGP VIP Village™ outside the standard schedule. In this case the Circuit / Promoter will be informed accordingly.

REQUIRED FACILITIES AND SERVICES

POWER SUPPLY

Several 16Amp and 32Amp CEEform will be required according to the different equipment installed in each lounge (TV big screens, sound system, lighting system, kitchens, PA system ...)

WATER POINTS

It is necessary to have several water outlets in the kitchen area of the lounges.

DRAINAGE SYSTEM

A proper drainage system will be required in the kitchen area of the lounges.

RF SIGNAL

Several RF outlets points will be required to feed this area (80dB minimum).

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TELECOMMUNICATION LINES

Wi-Fi access point or LAN Internet connections are required in the different lounges, which should support at least 100 connected devices at the same time. The Circuit / Promoter must ensure that it will be possible to install this type of lines in this area.

AIR CONDITIONING

Adequate air conditioning / heating system (the temperature must be around 21-23°C).

SECURITY

The Circuit / Promoter should provide security for all the MotoGP VIP Village™ areas.

CLEANING SERVICES

The Circuit / Promoter should provide cleaning services for all the MotoGP VIP Village™ areas. Waste and recycling containers will be requested for catering and providers. These containers have to be emptied periodically in order to guarantee a good level of cleanliness.

TOILETS

There should be toilets for males and females, both including toilets for persons with reduced mobility. These toilets should have a cleaning and maintenance service all day.

EXCLUSIVE RIGHTS FOR THE MotoGP VIP Village™ GUESTS

Dorna offers the exclusive right to the MotoGP VIP Village™ guests for Pit Lane Walks, Paddock access and Service Road Tours. The Circuit / Promoter is not entitled to organize such activities for their guests without the previous approval from Dorna.

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G13. PARKING AREAS

There are several parking areas inside the circuit enclosure needed for the correct development of the Grand Prix. The Circuit / Promoter will be requested to send, one month prior to the event, a parking areas plan that specifies the maximum capacity for each of the Dorna parking areas.

CAR PARKING

PARKING P0

If there is room enough it will be placed close to the Paddock, and if it is not possible, cars provided with a Parking P0 sticker will be allowed in the P1.

PARKING P1

(P1): For Dorna / IRTA staff, teams, international media, championship sponsors, ... It must be as close as possible to the Paddock area. A minimum of 5 parking lots for reduced mobility people will have to be prepared with the standard sizes and proper marking inside the Parking P1 area. These car lots will have to be located as close as possible to the Paddock access allowing a feasible route for a wheelchair.

PARKING P2

(P2): For teams and Dorna guests, national media, ... It must be as close as possible to the Paddock area, but not closer than the P1. Should it be far from the Paddock, according to Dorna's criteria, the Circuit / Promoter must arrange a shuttle service from the parking area to the Paddock and from the Paddock to the parking area.

MotoGP VIP Village™ PARKING

Parking area must be as close as possible to the MotoGP VIP Village™ main entrance.

If it is far from this area, according to Dorna's criteria, the Circuit / Promoter must arrange a shuttle service from the parking to the MotoGP VIP Village™ main entrance and vice versa.

Bus parking area should be taken into account near or inside the MotoGP VIP Village™ Parking for those companies that are coming with this kind of vehicle.

OFFICIALS PARKING

Officials Parking area must be as close as possible to the Race Control and it is reserved for FIM, Dorna, IRTA (i.e.: FIM President / Dorna CEO / Dorna COO / Dorna Managing Directors / Dorna Senior Director / Race Director / FIM-Safety Officer / IRTA President / FIM MotoGP™ Steward / IRTA CEO / Dorna Race Direction / Technical Director / FMNR President / MotoGP™ Medical Director / FIM Medical Officer / MSMA Secretary).

Dorna will decide the allocation of spaces within this parking area. If the Circuit / Promoter requires a parking lot in this area, an official request should be submitted to the Dorna Operations Departments.

22 car places will be needed for this purpose.

MotoGP™ CLASS PARKING

MotoGP™ Class Parking area will be located in, or adjacent to, the Paddock and it is reserved for former World Champions and MotoGP™ riders. 45 car places will be needed for this purpose.

*All these car stickers for the above-mentioned parking areas will be supplied by Dorna only. The Circuit / Promoter must not print and / or supply any kind of vehicles passes for the cars that will be parking inside the Dorna parking areas. The Circuit / Promoter will be

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requested to provide, one month in advance, an electronic file with all the samples of the vehicles passes produced for the event for any other internal parking areas of the circuit.

SCOOTERS PARKING

An area to park the scooters at the different entrances of the Paddock will be designated by Dorna / IRTA; the Circuit / Promoter may be requested to install an electrical charging station to service the electrical scooters.

DIRECTION SIGN REQUIREMENTS

The Circuit / Promoter must provide direction signs from the entrance of the circuit to the following areas: Paddock, Parking P1, Parking P2, MotoGP VIP Village™ Parking and MotoGP™ Class Parking. This will help to control the traffic around the circuit by helping to find the specific area where cars are authorized to park according to each different class of parking sticker.

For more information on design (SEE CHAPTER G23. MotoGP™ IDENTITY AND EVENTS DESIGN PACKAGE – EVENTS PACKAGE – PIT BOX SIGNAGE) and required specifications and templates for the signs in the dedicated area of the EVENTS DESIGN PACKAGE.

TRAFFIC PLAN

The Circuit / Promoter will be requested to provide one month in advance comprehensive details and plans of the in and out traffic system that will be applied during the event.

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G14. ACCREDITATION CENTRE

The Accreditation Centre is the only place to pick-up any passes for Dorna (Guests and Dorna Workers), for Media (National and International printed Media and TV, Radio and Website Media) and IRTA & Teams.

Being the first point of contact and the first place seen by guests and journalists attending the event, creating a good impression and having an efficient and flowing atmosphere will be essential.

LOCATION / LAYOUT

The Accreditation Centre must be located near the main entrance of the circuit and must be clearly and widely signposted along the main roads around the circuit. The Accreditation Centre should always be signposted with “ACCREDITATION CENTRE” and no other names written on it.

The directions of the exact location must be sent to the Dorna Operations Department for approval three months before the event. A map of the location must be provided as well.

The inside of the Accreditation Centre must be clearly divided into 3 areas and each area must be identified with the following ceiling-hung signs (SEE ACCREDITATION CENTRE) PAGE 138:

- Dorna
- Media
- IRTA & Teams

The sections / counters should ideally be arranged in the following order. (SEE SIGNALS CHAPTER BELOW FOR TEMPLATES)

Dorna	Media	IRTA & Teams
-------	-------	--------------

In case more counters are needed, the Circuit / Promoter will be informed during the communications prior the event via the Dorna Accreditation Coordinator.

If the Circuit / Promoter wishes to distribute also their own guest passes in the Accreditation Centre, then additional staff and equipment must be available for this service. It is not possible to use any of the people who are exclusively working on distribution of the Dorna / IRTA passes.

Nobody is allowed to open, exchange, or interfere with the sealed envelopes containing passes.

The Accreditation Centre must be ready on Wednesday morning, and a meeting will be held at 12:00h to check all requests are provided. The Accreditation staff meeting will be held on Wednesday at 16:00h (or at the agreed time) at the Media Centre.

EQUIPMENT, FURNITURE AND FACILITIES

EQUIPMENT

Wherever possible and whenever the location of the Accreditation Centre permits, it should be located in a constructed, air-conditioned area, and with sufficient space to accommodate guests, being portable cabins the last option and, if so, it should be notified in advance. Tents are not allowed if the area is not lockable.

- The Accreditation Centre should have its own parking area with a capacity for at least 20 cars, including dedicated lot for reduced mobility individuals (SEE ACCREDITATION CENTRE) PAGE 138
- The entrance to the Accreditation Centre must be accessible to everyone; there must be no barriers preventing access for with reduced mobility individuals. If necessary, a ramp must be provided
- A separate room for the Accreditation Centre staffs usage, eating and leaving their personal belongings, must be provided

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- Toilets, inside the Accreditation Centre whenever possible or as close as possible, with a daily basis cleaning. In case of portable toilets, they must be located completely behind the Accreditation Centre and its chemical toilet water cleaning cannot be done during the Accreditation Centre opening hours
- In case of portable cabins are provided, a triple cabin with a minimum of two doors and two windows will be requested. Being an approximate area of 45m², with space enough for working staff area and the guests' queues. This cabin must be climate controlled

FURNITURE

The furniture, in good condition and homogeneous, to be provided at the Accreditation Centre is:

- Three office desks.. Preferably high desks will be requested in order to be at the same height as guests
- Office chairs for all the staff members. In case high desks are provided, office chairs should be adjusted to the counter height
- A minimum of four tables behind the Accreditation Centre staff to leave the envelopes. These tables should be located in a place out of reach of guests
- Recycling bins are mandatory
- Waiting chairs for guests (recommended)

FACILITIES

The facilities to be provided at the Accreditation Centre to develop a proper service should be:

- Clear signage of the different types of passes distributed (Dorna, Media and IRTA & Teams). These signs should be visible and printed (SEE SIGNALS CHAPTER BELOW FOR TEMPLATES)
- Office supplies such as pens, highlights, staplers, etc.
- Internet access for staff (required) and guests (recommended)
- Electrical outlets on all tables and adaptors
- Information about circuit access, schedules, shuttle services, etc.
- TV with MotoGP™ International Program Feed for guests
- Event posters and flags to create a Grand Prix atmosphere
- Drinks (water and coffee) for staff (required) and guests (recommended)

SIGNALS

In the EVENT DESIGN GUIDELINES there are available templates to download already designed for the different signals that can be used at the Accreditation Centre:

- Direction signals: road signage templates to direct guest to the Accreditation Centre location
- Counters signs: for the different passes distributed (Dorna, Media and IRTA & Teams) to allocate behind the counters or in the ceiling above
- Accreditation Centre building sign: two different options, horizontal or vertical, for different placements

These signals and templates can only be used for the MotoGP™ event.

OPENING HOURS

The Accreditation Centre must be fully operating during these opening hours. It is obvious that the Accreditation Centre staff must arrive at the circuit earlier in order to prepare everything and be ready on time.

Thursday:	09:00h - 17:00h
Friday:	08:30h - 17:00h
Saturday:	08:30h - 17:00h
Sunday:	07:45h - 1 hour and half before the start of last race*

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*Last race refers to official MotoGP™, Moto2™ or Moto3™ race.

Definitive opening hours will be agreed during the communications prior the event between the National Press Officer, Dorna Accreditation Centre Coordinator and the MotoGP™ Media Manager

The opening hours must be indicated at the entrance of the Accreditation Centre, and should be seen even if the Accreditation Centre is closed. If other passes / tickets are distributed by the Circuit or sponsors at the same place, their opening times must be also clearly indicated at the entrance and must be adapted to the mentioned time schedule.

PASSES DELIVERY AND PICK-UP

Only the MotoGP™ Media Manager, Dorna Accreditation Centre Coordinator, Commercial Media Accreditations Coordinator and IRTA representative are authorized to deliver passes to the Accreditation Centre directly or via the runner. Guests and other staff are not allowed to let passes at the Accreditation Centre.

The passes must be stored in a safe place overnight at the Accreditation Centre with security or at the Media Centre in the National Press Officer's office in a locked closet.

Passes pick-up rules for the different areas:

- All passes will be place in envelopes. Nobody is allowed to open, exchange or interfere with the sealed envelopes containing passes
- Guests must show ID / Passport and Pass Collection Voucher in order to collect the passes. ID / Passport and envelope name must coincide
- Guests must sign the Presence Book

Accurate procedure will be detailed during the staff meeting.

ACCREDITATION CENTRE STAFF

It is mandatory that all Accreditation Centre staff attend the meeting on Wednesday at 16:00h or at the agreed time. The staff will be instructed about the procedures required for delivering the passes.

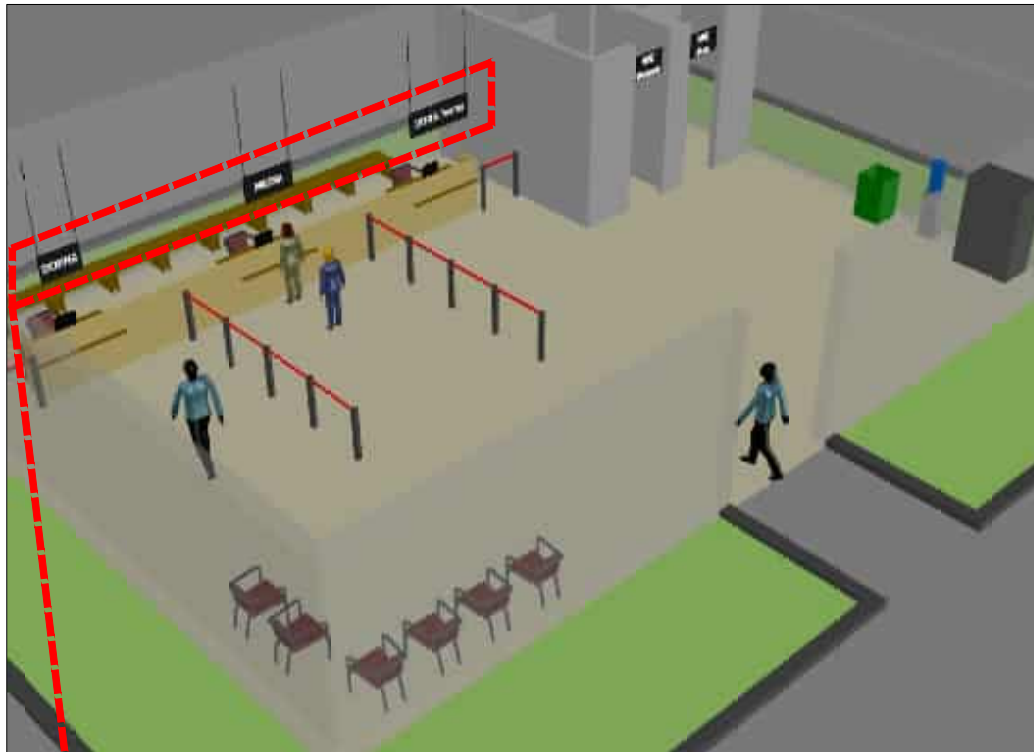
All Accreditation Centre staff must be fluent in English and in the local language (other languages will be appreciated):

- One person for Dorna passes (English speaking)
- One person in charge of Media passes (English speaking)
- One person for IRTA and Teams passes (English speaking)
- One person as runner, for exclusive use of Dorna, to deliver and pick up accreditations from the Paddock to the Accreditation Centre. He / she must be available and easily reached at all times, and has to be provided with a vehicle and its proper pass. While he / she is not delivering passes, he / she can be cooperating in the Media Centre
- Two people will be requested to welcoming guests and organizing queues, as well as helping with the delivery in peak hours

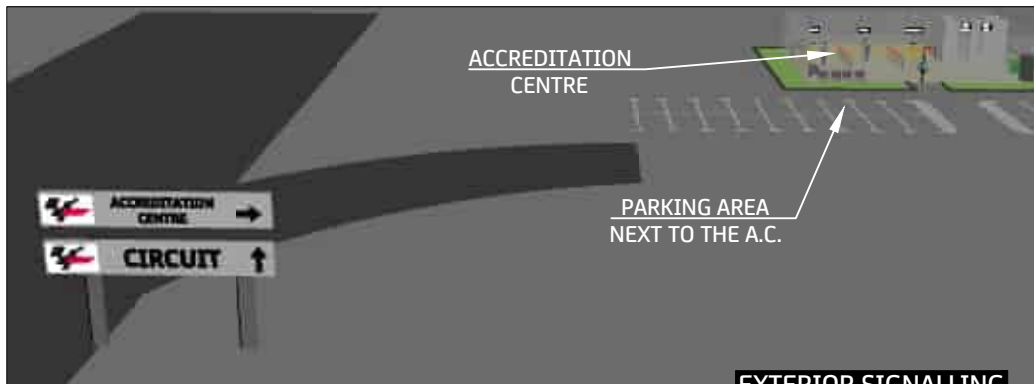
Confirmation about the total number of staff requested at the Accreditation Centre will be agreed during the communications prior the event.

Staff must know information about the circuit and the event, they must be able to answer questions about access, timetables, parking (location, cost), shuttles (to / from the circuit, Accreditation Centre, parking, town...), ticketing, etc.

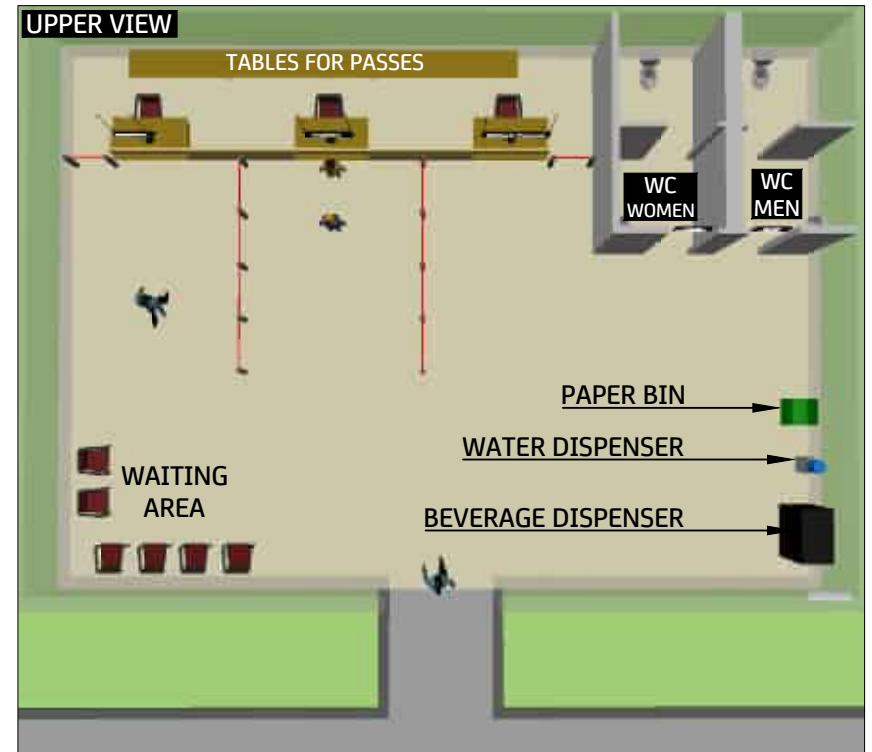
It is compulsory that the staff wear the same uniform as the Media Centre staff, or any kind of promoter uniform free of sponsors.



INTERIOR SIGNALLING



EXTERIOR SIGNALLING



G15. DORNA PASS SYSTEM

Dorna credentials are the only valid and authorized accreditations during the MotoGP™ to access the following key areas:

- Paddock (including Pit Boxes, hospitalities, MotoGP™ Class Motorhomes area, etc.)
- Control Tower
- Media Centre
- Medical Centre
- Media Compound
- Commentary Booths
- Pit Lane
- Service roads
- Racetrack
- MotoGP VIP Village™
- MotoGP™ parking areas
- Support races Areas organized by Dorna
- Viewing Area grandstand
- Fan Zone area

Worker passes will be physical and visual, intended to be worn around the neck for easy identification.

One-Event Guest passes will primarily be digital, requiring people to save them on their mobile phones and show them upon request by security personnel. However, there will also be a limited number of physical Guest passes.

To access specific Paddock areas, guests must wear a designated physical pass or wristband in addition to the Guest pass.

All the Circuit / Promoter staff that work outside of these above specified areas should not need to use Dorna credentials (e.g. public grandstand services, public parking staff, medical staff at public areas etc.)

The Circuit / Promoter can produce their own passes for the rest of the circuit areas not specified above, such as the circuit VIP areas or support Paddock, if necessary.

Full description of pass system can be found in the Security Manual.

PASSES ISSUED BY THE PROMOTER

In case that the Circuit / Promoter wish to issue their own passes for the circuit VIP areas or support Paddock, a written authorization from Dorna Operations Department is needed. The proposed pass system, as well as the design of these passes, has to be sent to the Operations Department no later than one month prior the event for final approval.

All these passes must compulsory include the following legal notice on their reverse:

“MOTORSPORT CAN BE DANGEROUS. In case of accident or damage the pass holder (“PH”) may suffer or cause in the event, PH waives all rights and titles to any legal claim it may have against, and releases from all liability and agrees not to sue, indemnify and hold harmless PROMOTER / CIRCUIT / DORNA and its partners. The use of this pass is for personal use only of the PH accepted by PROMOTER / CIRCUIT / DORNA and is governed by the conditions displayed at the entrances of the circuit. Accepting of this pass constitutes the acceptance of such conditions which PH understands, accepts and commits to comply. For good and valuable consideration, already received, PH grants PROMOTER / CIRCUIT / DORNA his image rights for any and all commercial uses. Filming / recording is not permitted. PROMOTER / CIRCUIT / DORNA is the owner of this pass, which can never be sold, rented or commercialized and PROMOTER / CIRCUIT / DORNA has the right to withdraw it at any time without previous notice. THIS PASS IS NOT FOR SALE”

CIRCUIT / PROMOTER STAFF AND GUESTS REQUEST LIST

Every Circuit / Promoter has to compile all requests for both staff and guests passes from the Circuit / Promoter.

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Dorna will provide access with sufficient time prior the event to the Credentials Requests Site, to manage the credential each circuit / Promoter wants to request.

All staff provided with an accreditation will be required to sign a disclaimer.

All disclaimers will be distributed by the Dorna Operations Department and have to be collected before the end of the event.

PASS CONTROL

The Circuit / Promoter will be responsible to supply all the required security staff for all visual control positions involved in the Dorna pass system during all the event, as specified in the Security Manual ([SEE CHAPTER 52. MotoGP™ PASS SYSTEM AREAS.](#))

G16. SPECIAL VEHICLES RENTAL

The Circuit / Promoter may be requested to help for the rental of some special vehicles required for the set up and dismantling processes of the event (SEE SPECIAL VEHICLES) PAGE 142-143.

Following you will find a list of vehicles normally used:

- Scooters: the Circuit / Promoter will be requested to provide free of charge 12 scooters for the Dorna managing staff. 2-stroke engine scooters are not allowed in the Paddock and MotoGP™ areas; maximum 15CV scooters are allowed to enter the Paddock or any MotoGP™ area. SEE S2. PADDOCK DIRECTIVES FOR VEHICLES RULES.
- Golf cars
- Pick-up vans
- Quad with a small trailer
- Boom lifts
- Fork lifts 2.5 tones
- Fork lift 7.5 tones
- Scissors lift
- 50 metres high crane
- Crane trucks

The Circuit / Promoter will be requested to help with the refueling for these vehicles.

The Dorna Operations Department will contact the Circuit / Promoter two month before the event in order to inform accurately about the specific number of required vehicles for the Grand Prix.



SCISSOR LIFT



BOOMLIFT



LINKS CRANE



FORKLIFT 2.5 TONNES



FORKLIFT 7.5 TONNES



SCOOTERS



QUAD



GOLF CAR



PICK UP

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G17. EVENT SCHEDULE

The event schedule will be established exclusively by Dorna Operations Department. Any support activity on the racetrack that the Circuit / Promoter wants to include in the event time schedule should be approved in advance (SEE STANDARD TIME SCHEDULE) PAGE 146.

The Circuit / Promoter will be provided with the official time schedule of the event together with the minute by minute for all the practice / qualifying sessions and races one month before the Grand Prix. If necessary, the schedule will be adapted to the local time or other circumstances that could cause variation to the standard timetable.

SUPPORT RACES

Any request from the Circuit / Promoter to organize support races at the Grand Prix should be submitted to Dorna for approval. Dorna / FIM have the sole right to grant support races during the MotoGP™ event.

SUPPORT PADDOCK

Paddock area for the support race should work independently from MotoGP™ Paddock and should have all the required facilities and services for the support race teams and organization.

PASS SYSTEM

Special passes should be prepared for the support races. These passes will not be allowed inside the MotoGP™ areas.

These passes could be admitted in the Pit Lane area only during the support racetrack sessions for sporting purposes. Access for motorbikes a team / organization staff to these areas should be planned in advance in order to avoid these processes affecting the logistics of the MotoGP™ Paddock.

TIMEKEEPING SYSTEM

The Circuit / Promoter will be responsible for preparing a separate timekeeping system for the support races.

Any request to use the official MotoGP™ timekeeping points of the event should be submitted to Dorna Operations Department for approval.

FAN ACTIVITIES ORGANIZED BY THE PROMOTER

Several activities on the racetrack could be planned for the spectator entertainment during the weekend, including but not limited to public parade laps, charity activations and public Pit Lane walks.

These, and any similar activities, should be agreed and approved by Dorna Operations Department in advance in order to be included in the official events schedule.

FAN ACTIVITIES ORGANIZED BY DORNA

MotoGP HERO WALK

The Hero Walk is designed to allow the fans to interact personally with the heroes of this sport, in a meet-and-greet style.

The Hero Walk takes place in a designated area set up near the Paddock entrance (to be agreed between Dorna and the Promoter), where riders from all categories will come to meet the fans.

Dorna will bring and install the branding for the Hero Walk, as well as organise the rider attendance.

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The Promoter is requested to announce and promote the activation, as well as to provide:

- Space of 30 metres long x 6 metres wide (overall dimensions depending on availability)
- A special space reserved for children
- Carpeted floor of 30 metres long x 6 metres wide (overall dimensions depending on availability)
- Sound System should include stereo, microphone, and preferably with live DJ Set
- A person to act as speaker during the activity
- Security staff during the activity

RIDER FAN PARADE

The Rider Fan Parade allows fans to see the riders before the races begin on Sunday. Once the MotoGP™ Warm Up has finished, a vehicle will be waiting for the riders on the Main Straight to make a slow lap on the trailer, greeting fans in the grandstands.

The parade vehicle may stop at certain turns or in front of fan club grandstands, to interact with the public (with the help of cannons/launchers, some merchandise will be thrown to the public). During this lap, a presenter on the trailer will interview the riders and the speaker, from the speaker booth, will commentate for spectators.

To coordinate the interviews on the truck with the announcements from the circuit speaker, a meeting prior to the parade will be requested during the weekend.

The Promoter is requested to announce and promote the activation, as well as to provide:

- Vehicle and trailer
- PA system to interact with Program Feed and Giant Screens
- Branding of the trailer priorly agreed and approved by Dorna Operations Department

FAN ZONE ACTIVATIONS

This activity takes place on Friday and Saturday afternoons depending on promoter, fan and rider availability. Different activities will take place in the Fan Zone to enrich the spectator experience.

Importants considerations:

- If a Circuit / Promoter intends to request rider presence at a fanzone, Dorna PR & Promotions team must be informed at least one month in advance in order to organise rider attendance
- The Fan Zone should match the standards of the World Championship: structure, access for the riders, security (fences and staff) and presence of fans
- Six drivers/cars should also be available to take the riders from the Paddock to the stage

The Circuit / Promoter will be requested to announce and promote the activation, as well as to provide:

- A sound system including stereo/speakers, a microphone, and preferably including a live DJ Set
- A person to act as speaker during the activity
- Security staff during the activity

(SEE FAN ACTIVITIES) PAGE 147

THURSDAY

12:45-14:00	Track Technical Test
14:30	Track Safety Inspection
14:30-16:00	Riders Track Familiarisation
17:00	Pre-Event Press Conference
Except for: Austin and Argentina → Thursday at 12:00 h local time	

FRIDAY

08:00-08:20	Timing Laps
08:30	Medical/Track Inspection
09:00-09:35	35 min. Moto3™ Free Practice
09:50-10:30	40 min. Moto2™ Free Practice
10:45-11:30	45 min. MotoGP™ Free Practice 1 (Practice Start after session)
13:15-13:50	35 min. Moto3™ Practice 1
14:05-14:45	40 min. Moto2™ Practice 1
15:00-16:00	60 min. MotoGP™ Practice

SATURDAY

07:40-08:00	Timing Laps
08:10	Medical/Track Inspection
08:40-09:10	30 min. Moto3™ Practice 2
09:25-09:55	30 min. Moto2™ Practice 2
10:10-10:40	30 min. MotoGP™ Free Practice 2
10:50-11:05	15 min. MotoGP™ Qualifying 1
11:15-11:30	15 min. MotoGP™ Qualifying 2
11:35-12:00	MotoGP VIP Village™ Pit Lane Walk
12:50-13:05	15 min. Moto3™ Qualifying 1
13:15-13:30	15 min. Moto3™ Qualifying 2
13:45-14:00	15 min. Moto2™ Qualifying 1
14:10-14:25	15 min. Moto2™ Qualifying 2
15:00	MotoGP™ Tissot Sprint

SUNDAY

08:40-09:00	Timing Laps
09:10	Medical/Track Inspection
09:40-09:50	10 min. MotoGP™ Warm Up
10:00	MotoGP™ Rider Fan Parade
10:00-10:30	MotoGP VIP Village™ Pit Lane Walk
11:00	Moto3™ Race
	Press Conference (immediately after the podium ceremony)
12:15	Moto2™ Race
	Press Conference (immediately after the podium ceremony)
14:00	MotoGP™ Race
	Press Conference (immediately after the podium ceremony)

* The Practice session on Friday (60 min), will be the sole practice session timed for entry into Q2

* Time schedule is subject to change depending on each official Grand Prix Time Schedule



MotoGP™ HERO WALK



RIDER FAN PARADE



FAN ZONE ACTIVATIONS

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G18. OFFICIAL TEST

All official post-race and off-season group tests from the MotoGP™ teams will be arranged directly between the Circuit / Promoter and Dorna Operations Department.

Dorna representative as well as an IRTA staff member will assist to all tests in order to be the main point of contact between the Circuit and the teams.

The Circuit / Promoter will be informed in advance about teams attendance and required facilities through Dorna / IRTA.

The Circuit / Promoter will be requested to provide in advance the following information:

- Racetrack test schedule
- Racetrack plan specifying the exact number of track and medical marshals
- Number of doctors, paramedics and ambulances at the Medical Centre
- Medical helicopter specifications
- Location and contact details of the hospital that will be used in case of major injury
- Contact details of the Race Control staff
- Circuit liability insurance cover
- Media Centre available services for the test

It is compulsory for the Circuit / Promoter to issue an insurance policy for Third Party Liability, during the test days.

ORGANIZATION AND OFFICIAL ROOMS

The Circuit / Promoter is required to provide a number of offices either in the Race Control tower or within the Paddock area for all the FIM and Dorna / IRTA officials and their assistants. These offices will be furnished following the Dorna Operations Department instructions in order to adjust the needs to the existing material available in the circuit area.

These offices should be kept clean for the duration of the test, also will be required to provide 2 sets of keys for each office which will be returned at the end of the event.

All offices will be required to be available in advance and will be for the exclusive use of the people detailed below.

All offices should have adequate heating or cooling facilities and should be able to be locked.

The Circuit / Promoter should send to the Dorna Operations Department a plan with the location and distribution of the offices 30 days before the event.

The following are the minimum facilities required for the test. However, these requirements can be revised and agreed according to the existing facilities in the circuit.

DORNA

➤ GENERAL OFFICE

- 4 desks with drawers
- 4 comfortable chairs
- 1 water dispenser with 20l water bottles
- 1 TV monitor 32" with remote control and signal feed
- Waste segregation bins

➤ MEDIA DEPARTMENT

- 5 desks
- 8 comfortable chairs
- 1 water dispenser with 20l water bottles
- 1 TV monitors 32" (minimum) with remote control and signal feed

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- Waste segregation bins

The Media department office is subject to be defined depending on the circuit and the date, but please forecast these essential requirements.

➤ MEDICAL TEAM

- 1 table
- 3 chairs
- 1 water dispenser with 20l water bottles
- 2 TV monitor 32" (minimum) with remote control and signal feed
- Waste segregation bins

IRTA

➤ IRTA OFFICE

- 1 desk
- 1 office chair
- 2 visitor chairs
- 1 TV monitors 32" (minimum) with remote control and signal feed
- Access to circuit Wi-Fi

If further facilities are required these will be communicated prior to the test.

OFFICIAL ROOMS

➤ RACE DIRECTION DELEGATE OFFICE

- 1 desk
- 1 office chair
- 2 visitor chairs
- 1 TV monitors 32" (minimum) with remote control and signal feed
- Access to circuit Wi-Fi

➤ TECHNICAL DIRECTOR

- 1 desk with drawers
- 3 comfortable chairs, 1 of them on wheels
- 1 water dispenser with 20l water bottles
- 2 TV monitors 32" (minimum) with remote control and signal feed
- Waste segregation bins

Paddock Medical Services

MotoGP™ HEALTH CENTRE

The primary role of the MotoGP™ Health Centre in the Paddock is to offer physiotherapy to the riders and treatment for those riders who wish to be treated by them only after they have been seen by the CMO or their nominated deputy. In addition, the MotoGP™ Health Centre offers care to the Paddock community in general.

It is a requirement of the Circuit / Promoter to provide the MotoGP™ Health Centre with the following minimum working facilities.

➤ ➤ GENERAL WORKING / RECEPTION AREA

A lockable private area of at least 7 metres x 7 metres equipped with:

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- 1 massage / physiotherapy table
- 5 table at least 1.5 metres long, and 10 chairs
- ADSL line for standard connection with Wi-Fi router
- 1 water dispenser with refills as required or bottled water and 500 plastic cups
- 10 kitchen rolls for drying hands
- 1 large refrigerator with freezer compartment plus information where ice can readily be sourced
- 1 cabled TV monitor
- 1 air conditioning or heating depending on the local climatic conditions
- 3 power inverters for locations where only 110v electricity is available
- 2 waste bins
- 1 doormat
- 4 evenly spaced power sources

If at all possible, it is highly appreciated if the working area of the MotoGP™ Health Centre is equipped with wash hand basin and running water.

➤ PHYSIOTHERAPY AREA

A dedicated separate area adjoining the general working / reception area of at least 12 metres x 6 metres. The physiotherapy area should be private, and not visible from the entrance door or outside. It should be air conditioned or heated, as local climatic conditions dictate.

The Physiotherapy Area should be equipped with:

- 6 massage / physiotherapy tables
- A medical inspection table
- Cabled TV monitor
- 4 evenly spaced power sources
- 4 waste bins

All these facilities must be ready for the MotoGP™ Health Centre staff inspection before the event.

SPECIAL VEHICLES RENTAL

The Circuit / Promoter may be requested to help for the rental of some special vehicles required for the set up and dismantling processes of the event.

Following you will find a list of vehicles normally used:

- Scooters: the Circuit / Promoter will be requested to provide free of charge 3 scooters for the Dorna managing staff. This number is subject to change and will be finally defined before the event along the various requirements

PASS SYSTEM

Special passes will be produced for each of the official post-GP and off-season group tests organized by Dorna / IRTA.

Only personal permanent passes from the current season will be valid together with special passes produced for the test (check Security Manual for detailed explanation and description of each pass).

ACCESS TO PIT LANE

Access to Pit Lane will be limited to the Media and Worker Full passes.

Also, the test passes with the Pit Lane label should be admitted.

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ACCESS TO SERVICE ROAD

Access to the service road will be limited to the following passes:

- Media and Worker Full passes
- Media and Worker Track passes
- Premium (permanent) pass

Also, the test passes with the Service Road and Pit Lane label should be admitted.

➤ SCOOTERS

Personal passes valid for the test will grant access to the service road with scooter in connection with the pass level.

➤ CARS / VANS

Only the vehicles with MotoGP™ permanent Official, All Access and Permanent Test Vehicle passes will be allowed to enter the service roads.

PARKING AREAS AND PADDOCK ACCESS

No special vehicles passes will be produced for the tests. All personal passes valid for the test will grant also vehicle parking.

All cars attending to the tests will have to park in the Parking P1 area used during the MotoGP™ event or the parking area which is more convenient for the Circuit / Promoter. Only cars with All Access and Permanent Test Vehicle passes will be allowed to access the Paddock area.

G19. FREIGHT OPERATION OVERSEAS

In the following lines, the minimum and general specifications related to the freight operation for an overseas Grand Prix will be detailed.

MotoGP™ airfreight operation involves the transportation of about 370,000 kg of cargo, including all racing equipment and motorbikes from the teams as well as all the required Dorna equipment for the organization of the event.

All the goods are packed in flight cases specially designed to be shipped in cargo aircraft.

Dorna will be in charge of arranging the necessary transportation by air. The Circuit / Promoter will be in charge of the inbound and outbound operations.

Once the freight is offloaded in the pertinent airport, the Circuit / Promoter will be the responsible to deliver all the boxes and flight cases to the circuit under Dorna's supervision.

After the event, the Circuit / Promoter will be also responsible to return all the freight to the airport in order to be loaded onto the aircrafts for the following Grand Prix under Dorna's supervision.

Dorna's responsible will contact the Circuit / Promoter in order to inform about arrival and departure time schedules, total amount of flight cases and the proper allocation in the circuit for all the equipment in advance to the Grand Prix. Dorna's responsible will also supervise, in cooperation with the Circuit / Promoter, the transport operation (airport-circuit-airport), sending an accurate list of the required personnel and vehicles for this purpose.

The Circuit / Promoter will provide a freight responsible at the event to liaise with the local freight authority and companies. This person should also be the main point of contact for Dorna during inbound and outbound operations to guarantee that all the special requirements related to the freight operation are covered.

Dorna will require an operational and equipment planning for both the inbound and outbound operations to ensure that the whole operation will run smooth and safe enough.

Concerning MotoGP™ seafreight operations, Dorna will provide to the appointed local agent all the information and required documentation in advance for a proper delivery as per the Paddock allocation. The other parties involved with the transportation by seafreight would follow also this procedure.

In case that the seafreight containers shall be grounded or lifted, this operation must be carried out with the appropriate equipment for it.

CUSTOM CLEARANCE

The Circuit / Promoter will have to inform in advance to the Dorna's responsible about the proper documentation required for the customs clearance (ATA Carnet or Pro Forma Invoice).

Nowadays MotoGP™ World Championship involves the processing of around 350 ATA Carnet that should be authorized during the custom clearance.

Due to the necessity from the teams to modify the engine and other technical equipment from the racing motorbikes during the Grand Prix days, it will be possible that they want to change the destination of their shipments in order to be modified in the team headquarter. For that reason, Dorna will request to the local authorities to keep all the ATA Carnets from the MotoGP™ freight during the event in case of an emergency shipment.

Extra shipments are as important as the whole freight is.

TRANSPORTATION AIRPORT-CIRCUIT-AIRPORT

Approximately 50 articulated trucks (13.5 m trailer) will be required for the whole freight operation. Ideally, trucks should be curtain-side to allow its content to be offloaded from both sides.

In case of any specification change in the trucks, Dorna should be notified well in advance.

AT THE CIRCUIT

OFFLOADING AND LOADING PROCESSES

The ideal position to offload / load the trucks for the flight cases distribution is the Pit Lane area. If this is not an option, Dorna will then study alternative solutions.

During the freight arrival and departure periods the Circuit / Promoter should guarantee the following services:

- Freight responsible from the Circuit / Promoter available for any special request
- Pit garages access availability
- Pit Lane and / or required offloading areas availability
- Lighting system to work during night time
- Minimum security control

➤ REQUIRED STAFF

Approximately 15 cargo transport experienced workers plus their coordinator will be needed. These employees must have specific training in safe logistics operations and those using forklifts must have specific license or training in safe use of forklifts as per local legal regulations.

These workers must bring their own safety shoes, safety gloves and high visibility vests.

➤ REQUIRED FORKLIFTS AND PALLET JACKS

These are the minimum requirements:

- 8 x 2.5 tonnes forklifts (SEE SPECIAL VEHICLES) PAGE 155
These forklifts will have to enter Pit Boxes for the easy distribution of the team crates; consequently, the total height of the vehicle should not exceed the height of the Pit Box door
Some of these forklifts will have to be equipped with long forks (or fork extensions)
All these forklifts should be provided with experienced operators, fuel and propane enough to accomplish the freight operation
- 2 x 7.5 tonnes forklift (SEE SPECIAL VEHICLES) PAGE 155
Due to sizes of the flight cases from some teams, the forks of this unit should have a minimum length of 2.4 metres
- Pallet jacks
6 pallet jacks will be needed in order to move the boxes inside the garages

These vehicles should be available during the whole week of the event in order to be used by the different teams involved in the MotoGP™ World Championship.

All forklift provided must meet safety requirements as seat belt and light-acoustic reversing signal fully operatives. Wheels tires must allow their drawing to be identified, the identification plate with the maximum load data must be legible and all forklifts must have a document proving that they have undergone maintenance as per local legal regulations or at least during the last year.

➤ LOCAL FORWARDER FLEXIBILITY

There are several situations that could modify considerably the requirements above specified:

- Several Grands Prix in a row without time of reaction between them
- Delay on the flight schedule
- Weather conditions

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These situations will affect the whole operation and the cooperation and efforts from the local forwarder and the Circuit / Promoter will be crucial for the success of the event.

The local forwarder may be requested to provide extra personnel, trucks and forklifts in these emergency situations.

Under these conditions, Dorna will request an operational plan, as announced previously.

Please check the following annex for a simulated time schedule for the freight operation (*SEE OVERSEAS FREIGHT SCHEDULE*) *PAGE 156*.

* In the schedule you will find two options:

Option A = NOT URGENT (more than 7 days between Grand Prix races)

Option B = TOP URGENT SHIPMENT (back to back Grand Prix races)



SCISSOR LIFT



BOOMLIFT



LINKS CRANE



FORKLIFT 2.5 TONNES



FORKLIFT 7.5 TONNES



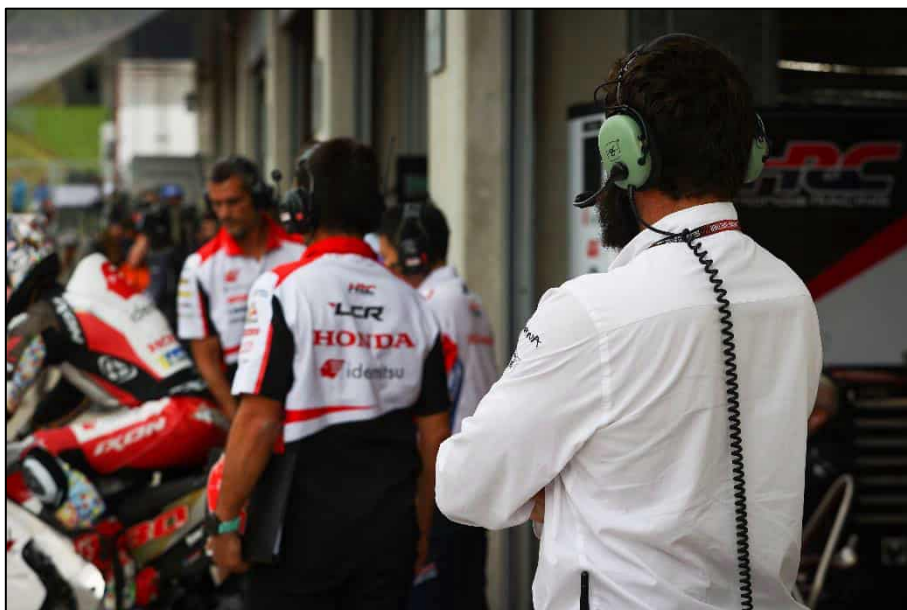
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8:00	OPTION A: Delivery during all day at the Circuit and Paddock Areas: - Dorna TV - Dorna Timing - Dorna Signage - IRTA	OPTION A: Delivery during all day at the Circuit and Paddock Areas: - Dorna TV - Dorna Timing - Dorna Signage - IRTA	OPTION A: Delivery during all day at the Circuit and Paddock Areas: - Dorna TV - Dorna Timing - Dorna Signage - IRTA	OPTION B: Delivery during all day at the Circuit, Paddock, Pit Lane and Pit Boxes: - Dorna TV - Dorna Timing - Dorna Signage - IRTA	OPTION B: Delivery during all day at the Circuit, Paddock, Pit Lane and Pit Boxes: - Teams Cargo If necessary working at night as well.	OPTION B: Delivery at the Circuit, Paddock, Pit Lane and Pit Boxes.	Removal and storage of the empty crates from the Pit Lane to the Storage Area.	GRAND PRIX	GRAND PRIX	GRAND PRIX	OPTION A & B: - Continue loading trucks to the Airport NOT CONSIDERED POSSIBLE TEAMS TEST	OPTION A: - Continue loading trucks to the Airport										
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OPTION A: more than 7 days between two consecutive GP
OPTION B: back to back consecutive GP

G20. CAUTION ABOUT HIGH LEVEL NOISE DURING THE GRAND PRIX

We strictly recommend to Promoters / Organizers to provide, to all their staff working in the circuit during the Grand Prix, an effective hearing protection (SEE EAR PROTECTION) PAGE 158. Specifically, for the people working in the following areas:

- Pit Lane
- Service roads
- Racetrack
- Paddock
- Pit Box building



G21. CIRCUIT INSURANCE

It is compulsory for Promoters to issue an insurance policy for Third Party Liability, according to the FIM Sporting Code, being the conditions in the policy as follows:

The policy shall be effective, at least, from 00:00h of the Monday before the event until next Monday midnight, except if there is an official test scheduled on Monday in which case the insurance must be valid until Tuesday midnight.

The list of insured shall include the following entities:

Dorna Sports S.L., Dorna Worldwide, S.L., International Events Services, S.L., Externpro, S.L., Fontetes Motor S.L., Promomedia, S.L.U., FIM (Fédération Internationale de Motocyclisme), IRTA (International Road Racing Team Association), Promotor Les Comes Special Events S.L., Teams, Service Companies, National and International Officials, Race Direction, Clerks of the Course, Sporting Technical Stewards, MotoGP Medical Team, MotoGP™ Health Centre, Timekeepers, Marshals, Sponsors, TV Broadcasters, all accredited Media, all VIP guests from the above mentioned bodies, all other interested parties for their respective rights and interest, National Motorcycle Federation...

Personal and material damages must be included in cross liability among all insured parties must be included in the policy.

The limit of indemnity, unless otherwise agreed on the Promoters Agreement, must be a minimum of € 10,000,000 per occurrence, or as established in the Promoters contract.

The sub-limits must not be under the following amounts:

Products liability: EUR 1,500,000 per occurrence (also applicable for cross liability)

Personal and material Liability: EUR 600,000 per occurrence (also applicable for cross liability)

For the USA circuits, the limit will be no less than USD 15,000,000 per occurrence.

The sub-limits must not be under the following amounts:

Products liability: USD 1,500,000 per occurrence (also applicable for cross liability)

Personal and material Liability: USD 600,000 per occurrence (also applicable for cross liability)

The insurance policy must be sent to Dorna no later than 45 days before the event.

G22. INVOICING

In order to ensure the correct invoicing procedure, the Circuit / Promoter must prepare a summary of all costs related to the Grand Prix. This summary should be sent prior the event by e-mail to the Dorna Operations Department for approval.

During the Grand Prix week, in order to check that all costs are calculated correctly and according to the previous agreements, an appointment / meeting between the Dorna Operations Department and the Circuit Financial Department could be requested.

Once this summary is received, Dorna Operations Department will determine to which Dorna Group Company (Dorna Sports S.L., International Events Services S.L., or Dorna Worldwide S.L.) belongs each cost and will provide the Circuit / Promoter with complete invoicing details including corresponding VAT and order numbers.

Once both parties agree the costs, invoices must be issued immediately. The date of the invoice must correspond to the date when the event takes place. No invoice will be accepted with a different date and without the order number provided.

Any invoice received without previous approval by the Dorna Operations Department and / or without all invoicing details and / or Dorna VAT and order numbers as provided by the Dorna Operations Department will not be considered.

It is the responsibility of each Circuit / Promoter to be familiar with tax issues related to the international laws.

Dorna will confirm the address to send the invoices by mail or registered post.

The Circuit / Promoter must also provide Dorna with the original of the Domicile Tax Form valid on both Grand Prix and invoice date, and must be received when requested by Dorna Financial Department. Photocopies cannot be accepted.

G23. MotoGP™ EVENTS DESIGN GUIDELINES

The Events Design Guidelines is the digital resource containing the MotoGP™ identity and compiling the templates for the designs and documents for the Grand Prix.

The Events Design Guidelines is available in the MotoGP™ Brand Center, in this link [EVENTS DESIGN GUIDELINES](#).

MotoGP™ IDENTITY

OFFICIAL NAME AND LOGO

The title “FIM World Championship Grand Prix” (MotoGP™) and the logo thereof (as depicted in the Events Design Guidelines), and any event denomination or event logo cannot be used in any medium whatsoever without the express written permission of Dorna and in any case only to the extent and for the purposes expressly approved by Dorna.

The Circuit / Promoter shall adopt and strictly abide by any and all of the rules and guidelines contained in the Events Design Guidelines and to any updates of the “FIM World Championship Grand Prix” and / or the event.

Dorna will confirm to each Promoter the official name of the Grand Prix. The Circuit / Promoter has to use the full Grand Prix title, including the title sponsor of the event (as defined by Dorna) at all documents and media.

Terms of usage and the Trademark usage are also specified in the [EVENTS DESIGN GUIDELINES](#).

OFFICIAL MotoGP™ FONT

The MotoGP™ Font usage is included in the guidelines.

In order to get the font, the Circuit / Promoter should contact with Dorna Operations Department (e-mail: events@dorna.com).

The use of the font is only for the Circuit / Promoter staff. If there is an external company collaborating with the design production that needs the use of the MotoGP™ font, it must be informed to the Dorna Operations Department for approval (e-mail: events@dorna.com). Dorna Operations Department will be in charge of sending all the information to them.

The MotoGP™ typography should only apply to MotoGP™ related designs.

TEMPLATES

Events Design Guidelines compiles design templates and guidelines for all official MotoGP™ documents such as Grand Prix stationery, Press Kit, official poster, official programme, Pit Boxes signage and tickets.

The Events Design Guidelines also includes all necessary logos and their terms of use.

Logos of the title sponsor will be sent to each Circuit / Promoter once the official title of the corresponding Grand Prix has been confirmed.

➤ GRAND PRIX STATIONERY

All official communications generated during the Grand Prix (with the exception of official results) have to be printed on the event stationery.

The design of the event stationery is specified in the Events Design Guidelines and has to be sent to the Dorna Operations Department for final approval before its printing (e-mail: events@dorna.com).

➤ PRESS KIT

Press Kit is also an official document of MotoGP™ done by all Circuit / Promoters in collaboration with Dorna, which is distributed to all media during the event.

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The design of the Press Kit is specified in the Events Design Guidelines.

➤ OFFICIAL POSTER AND OFFICIAL PROMOTIONAL MATERIALS

The official poster of all the events have to follow the corporate identity of MotoGP™ as specified in the Events Design Guidelines. The official poster and other promotional material have to be sent to the Dorna Operations Department for final approval before publishing or printing them (e-mail: events@dorna.com).

➤ DIRECTION SIGNS

The Circuit / Promoter must provide direction signs from the entrance of the circuit to the following areas: Paddock, Parking P0, Parking P1, Parking P2, MotoGP VIP Village™ Parking and MotoGP™ Class Parking. This will help to control the traffic around the circuit by helping to find the specific area where cars are authorized to park according to each different class of parking sticker.

Signaling panels must be waterproof, at least 1 metre high, and must be readable from inside of a vehicle.

The MotoGP VIP Village™ direction signs must be indicated with a distinct logo and background colour.

The posts must always carry the MotoGP™ logotype, the name of the described parking area and an arrow indicating the direction. No other information or logo is allowed to be included on the signaling panels.

Signaling should start from the main access road to the racetrack entrance. All these signaling panels must be installed on Monday prior the event.

➤ PIT BOX SIGNAGE

All Pit Boxes signage should be provided by the Circuit / Promoters following the guidelines as specified in the Events Design Guidelines. The Pit Boxes Signage have to be sent to the Dorna Operations Department for final approval before its production (e-mail: events@dorna.com).

➤ TICKETS

A legal notice, fully specified in the Events Design Guidelines, must appear on every ticket on its front or reverse side. Full text, both in national language and English, must be included in the conditions of tickets sale.

The design elements that must be included are specified in the Events Design Guidelines and the ticket design has to be sent to the Dorna Operations Department for final approval before its printing (e-mail: events@dorna.com).

➤ MotoGP VIP Village™ BRAND IDENTITY

All MotoGP VIP Village™ facilities and materials must follow the VIP Village™ guidelines, available in the following [LINK](#). Any questions related to the use of the VIP Village™ logo should be addressed to the Dorna Operations Department (e-mail: events@dorna.com).

G24. PROMOTER SUSTAINABILITY GUIDELINE

Dorna Sports holds the ISO 20121 certification for its sustainable event management system as the organiser of the FIM MotoGP™ World Championship. ISO 20121 is an internationally established standard pertaining to the sustainable management of events at every level and its continuous improvement.

ISO 20121 provides a framework for improving and maintaining the economic, environmental, and social impact of events, certifying current standards as well as defining a plan for continuous improvement going forward.

This plan requires the participation and collaboration of all MotoGP™ stakeholders, with a particular emphasis of Circuits / Promoters, providers of the events' venue, and of the majority of structures and services involved with the events.

The requirements provided below are in alignment with the provisions present within the FIM Environmental Code; this guideline does not substitute the rules and regulations established by the FIM and by the circuits involved with the MotoGP™ World Championship, additionally to the legal provisions currently in place in the countries hosting the MotoGP™ World Championship.

The key areas inside the ISO 20121 continuous improvement action plan are:

- Improving the management of waste and recycling at events
- Improving the environmental impact of working staff and spectators' mobility to and from the circuit during the events
- Minimizing the amount of surplus food generated by catering services during the events, as well as avoiding any food waste by collecting and donating food surplus to local charitable organizations
- Increasing the amount of initiatives aimed at social inclusion in the different communities in which MotoGP™ is present
- Encouraging all companies and stakeholders to work towards the achievement of common sustainability objectives
- Further reducing the carbon footprint of the MotoGP™ World Championship

In order to achieve this, the Circuit / Promoter is required to prepare and submit to Dorna for approval – at least one month before the event week – the following documents and information:

- Waste Management Plan
- Sustainable Mobility and Traffic Plan
- Surplus Food Collection Guideline
- Proposal of other initiatives fostering social inclusion and diversity to be implemented during the event
- Proposal of engagement initiatives for spectators, raising awareness about environmental and social issues
- Information on circuit carbon footprint reduction strategies

The following chapters provide all the specifications to prepare and execute some of the above-mentioned procedures in compliance with Dorna's sustainability action plan.

CIRCUITS SUSTAINABILITY SURVEY AND OPERATIONAL CONTROL

The Circuit / Promoter must fill in the Circuits Sustainability Survey– a sustainability focused questionnaire – and submit it no later than one month after the Grand Prix.

Through the Circuits Sustainability Survey, the Circuit / Promoter will have to provide evidence of the above-mentioned sustainability procedures. The survey will also allow the Circuit / Promoter to outline any other existing initiatives or priorities.

Said evidence will be validated by Dorna Operations, who will contact directly the respondent of the self-assessment for any clarifications or corrections which may arise.

All Circuits / Promoters are subject to an operational control during the event in respect of the implementation of the aforementioned procedures. Circuits / Promoters which are unable to comply with Dorna's requests, will be contacted by Dorna Operations following the conclusion of the event in order to share with them the results of the operational control and discuss possible ways of improving their sustainability performance.

WASTE MANAGEMENT AND CIRCULAR ECONOMY

GENERAL PROVISIONS ON WASTE MANAGEMENT

The following are standard waste management provisions applicable to all MotoGP™ Championship events. These should help the Circuit / Promoter identifying critical areas that must be specifically addressed within the event's *Waste Management Plan*.

- An adequate amount of separate collection containers for urban waste (e.g plastic, paper, organic) needs to be placed in the following areas:
 - Paddock
 - Media Compound
 - MotoGP VIP Village™
 - Media Centre
 - Accreditation Centre
 - Circuit restaurant
 - Other offices inside the Paddock / circuit permanent buildings
 - Spectators' area - especially in high traffic locations and in the vicinities of refreshment stands
 - Any other area identified as a source for waste generation
- When positioning separate waste collection containers, if possible, place them together in order to create recycling stations. At each recycling station, place colour-coded signage with directions regarding the proper separation of waste
- Containers for the disposal of engine oil need to be placed according to the provisions present within the FIM Environmental Code
- The Circuit / Promoter has to agree with IRTA in regards to the placement of central recycling points within the aforementioned areas, additionally to specifying the waste collection procedures employed at the circuit (eg. teams placing waste externally to hospitality; teams disposing of the waste in central recycling points)
- The Circuit / Promoter is provided with a timetable of the activities which take place during the event, therefore it has to take into consideration said activities to establish which containers need to be placed according to the production of waste in high volumes in relation to specific phases of the event (Eg. plastics and carton during set-up, carpet disposal during dismantling)
- All containers need to be properly labelled and differently coloured according to the different categories of waste identified. Please abide by your local legislations
- Transparent or coloured bags are to be placed within waste bins or containers, if necessary. Do not use black bags
- A labelled cooking oil container needs to be given to each hospitality with a kitchen
- Ensure that the workers collecting waste bags from the circuit are adequately trained and aware of local waste management regulations applied at the circuit
- For the sake of continuous improvement and performance monitoring, Circuits / Promoters are required to collaborate with their waste management supplier to keep track of documentation regarding the collection of waste. Circuits / Promoters are required to record the amount and percentage of waste generated according to categories of waste produced during the event, in order to establish a benchmark and set goals for improvement in regards to waste separation and recycling

HOW TO PREPARE A WASTE MANAGEMENT PLAN

The Circuit / Promoter is required to provide Dorna Operations an ad-hoc *Waste Management Plan* for the underlying MotoGP™ Championship event and submit it to Dorna Operations at least one month before the event week.

PURPOSE AND SCOPE

The main purpose of the Waste Management Plan is to decrease the amount of waste produced and inform all Paddock users on how to properly dispose of waste, maximizing the percentage of recycling during MotoGP™ Championship events.

The scope of the Waste Management Plan should cover each individual MotoGP™ Championship event. More specifically, it applies to all circuit areas, including but not limited to Paddock, MotoGP VIP Village™, Media Centre, Media Compound, Accreditation Centre, to temporary and permanent facilities present within the Paddock area during the event, and to the spectators' area.

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The Waste Management Plan has to be valid throughout the course of the event, including working days during which set-up and dismantling activities are carried out.

CONTENT OF THE WASTE MANAGEMENT PLAN

The Circuit / Promoter's *Waste Management Plan* needs to address all the topics listed in the "general provisions on waste management" above, providing the following information in a detailed way.

- Visual representation of the number and location of waste containers placed in the different areas. Please note this refers to urban waste (plastic, paper, glass, etc) as well as special waste (batteries, mechanical parts, engine oil) or bulky waste (packaging, wood):
 - Paddock
 - Media Compound
 - MotoGP VIP Village™
 - Media Centre
 - Accreditation Centre
 - Circuit restaurant
 - Spectators' area - especially in high traffic locations and in the vicinities of refreshment stands
 - Any other area identified as a source for waste generation
- Clear indication and visual representation of how each category of waste is associated with the corresponding container (different colours, labels on the container, etc.) according to local regulations has to be provided
- Clear indication and visual representation of where each of the waste generating entities in the Paddock (e.g. teams, suppliers, service companies, hospitalities, kitchens) should be disposing of their waste (e.g. central recycling points) has to be provided
- The waste management plan must identify the waste collection procedure employed at the circuit during the event (e.g. teams taking the waste to central recycling points or leaving it outside the hospitality for the circuit staff to collect it)
- Specify the procedure that teams should undertake in case of special or dangerous waste (eg. bike parts, batteries) being generated
- Provide a schedule for regular waste collection in the Paddock and in all circuit areas in order to keep the circuit clean. Some areas might produce more waste than others, it is fundamental to avoid waste bins / containers from overflowing
- Operational contact from the Circuit / Promoter's staff and – if present – of the external supplier in charge of waste management for the MotoGP™ event have to be provided. All stakeholders should be able to refer to these contacts at all times for waste management related issues

Information contained in the *Waste Management Plan* will be made readily available to all Paddock users by Dorna and IRTA.

CIRCUITS THAT DO NOT PERFORM SEPARATE WASTE COLLECTION

Circuits / Promoters are allowed to not perform separate waste collection at their facilities only if local regulations require a different type of handling of waste, such as in cases where the waste separation according to material is performed directly at the waste management plant. Circuits / Promoters which fall in this category will be requested to explain to Dorna Operations the regulatory framework pertaining to waste management in their municipality. Such explanation should be sent to Dorna Operations at least one month before the event.

TRAFFIC AND SUSTAINABLE MOBILITY

Sustainable mobility of workers and spectators is another key element of Dorna's commitment towards sustainable management of MotoGP™ Championship events. Circuits / Promoters are kindly requested to collaborate with Dorna in order to address this complex issue and contribute to the reduction of the events' environmental footprint.

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SUSTAINABLE MOBILITY AND TRAFFIC PLAN

Circuits / Promoters are required to submit to Dorna Operations a *Sustainable Mobility and Traffic Plan* at least one month before the event week.

The purpose of the Sustainable Mobility and Traffic Plan is to promote the employment of sustainable and alternative mobility solutions for workers and spectators, as well as to provide directions regarding the management of traffic inflow and outflow at the circuit, in order to achieve traffic flow improvement; in addition to maintaining security for all individuals involved with the event.

The following are the main elements to take into consideration when drafting the Sustainable Mobility and Traffic Plan:

- The Circuit / Promoter has to provide clear information and directions to the audience in regards to the available means of public transportation in the area. Partnerships with local public transports providers are strongly encouraged
- The Circuit / Promoter should - if possible - promote car-sharing, car-pooling and sustainable mobility for individuals who want to reach the circuit. Partnerships with Apps and sustainable mobility platforms are strongly encouraged
- The Circuit / Promoter should evaluate how to “reward” spectators choosing sustainable mobility options, in order to incentivize them. Examples include discounts on public transport ticket price, possibility to park car sharing vehicles close to circuit, availability of electrical outlets in carparks, etc.
- The Circuit / Promoter has to make available to the public all the event specific information about local public transport and other sustainable mobility solutions, through any of the following digital channels: Circuit’s website, digital ticket sales platform, social media or other
- In collaboration with local authorities, the Circuit / Promoter needs to position signage with directions to specific areas of the circuit, as outlined in the “Direction Sign Requirements” section within the Promoters Manual
- The Circuit / Promoter needs to provide traffic signage within the circuit, including in Service Roads and Paddock areas which can be accessed by vehicles, in order to maintain a safe flow of traffic in those areas
- The Circuit / Promoter needs to provide a proper amount of parking spots, including dedicated parking spots for disabled individuals, with a clear pathway access to the Paddock area
- The Circuit / Promoter needs to provide a proper amount of parking spots equipped with chargers for electric vehicles
- When establishing access pathways to the areas of the circuit, it is important to leave enough room for emergency vehicles which might need immediate access to determined areas

SURPLUS FOOD COLLECTION AND DONATION

As part of Dorna’s environmental and social sustainability commitment for the organisation of MotoGP™ Championship events, Circuits / Promoters are required to implement surplus food collection and donation initiatives during MotoGP™ events. To do so, Circuits / Promoters have to prepare and submit to Dorna Operations at least two months before the event week a *Surplus Food Collection Guidelines*.

The main purpose of the Surplus Food Collection Guidelines is to decrease the amount of food going to waste during all MotoGP™ Championship events, and to donate the surplus food to local organizations which distribute it to people in need living in the area.

The scope of the Surplus Food Collection Guidelines applies to all hospitalities which provide catering services within the MotoGP™ Paddock, to the MotoGP VIP Village™ catering provider, and to the circuit’s restaurant, during Saturday and Sunday of the event.

SURPLUS FOOD COLLECTION GUIDELINE

The surplus food collection has to take place in compliance with local and national regulations regarding hygiene and safety standards, and food distribution and handling.

In order to organize the collection and donation of surplus food for MotoGP™ events; it is suggested to collaborate with a local non-profit organization, which can handle the distribution of the collected food to people in need present in the area.

The following are the main elements to take into consideration when drafting the Surplus Food Collection Guideline:

- An operational contact from the Circuit / Promoter’s staff, as well as a contact from the non-profit organization involved
- Implement sustainable packaging practices for surplus food to minimize environmental impact

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- Create a distribution plan specifying the process of transporting surplus food from the event venue to partnering organizations

The following guidelines represent generally accepted standards in the majority of countries:

- Packaged food which was not cooked, is not past expiration date, was kept accordingly to proper hygienic standards and was constantly kept within the cold chain at acceptable temperatures can be collected
- Packaged food which does not need to be frozen, was kept accordingly to proper hygienic standards and is not past expiration date can be collected

For the sake of transparency, it is recommended to maintain records regarding the surplus food collection, including the kilograms of food donated or the number of meals donated. Additionally, keep track of the organizations which participated in the Surplus Food Collection which took place at the circuit, and of the organizations which received the donated food and provided for the distribution of food.

GREEN ENERGY AND ENERGY EFFICIENCY

During the following years, Dorna is targeting the complete abandonment of fossil fuels for the MotoGP™ Paddock's energy demand. Being the Circuit / Promoter is the main provider of electric energy, below are a series of recommendations which Dorna wishes to be appropriately considered and acted upon:

- The Circuit / Promoter is strongly encouraged to implement systems for autonomous production of energy from renewable sources
- The Circuit / Promoter is strongly encouraged to procure only energy generated from renewable sources
- If the Circuit / Promoter is asked to provide generators, it should give preference to "low environmental impact" generators (e.g. HVO generators, generators with batteries for energy storage, hydrogen generators)

SOCIAL DIVERSITY AND INCLUSION

Dorna is actively looking to make the MotoGP™ Paddock a more diverse and inclusive place for all. As the host venue and local promoter of the event, the Circuit / Promoter is strongly encouraged to use the MotoGP™ Paddock as a platform for social initiatives, involving local non-profit organizations.

This is a call to action to all Circuits / Promoters to develop activities and implement voluntary social initiatives which can generate a positive impact on the local community and reinforce the image and values of motorcycling racing worldwide.

All initiatives involving the MotoGP™ Paddock areas during the event week should be submitted to Dorna Operations for approval no later than a month before the event.

In line with MotoGP's commitment to social diversity and inclusion, the Circuit / Promoter is encouraged to implement the following initiatives:

➤ ACCESSIBILITY FOR PEOPLE WITH DISABILITIES

One key area of attention in order to make the MotoGP™ Paddock a more inclusive place is the engagement of and assistance to people with disabilities.

The Circuit / Promoter is required to accommodate individuals with disabilities, persons with reduced mobility and impairments, providing for the following:

- Designated viewing areas
- A clear path to the viewing areas and other areas of the circuit, lacking physical barriers, which needs to be designed when planning temporary set-up
- Reserved parking
- Designated toilets

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Additionally, the Circuit / Promoter has to abide by local regulations concerning accessibility to permanent buildings and, is strongly encouraged to provide assistance to persons with disabilities, reduced mobility and impairments.

- **DIVERSITY, NON-DISCRIMINATION AND SEXUAL HARASSMENT PREVENTION**
 - Promote diversity in staffing through inclusive hiring practices
 - Clearly state a comprehensive non-discrimination policy
 - Implement a zero-tolerance policy for sexual harassment and provide training for staff, volunteers, and participants

- **PRESERVATION OF LOCAL CULTURE AND HERITAGE**
 - Integrate cultural sensitivity into event planning and execution
 - We encourage to collaborate with local tourism authorities to create immersive experiences that provide insights into the cultural heritage of the host region
 - If possible, implement workshops or demonstrations that allow attendees to actively engage with and learn about local traditions

WATER RESOURCES OPTIMIZATION

Dorna is actively aiming at responsibly handling the usage of water as part of its environmental commitment. In order to optimize the use of water resources, the main aspects which need to be taken into consideration by the Circuit / Promoter, when hosting events are: responsible water consumption and water footprint.

Below there are a series of recommendations which Dorna expects to be appropriately considered and acted upon in regards to responsible water consumption:

- Water saving systems for irrigation
- Rainwater collection system for irrigation purposes
- Automatic sensor faucet
- Dual flush toilets / low-flow toilets
- Faucet aerators

Furthermore, Circuits / Promoters are suggested to consider the calculation of the infrastructure's water footprint, with the goal of implementing an action plan aimed at the reduction of water consumption, and the potential compensation of the water footprint measured.

BIODIVERSITY AND GREEN SPACES

The protection of local biodiversity and the implementation of green spaces are fundamental for habitat and species conservation. Therefore, Dorna is aiming at carrying out events in environmentally-aware sites, and being the Circuit / Promoter the provider of the location for Dorna's events. Below there are a few recommendations to be appropriately acknowledged:

- Incorporation of green spaces, such as green roofs, living walls and landscaping with low-maintenance native species on site
- Implement measures to protect and enhance biodiversity in and around the venue, including bird boxes, beehives and bee-friendly spaces, planting bee-friendly species on site

CIRCUIT REDESIGN AND CONSTRUCTION

Whenever undertaking redesign and construction operations on circuit premises, Circuits / Promoters should take into consideration carrying out the following practices:

- Giving priority to green building practices, such as grasscrete, and materials, including bamboo, wood, hempcrete, recycled plastics and metals, and low volatile organic compound (VOC) paints
- The Circuit / Promoter is encouraged to follow LEED (Leadership in Energy and Environmental Design) and BREAAAM (Building Research Establishment Environmental Assessment Method) guidelines in regard to circuit's infrastructures

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- Optimization of venue design in order to take advantage of energy efficiency, by utilizing LED lighting systems and building automation systems for heating, ventilation and air-conditioning; and natural lighting, by implementing reflective surfaces to distribute the inside lighting
- Use of sustainable and locally sourced construction materials

CARBON FOOTPRINT AND OTHER SUSTAINABILITY DATA REPORTING

Measurement is the fundamental requisite to monitor the effectiveness of the sustainability actions in place and follow a continuous improvement path.

It is essential that Circuits / Promoters integrate reporting procedures within their day-to-day operations and collaborate with Dorna providing the specific data requested to measure the performance of the sustainable management system applied to the Championship.

Circuits are required to register to the Dorna / IRTA platforms, where they will be provided with dedicated data sheets to be filled with data in relation to the Carbon Footprint calculation and other sustainability matters. Examples of the topics under consideration are: electricity from grid, temporary power generation, heating and cooking systems, water, waste, working vehicles at circuit, goods supply to the circuit, spectators' transportation.

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G25. CONTACT DETAILS

CIRCUIT ADDRESS

On receipt of this document the Circuits / Promoters are requested to forward the following details to Dorna Operations Department:

- FULL CIRCUIT ADDRESS
- TELEPHONE NUMBER
- CORRESPONDENCE ADDRESS
- E-MAIL ADDRESS

CIRCUIT/ PROMOTERS CONTACT

Names and personal contact details, including mobile telephone numbers and e-mail addresses for the following:

- SECRETARY
- PERSON / PEOPLE RESPONSIBLE FOR GENERAL MAINTENANCE
- TECHNICAL & TELECOMMUNICATIONS
- SECURITY
- COMMERCIAL
- SPORTING MATTERS

DORNA CONTACT

These details should be sent to:

OPERATIONS DEPARTMENT
DORNA SPORTS S.L.
C/ NARCÍS MONTURIOL 2
08960 – SANT JUST DESVERN
BARCELONA, SPAIN
e-mail: events@dorna.com

Dorna Sports

Barcelona Office
Núria Montané, 2
C/IBEC Sursur José Dewant
Barcelona, Spain

T +34 934 758 494
events@dorna.com
www.motogp.com

FIM

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PROMOTERS MANUAL

MEDIA MANUAL

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MEDIA MANUAL

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SHAREPOINT FTP AVAILABLE FOR THE NATIONAL PRESS OFFICER

THE MEDIA MANUAL IS A SECTION OF THE PROMOTERS MANUAL PROVIDED BY DORNA OPERATIONS DEPARTMENT TO EVERY CIRCUIT.

Please download the original files from the Media Manual folder when sending the forms to the media. Additionally, Dorna will be sending you the original files by e-mail.

PARTICIPANTS PLATFORM

Every single person applying for a pass must be included in the Participants Platform.

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M1. GENERAL COMMENTS

The Circuit / Promoter must ensure that all requirements and standards detailed in the Media Manual and all procedures regarding to this matter are fully understood and acted upon by the National Press Officer (NPO).

It is acknowledged that if the event has a schedule different than the standard schedule, the days and hours referred to in the Media Manual shall be adjusted accordingly. All schedules should follow the official time schedule provided by the Operations Department, and in cases of doubt, it will be discussed with the MotoGP™ Media Manager or with the Operations Department (SEE STANDARD TIME SCHEDULE 2024) PAGE 41.

The Circuit / Promoter must ensure that NO ADVERTISING of any kind is allowed within the confines of the Media Centre and Accreditation Centre, only promotional material of the event will be accepted (official poster).

In the case that the Circuit / Promoter wants to offer services to photographers (e.g. renting cameras, lenses etc.) this should be consulted previously with Dorna.

Only Dorna can allow, by means of a written authorisation, exceptions to the above.

The Circuit / Promoter must ensure that all facilities detailed in the Media Manual are fully operational from Thursday at 09:00h on the race week until Sunday at midnight. Variations in the schedule of the facilities may be necessary in some specific cases. These variations will be duly notified to the NPO of the corresponding circuit.

PRE-EVENT MEDIA CHECKLIST

The pre-event media checklist (SEE PRE-EVENT CHECKLIST) PAGE 42-44 will help the NPO to review that all the requirements of the Media Manual are ready for the event.

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M2. MEDIA ACCREDITATION SYSTEM

The accreditation system for MotoGP™ events has varying procedures for pass requests depending on the type of media organisation the applicant represents.

INTERNATIONAL PRINTED MEDIA

Under the authority of Dorna Communications Department
MotoGP™ Media Manager: Friné Velilla
E-mail: media@dorna.com and frinevelilla@dorna.com

NATIONAL PRINTED MEDIA

Under the authority of the National Press Officer
With final approval from Dorna Communications Department

INTERNATIONAL RADIO STATIONS

Under the authority of Dorna Commercial Media Department
E-mail: commercial.media@dorna.com

NATIONAL RADIO STATIONS

Under the authority of the National Press Officer
With final approval from Dorna Commercial Media Department

TV STATIONS (NATIONAL AND INTERNATIONAL)

Under the authority of Dorna Commercial Media Department
E-mail: commercial.media@dorna.com

WEBSITES (NATIONAL AND INTERNATIONAL)

7 websites under the authority the National Press Officer
With final approval from Friné Velilla
E-mail: media@dorna.com and frinevelilla@dorna.com

CIRCUIT / PROMOTER WEBSITES AND TV CREW

Under the authority of Dorna Commercial Media Department
Contact: commercial.media@dorna.com and events@dorna.com
An e-mail to both addresses is mandatory.

PASS SYSTEM

There are three different types of passes:

- Worker passes – for team members and organizers
- Media passes – for accredited media only
- Guest passes (Premium) – for invited guests

MEDIA PASS

The Media pass is for the exclusive use of the accredited media. The purpose of this Media pass is to allow the media to work easily in each area of the circuit in accordance with the safety rules and their professional needs.

This Media pass brings also more advantages to the media:

- Granted seat in the Media Centre as only holders of these Media passes will have priority to book a working place in the Media Centre (passes with M sticker are not granted a seat as a rule; only if authorized by Dorna)

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- Granted entry to the press conferences (passes with M sticker are not granted entry as a rule; only if authorized by Dorna)
- For holders of Full Media and Track Media passes only: granted access to Photo Shuttle service and granted place at special photographers' zones at some circuits as only holders of these Media passes will be allowed to enter these zones

TYPES OF MEDIA PASSES

There are three types of Media passes: Full (orange) Media pass, Track (blue) Media pass, Paddock (green) Media pass. All Media pass holders can access the Paddock and the Media Centre, but the different colours of the passes determine the additional areas they can access ([SEE TYPES OF MEDIA PASSES](#)) PAGE 45.

Full (orange) Media pass: can go to Pit Lane (on Friday and Saturday during FP sessions), service road, Paddock. These are granted to photographers of major agencies or publications.

Track (blue) Media pass: can go to service road, Paddock. These are usually assigned to photographers or photojournalists of other agencies, freelancers, and to publications with a smaller circulation.

Paddock (green) Media pass: can go to Paddock. Assigned to journalists and to photographers of small publications and agencies when the allocation of passes does not permit to allocate any more Full or Track passes.

MEDIA VESTS

The vest is an accessory which grants access to the Pit Lane (when there are no restrictions), the Parc Fermé and the Starting Grid.

Restrictions in Pit Lane: due to the test of bike change procedures, the access to the MotoGP™ Pit Lane during some sessions will be restricted to Media and guests. Only some TVs crews and mechanics will be authorized to be on the Pit Lane during this time (it is the time where everyone working on Pit Lane must be wearing a helmet).

During these restricted sessions, NO PHOTOGRAPHERS NOR MEDIA can be on the Pit Lane under any circumstances.

Restricted sessions, these are the sessions in which Pit Lane will be restricted (NO media allowed):

- MotoGP™ Q1, MotoGP™ Q2
- MotoGP™ Warm Up
- Tissot Sprint
- MotoGP™ Race
- Whenever the security department declares it as a restricted session

Unrestricted sessions, these are the sessions in which Pit Lane is not restricted but it is subject to pass and vest rules:

- MotoGP™ Free Practice 1, Practice, Free Practice 2
- Moto2™ Free Practice, Practice 1, Practice 2, Qualifying 1, Qualifying 2, Race
- Moto3™ Free Practice, Practice 1, Practice 2, Qualifying 1, Qualifying 2, Race

The NPO will prepare a list with 5 photographers* who will be allowed to access the Pit Lane (during the Moto2™ and Moto3™ Q1 and Q2 practice sessions, Moto2™ and Moto3™ Race), Parc Fermé and the Starting Grid. These representatives should be photographers of the major national agencies and major national media, and they must be holders of Full Media passes (orange passes). Dorna will provide these media with a Media vest (always subject to availability and to the final approval of the MotoGP™ Media Manager). It is important that the media understands that a Media vest is a privilege and not a granted right. Media vests for the national media may be limited without prior notice.

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*One option that is allowed, is to have 2 photographers share a vest, but it is their responsibility to set the conditions of the shared vest (this gives more choices to more photographers, one can use it on Saturday for the Tissot Sprint podium and the other on Sunday, for example).

This list must be according to the Annex 03 and must be given to the MotoGP™ Media Manager latest on Friday afternoon (SEE NATIONAL MEDIA VESTS LIST INSTRUCTIONS SAMPLE) PAGE 46.

Once the list is approved by the MotoGP™ Media Manager, all selected media representatives will pick up their Media vest in the MotoGP™ Media Manager's office on Saturday morning.

All media will return the Media vest on Sunday afternoon immediately after the last race or latest at 16:00h, otherwise they will not be allowed to request accreditation in the future.

MEDIA PASSES ACCESS LEVELS

	FULL (ORANGE) MEDIA PASS	TRACK (BLUE) MEDIA PASS	PADDOCK (GREEN) MEDIA PASS	FULL (RED) WORKER PASS WITH MEDIA STICKER	OTHER WORKER PASSES WITH MEDIA STICKER OR MEDIA CARD	PREMIUM PASS WITH MEDIA STICKER OR MEDIA CARD
Access to the Media Centre	✓	✓	✓	✓	✓	✓
Possibility of booking a working place	✓	✓	✓	depends on the capacity	depends on the capacity	NO
Access to the Press Conference room	✓	✓	✓	✓	NO	NO
Access to the Photo Shuttle buses	✓	✓	NO	NO	NO	NO
Access to the reserved zones for photographers	✓	✓	NO	NO	NO	NO
Access to Pit Lane on Friday and Saturday during unrestricted sessions	✓	NO	NO	✓	NO	NO
Access to Parc Fermé	only with Media vest	NO	NO	NO	NO	NO
Moto2™ and Moto3™ access to Pit Lane during Q1, Q2 and Race	only with Media vest	NO	NO	✓	NO	NO
MotoGP™ access to Pit Lane during Q1 and Q2, and Warm Up	NO (only special requests)**	NO	NO	NO	NO	NO
MotoGP™ access to Pit Lane during the Race (dry races)	only with Media vest***	NO	NO	✓	NO	NO
MotoGP™ access to Pit Lane during the Race (Flag to Flag races or wet races)	NO	NO	NO	NO	NO	NO
Access to the Starting Grid	only with Media vest	NO	NO	NO	NO	NO
Shooting of the Podium ceremony MotoGP™, Moto2™, Moto3™	✓	✓	NO	✓	NO	NO
Shooting of the Tissot Sprint Podium	Only with Media vest	NO	NO	NO	NO	NO

**only media who request a spot (of 10 available spots) in the Pit Lane

***only Permanent Media in races with stable weather conditions

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Dorna will inform all media about the access points to the Podium ceremony, which will be different at each circuit depending on the location of the rostrum.

Dorna will inform about the location of the Tissot Sprint podium whose location may vary depending on the event.

MEDIA PARKING

All One-Event Media will be provided with a parking P2. The NPO will also obtain 10 parking passes for the parking P1 when available. It is up to him / her to distribute these 10 parking passes to the most important national media or the media carrying the heaviest working material, for example, photographers. Due to the Paddock characteristics, some circuits may not have One-Event P1 parking, hence all the passes for media must be P2.

When allocating the parking passes, the NPO must bear in mind the car parking dimensions. Therefore, publications with more than one representative may have to share one parking pass (and thus, the vehicle) to reduce the number of cars in the parking area.

The NPO must inform all national media that any car found parked in an unauthorised area or without the vehicle pass properly affixed, will be immediately removed. Access will only be given to designated areas. Motorhomes and camper vans are not allowed to park in this area. This permit must be stuck on the windscreen of the vehicle; otherwise, the vehicle will be towed away.

ACCREDITATION DEADLINES FOR NATIONAL PRINTED MEDIA, RADIO STATIONS, WEBSITES

The deadline to submit the list of accredited media is 18 days before the Sunday of the Grand Prix, that is, the Wednesday of three weeks prior to the Grand Prix. (ie, Grand Prix is August 30th, deadline is August 12th).

Please bear in mind that these deadlines are not valid for any radio stations needing special equipment or a Commentary Booth. They will have to contact the Dorna Commercial Media Department at least 1 month prior to the Grand Prix.

RESPONSABILITIES OF MEDIA PASS HOLDERS

The National Press Officer must be ensured that the accredited media is aware of the following:

- Motorsport can be dangerous.
- All One-Event passes are NON-TRANSFERABLE PASSES. Therefore, Dorna has the right to withdraw any personal One-Event pass whose holder was not the designated one and, consequently, none of them will be accredited again
- Any person found within a designated area without the appropriate pass will be immediately subject to any legal proceedings which may be brought against such person.
- Filming is forbidden without a valid camera access identification. The pass will be withdrawn from any person found with a video camera, even a personal camera, or a smartphone, without affixed the valid camera access identification. The video camera and the filmed images will be confiscated.
- If granted with an accreditation for the MotoGP™, the applicant acknowledges that he / she is responsible for his / her own acting and commits to indemnify and hold Dorna harmless from any claim or action arising out of applicant's incorrect behavior.
- Dorna does not grant any image rights of the attendants, participants, workers or any other person involved or assisting in the event.
- Dress code: access to working areas such as the Pit Lane and the Starting Grid are privileges granted for professional reasons. As such, we expect all media personnel to be act and be dressed professionally. No short sport pants (above the thigh) nor flip flops (sandals) are allowed in these areas. Nonprofessional attire gives a poor image of the sport and of the professional media, and it is evidently not safe. Media must wear comfortable and safe shoes and clothes. Long pants are not mandatory as hot weather occurs often, but the media appears on TV so we request a professional look

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PRESS CLIPPINGS FROM NATIONAL MEDIA

The NPO must send press clippings including features about MotoGP™ of the publications listed below to Dorna Communications during the period including 1 week before and 1 week after the event. The NPO may collect and send other relevant clippings at their discretion if they consider it to be interesting, whenever they are published throughout the season.

- The most important national newspapers (general and economy)
- The national sports newspapers
- The national sports magazines
- The most important local newspapers or magazines
- Any other newspapers or magazines you find interesting
- Screenshots of the most important MotoGP™ news on websites (digital versions of newspapers and magazines or motorsports websites)

All NPOs must review the press clippings published in these chosen media concerning the MotoGP™ World Championship (not only regarding the national Grand Prix).

ONLINE MEDIA ACCREDITATION ACCEPTANCE

Each media member who starts an accreditation process will have to sign an Online Media Accreditation Acceptance. It will be automatically sent to each applicant when being granted access to the Participants Platform.

M3. PRINTED MEDIA ACCREDITATION

DEFINITION

We accommodate the following types of media in the category of Printed Media (publications): printed media, magazines (and online / web magazines), newspapers (and online / web newspapers), and agencies, as they ultimately may publish their photos on the Printed Media through a third party (photo and / or news agencies).

Online / web magazines and online / web newspapers are considered publications, whether they are available separately and / or as an online version of a printed periodical.

Please be selective with the accredited media. The attendance in prior occasions does not guarantee granted accreditation. Media must provide real proof of their professionalism, ideally with a professional media card, insurance, tax forms etc. The number of media have been reduced to maintain a high level of quality, where only professional journalists and photographers cover the races to ensure premium content.

All media representatives will have to be added to the Participants Platform.

International printed media will be granted access to the Participants Platform through the MotoGP™ Media Manager.

National printed media will be granted access to the Participants Platform through the National Press Officer. Further instructions will be provided.

CRITERIA

Only professional journalists and publications whose coverage is of promotional benefit to MotoGP™ events will be accredited. This includes lifestyle, economy or consumer publications intending to publish a non-conventional race report.

COVERAGE

Daily publications and agencies are required to produce wide coverage of the event, with follow-up articles of the whole event.

Weekly or monthly publications are required to produce wide coverage of the event, and a significant part of the content must be about MotoGP™.

CIRCULATION

The number of published copies for publications requiring accreditation must be at least 40,000 for dailies and at least 10,000 for weeklies or monthlies.

However, circulation criteria will consider the national market of the publication. Therefore, circulation for a magazine from Qatar may be lower than for a publication from Spain.

QUALITY

Only publications with high standards of professionalism and accuracy in their reporting may seek accreditation.

AVAILABILITY

Accredited publications must be available to public in sales outlets. Free of charge publications can be accredited only if the NPO considers that their circulation and coverage is important enough to take them into account (e. g.: more than 250,000 units).

PASS HOLDERS

Accreditation for the MotoGP™ events is rigorously restricted to professional journalists and photographers. All media representatives with no exception must present a Press Card, contract or tax document proving their media-related profession. This card can be proof of being employee of a media outlet or a press association. Therefore, under no circumstances, One-Event Media national accreditations

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will be issued to marketing or commercial representatives of media, advertising or public relations agencies, sponsors, suppliers, teams or additional riders.

People under 18 years of age cannot be accredited.

Incomplete requests or requests received after the deadline will not be accepted. Dorna reserves the right to accept or decline any requests and decide upon the type of pass issued to each person in accordance to the safety regulations and their professional needs.

NUMBER OF REPRESENTATIVES PER MEDIA

PUBLICATIONS WITHOUT PERMANENT PASS HOLDERS

A maximum of 2 representatives (journalists and / or photographers) may be accredited per publication or agency.

PUBLICATIONS WITH PERMANENT PASS HOLDERS

Prior to the event, the MotoGP™ Media Manager will provide the NPO with the list of all national permanent media. The NPO will take into account this list when distributing the One-Event accreditations, according to the following regulations.

As explained above, publications can have 3 or a maximum of 4 media representatives in total:

- Media with 1 permanent pass holder: 2 One-Event passes, or 3 as an exception
- Media with 2 permanent pass holders: 1 One-Event pass, or 2 as an exception
- Media with 3 permanent pass holders: no One-Event pass, or 1 as an exception

Exceptions can be made when one of the permanent pass holders does not attend the event. In this case, the pass will be blocked for the weekend.

ONE-EVENT INTERNATIONAL PRINTED MEDIA

All international printed media representatives will be accredited directly by Dorna Communications Department.

The Circuit / Promoter must ensure that all international requests received are immediately forwarded by e-mail to Dorna Communications Department to media@dorna.com and frinevelilla@dorna.com.

The criterion to determine if a media representative is national or international is the country of the media (e.g. if an Australian journalist is working for a French magazine - he should ask for a national accreditation for the French Grand Prix and for an international accreditation for the other Grands Prix, including the Australian Grand Prix).

It is acknowledged that the national representatives of the major agencies such as: AFP, ANSA, AP, REUTERS, etc. are to be considered as international media and will be accredited directly by the MotoGP™ Media Manager. Should the NPO receive any requests from international photo agencies, he/she must forward them to the MotoGP™ Media Manager.

National photo agencies like AAP in Australia, EFE in Spain, APA in Austria, etc will be considered national media.

ONE-EVENT NATIONAL PRINTED MEDIA

Each Circuit / Promoter will be responsible for accrediting the national printed publications (with final approval from Dorna Communications Department) for their home Grand Prix. E.g. The Spanish Circuit / Promoter will accredit Spanish media for the Spanish Grand Prix and the French Circuit / Promoter will accredit French media for the French Grand Prix, etc.

The Press Officer of the San Marino Grand Prix will also accredit all the Italian and Sammarinese media.

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Remember, only professional media representatives are to receive accreditation.

REQUIRED DOCUMENTS

All representatives of Printed Media must send the following documents to the National Press Officer to request an accreditation:

- Printed Media Application form fully filled in ([SEE ONE-EVENT PRINTED MEDIA APPLICATION FORM PAGE 47](#)) (can be digital format)
- Letter from the Chief Editor (written on the publication's letterhead) (can be digital format)
- Press Card, Employment Contract, Tax Document or proof that the applicant is an authentic media professional
- An original copy of the last issue of the publication (only new publications that have not attended any events in the past) (not for agencies nor digital newspapers / magazines)
- Samples of coverage of the 2023 or 2022 seasons produced by the publication if any (set of press clippings). These press clippings must be sent in PDF or JPEG format by e-mail, USB drive, or via FTP.

Also, representatives of printed publications must enclose:

Journalists only: samples of his / her stories with journalist's name included in print (may be included in the coverage samples). Stories published after a previously attended race is especially important. Photographers only: samples of a minimum of 10 published photos with photographer's credited name included in print (may be included in the coverage samples). Photos published after the previous attended races are required.

Freelance journalists and photographers must apply for accreditation via their own agencies or media publications on whose behalf they are covering the event:

- Journalists: must prove the supply of stories to at least 3 publications meeting Dorna criteria
- Photographers: must prove the supply of photos to at least 3 publications meeting Dorna criteria

NATIONAL PRINTED MEDIA DOCUMENTS FOR THE MotoGP™ MEDIA MANAGER

The National Press Officer must hand in the following documents to the MotoGP™ Media Manager IF REQUESTED.

The documents listed below must be given on Wednesday, and ordered by the number of application:

- Letter of the Chief Editor or senior staff member (digital format)
- Press Card or document proving professional status of applicant
- Application form (digital format)
- Press clippings (digital format)

Example:

FOLDER NAME: 01_Surname_Name (01_Smith_Michael)

Documents:

- 01_Smith_Michael_LETTER
- 01_Smith_Michael_PRESSCARD
- 01_Smith_Michael_APPLICATION
- 01_Smith_Michael_CLIPPINGS
- Set of original issues of the last copy of each accredited magazine and newspaper (one copy only)

NUMBER OF NATIONAL ONE-EVENT MEDIA PASSES

The credentials specified below must be distributed just amongst the national printed media. Radio stations credentials will be issued directly by the Dorna Commercial Media Department.

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The NPO can distribute to the national printed media:

- 10 Full Media passes, granting access to all media areas, Paddock, track and Pit Lane (during unrestricted sessions, see MEDIA VESTS section in Chapter M2)
- 15 Track Media passes, granting access to all media areas, Paddock and track
- 10 Paddock Media passes, granting access to all media areas and Paddock
- 5 Media vests, granting access to Pit Lane during the unrestricted sessions (see MEDIA VESTS section in Chapter M2) and to the Starting Grid (See time schedule for specific times). Media Vests can only be assigned to holders of a Full Media pass

It is also possible to assign ONE vest to two people of the same publication or agency to share, whenever they are both photographers with a Full Media pass. Media vests will always subject to availability and to the final approval of the MotoGP™ Media Manager. It is important that the media understands that a Media vest is a privilege and not a granted right. Media vests for the national media may be limited without prior notice.

NATIONAL PRINTED MEDIA PASS REQUEST LIST

The NPO is fully responsible for the national media accreditation. He / she will collect all required documents from the applicants, ensuring that the applicant has submitted all the necessary documents and that all these documents are authentic (not forged nor manipulated, from existing real media companies). Verifications with the corresponding editorial or publishing companies should be made if necessary.

Then he / she must send the National Printed Media Pass Request list to the MotoGP™ Media Manager for final approval.

The NPO must bear in mind that IT IS NOT POSSIBLE to change or to add any person after the deadline. In the past this has been neglected and it causes great inconveniences, so please review the lists before finally sending them.

The National Printed Media Pass Request list is subject to the approval of the Dorna Communications Department who reserves the right to confirm, deny or modify it. The NPO must wait for the written approval of the list by the Dorna Communications Department before confirming each accreditation.

The NPO will complete the pass request list in excel format. The excel file is found on the website containing the Promoter's Manual, and it will also be e-mailed to each NPO. Instructions to complete the excel file are found in the Printed Media Pass list sample [\(SEE NATIONAL PRINTED MEDIA PASS LIST INSTRUCTIONS\) PAGE 48.](#)

Bearing in mind the date of each Grand Prix and the travelling days, the deadline for sending the file must be fully respected. The excel file must be sent by e-mail to these e-mail addresses: frinevella@dorna.com and media@dorna.com.

M4. RADIO STATIONS ACCREDITATION

CRITERIA

A maximum of five radio stations with national or local coverage can be accredited.

A maximum of two passes will be provided for each radio station.

A maximum of one parking will be provided for each radio station.

All radio stations can be provided with Media Paddock passes only.

Requests for any special equipment must follow a 1 month deadline.

The NPO must inform all radio stations about special rules regarding the use of the Commentary Booths, mobile units and radio frequency equipment. It is duty of the NPO to inform all radio stations on time bearing in mind the deadlines given by Dorna.

LIVE COMMENTARY

Only Dorna can assign any radio and / or TV a Commentary Booth. A request to use any booth must be done latest 1 month before the event. All radio stations wishing to transmit live the Grand Prix must work from a Commentary Booth.

No live commentary is allowed from the Media Centre. Live audio transmissions from the Media Centre cannot exceed 3 minutes and should not take place continuously. Failing to follow such requirements or raising complaints from the media working at the Media Centre will allow Dorna to forbid such transmissions and request that the journalist books a Commentary Booth.

The cost for radios for the fully equipped Commentary Booth (codec excluded) is 1,200€ net.

RADIO BROADCAST UNITS

Only Dorna can allow radio stations to use their mobile unit at the circuit. This must be authorized by Dorna 1 month before the event. If a radio station wishes to bring its own broadcast unit to the circuit, then a written request must be sent to Dorna Commercial Media Department. The request must specify details of the programme and size of the broadcast unit. It is responsibility of the radio station to arrange its own power supply.

Dorna will confirm the availability of the space and the exact location of the unit.

WIRELESS EQUIPMENT

Due to the numerous frequencies used by all parties involved in the championship: teams, organization, TV networks covering live the event, Dorna will have to approve any request from a radio station wishing to work with wireless equipment (e.g. radio frequency microphones such as "Pastega" etc.) in order to guarantee a reliable work environment for everybody and avoid interferences.

A flat fee of 5,000€ will be applied to any radio station wishing to work with this type of equipment. This fee also includes the use of a Commentary Booth.

If a radio station wishes to use any wireless equipment at the circuit, then a written request together with the Radio Application form and Transmission Details form must be sent to Dorna Commercial Media Department. The letter must also include an acceptance of the above flat fee and invoicing details. The payment must be done prior to the Grand Prix.

Dorna will confirm if the frequencies requested are available or will suggest others.

Any radio found working at the circuit with this type of equipment without Dorna's authorisation will be obliged to leave the circuit immediately.

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ONE-EVENT INTERNATIONAL RADIO STATIONS

All international radio reporters and technicians will be accredited directly by Dorna Commercial Media Department.

The Circuit / Promoter must ensure that all international requests received are immediately forwarded by e-mail to Dorna Commercial Media Department at commercial.media@dorna.com.

The criteria to determine if a media representative is national or international is the country of the media (e.g. if an Australian journalist is working for a British radio station - he must ask for a national accreditation for the British Grand Prix and for an international accreditation for the other Grand Prixes, including the Australian Grand Prix).

ONE-EVENT NATIONAL RADIO STATIONS

Each Circuit / Promoter will be responsible for accrediting five national or local radio stations (with final approval from Dorna Commercial Media Department) for their home Grand Prix. E.g. The Spanish Circuit / Promoter will accredit Spanish radio stations for the Spanish Grand Prix and the French Circuit / Promoter will accredit French radio stations for the French Grand Prix, etc.

ONE-EVENT NATIONAL / INTERNATIONAL PODCASTS

The Circuit / Promoter and the National Press Officer are not allowed to manage any podcasts accreditation request (national or international).

All requests for journalists (international or national) must be forwarded directly from the podcast to the Dorna Commercial Media Department at commercial.media@dorna.com.

REQUIRED DOCUMENTS

All radio reporters and technicians have to send the following documents to the NPO in order to complete their application (digital format of all documents is recommended):

- Radio Stations Application form duly filled in (can be digital format)
- Transmission Details form duly filled in (can be digital format)
- Headshot photo in BMP format (size: 780 pixels high x 630 pixels wide)
- Letter from the Head of the Programme or Radio Station Director (can be digital format)
- Coverage of the 2023 or 2022 season: a CD or USB with audio samples and a list specifying transmitted programmes including date, time and length

NATIONAL RADIO STATIONS DOCUMENTS FOR COMMERCIAL MEDIA

The NPO must hand in the required documents mentioned above (application form, Transmission Details form, etc) to the Commercial Media Accreditation responsible in a CD or USB on Wednesday morning. The NPO cannot include any applicant who has not presented all documents including audio samples (SEE ONE-EVENT RADIO STATIONS APPLICATION FORM) PAGE 49 / SEE ONE-EVENT RADIO STATIONS TRANSMISSION FORM) PAGE 50.

Example:

FOLDER NAME: 01_ChérieFM (01_Smith_Michael)

Documents:

- 01_Smith_Michael_APPLICATION
- 01_Smith_Michael_TRANSMISSIONFORM
- 01_Smith_Michael_LETTER
- 01_Smith_Michael_COVERAGE

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NATIONAL RADIO STATIONS PASS REQUEST LIST

The NPO must collect all the documents from the applicants, ensuring that the applicants have submitted all the necessary material. The NPO must bear in mind that IT IS NOT POSSIBLE to change or to add any person to the list after the deadline. The NPO will fill in a table with the names of the applicants in excel format on the website containing the Promoter's Manual (also sent by e-mail). Instructions to complete the excel file will be found in the Radio Stations Pass list sample ([SEE NATIONAL RADIO STATION PASS LIST INSTRUCTIONS SAMPLE](#)) [PAGE 51](#).

The NPO must then send the National Radio Stations Pass Request list to the Commercial Media Accreditation Responsible for final approval.

The National Radio Stations Media Pass Request list is subject to the approval of the Dorna Commercial Media Department, who reserves the right to confirm, deny or modify it. The NPO must wait for the written approval of the list by Dorna Commercial Media Department before confirming each accreditation.

Bearing in mind the date of each Grand Prix and the travelling days, the deadline for sending the file must be fully respected. The excel file must be sent by e-mail to: commercial.media@dorna.com.

M5. TV STATIONS ACCREDITATION

TV ACCREDITATION (NATIONAL AND INTERNATIONAL)

The Circuit / Promoter and the National Press Officer are not allowed to manage any television accreditation request (national or international).

All requests for TV accreditation for journalists or camera crew (international or national) must be forwarded directly from the TV to the Dorna Commercial Media Department at commercial.media@dorna.com.

It is the duty of the National Press Officer to inform the national TV as follows:

- There is an extremely restrictive policy of camera access to the circuit due to the exclusivity of the TV rights and other current agreements and for security reasons. Due to this fact, any television or production company wanting to enter the circuit during a Grand Prix with their own camera will have to contact the Dorna Commercial Media Department directly
- No TV cameras are allowed to enter the circuit starting from the Monday of the event until Sunday midnight

In the case of a regional-local television belonging to the national rights holder, its request must be sent through the national rights holder.

CIRCUIT / PROMOTER TV CREW

They must contact Dorna Commercial Media Department at commercial.media@dorna.com.

TV STATIONS ACCREDITATION FOR OFFICIAL TESTS

All TVs wishing to attend an official test should be approved by Dorna Commercial Media Department.

If the National Press Officer receives any request, it must be forwarded to commercial.media@dorna.com for approval.

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M6. WEBSITES

NATIONAL WEBSITES ACCREDITATION

Each Circuit (NPO) / Promoter will be responsible for accrediting seven websites, including the official websites of the Circuit / Promoter, always under final approval from Dorna Commercial Media Department for their home Grand Prix. E.g. The Spanish Circuit / Promoter will accredit Spanish websites for the Spanish Grand Prix and the French Circuit / Promoter will accredit French websites for the French Grand Prix, etc. The Press Officer of the San Marino Grand Prix will also accredit all the Italian and Sammarinese websites.

The NPO is fully responsible for the national websites accreditation and must collect all required documents. He / she must also check very carefully all requests and must be sure that each website applicant has provided all necessary documents and traffic data.

The NPO must fill in the Website Pass Request list and send it to the Commercial Media Accreditation responsible for final approval, who reserves the right to confirm, deny or modify this list. (SEE NATIONAL WEBSITES APPLICATION FORM) PAGE 52 / (SEE NATIONAL WEBSITES PASS LIST INSTRUCTIONS) PAGE 53.

The NPO must bear in mind that IT IS NOT POSSIBLE to change or to add any person to the list after the deadline.

The NPO must wait for the written approval of the list by the MotoGP™ Media Officer before confirming each accreditation.

Requests must be processed at least 18 days prior to the relevant event and must be fully respected. The NPO must bear in mind the date of each Grand Prix and the travelling days for sending the file on time.

The excel file must be sent by e-mail to this address: frinevelilla@dorna.com and media@dorna.com.

ONE-EVENT NATIONAL/INTERNATIONAL SOCIAL MEDIA CHANNELS

The Circuit / Promoter and the National Press Officer are not allowed to manage any social media channels accreditation request (national or international).

All requests for journalists (international or national) must be forwarded directly from the channel to the Dorna Commercial Media Department at commercial.media@dorna.com.

REQUIRED DOCUMENTS AND DATA

Each electronic national media applicant must provide the required information and documents to the National Press Officer in order to request an accreditation.

COMPANY DATA

- Traffic statistics: these details must be provided in PDF format from an official source (such as Google Analytics)
- Monthly visits
- Monthly unique visitors
- Monthly pages viewed
- URL
- MotoGP™ section URL (if applicable)
- Date the site was launched
- Country
- MotoGP™ coverage: samples (links or screenshots) of coverage of the 2021 and 2019 MotoGP™ season through articles and photos on this publication (minimum of 5 samples of each season)

PERSONAL DATA

- Journalist: a letter from the chief editor or director of the website confirming journalist's position

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- Minimum of 5 samples of his / her stories with journalist's name included. Stories published after attending a race are especially important
- Photographer: a letter from the chief editor, director, or senior staff member of the website confirming photographer's position
- Minimum of 10 samples of his / her published photos with photographer's name included. Photos published after attending a race are especially important

INTERNATIONAL WEBSITES ACCREDITATION

The Circuit / Promoter and the National Press Officer are not allowed to manage any international electronic websites (including blogs, portals, etc.), request, including the official websites of the Circuit / Promoters.

All accreditations for international websites are under the authority of Dorna Commercial Media Department, therefore all requests for websites accreditation for international journalists or photographers must be forwarded directly to the MotoGP™ Media Manager at frinevella@dorna.com

REMINDER: online / web magazines and online / web newspapers are considered publications that are available separately and / or as an online version of a printed periodical, therefore will be regarded as Printed Media (to be considered of the same nationality as their printed version for their consideration of National or International Media).

IT IS THE DUTY OF THE NATIONAL PRESS OFFICER TO INFORM ALL WEBSITES OF THE FOLLOWING:

- Any international website, blog, portal or any other kind of online media wishing to cover the events from onsite must reach an agreement with Dorna Commercial Media Department
- Websites will be entitled a maximum of two passes: one journalist pass with access to the Paddock area and the Media Centre, and one photographer pass with access to the Paddock area, the Media Centre and service road
- Pit Lane access will not be granted
- Due to the exclusivity of the video rights of MotoGP™ for broadcast / display on the Internet, websites granted credentials are not allowed to record and / or display any footage from the Grand Prix nor post any audio clips. This applies not only to track footage but also to any / all footage taken at the circuits during the running of a Grand Prix
- Requests must be processed before the deadlines set in chapter M2

CIRCUIT / PROMOTER WEBSITE

They must contact Dorna Commercial Media Department at commercial.media@dorna.com

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M7. OFFICIAL TESTS

The NPO will inform the MotoGP™ Media Manager of the services (opening hours of the Media Centre, internet, timetable of the Accreditation Centre, shuttle service, etc.) available for the media covering the test, and how and where the passes for the tests will be delivered (Accreditation Centre, main gate, etc).

Services that must be available for the media are:

- Media Center with working spaces
- Lockers
- Internet
- Security

These are the access rules we will be applying for the Official Tests:

Permanent pass holders:

- Full (orange) Media pass can go to Pit Lane, service road, Paddock (regardless of vest)
- Track (blue) Media pass can go to service road, Paddock (vest cannot be added to access the Pit Lane)
- Paddock (green) Media pass can go to Paddock (vest cannot be added to access Pit Lane)

Test passes for media who have not attended the preceding race will have the same color code as one event media passes.

- One Event Media Full (orange) Media pass can go to Pit Lane, service road, Paddock (regardless of vest)
- One Event Media Track (blue) Media pass can go to service road, Paddock (vest cannot be added to access the Pit Lane)
- One Event Media Paddock (green) Media pass can go to Paddock (vest cannot be added to access Pit Lane)

(SEE TYPES OF MEDIA PASSES) PAGE 45

Specific M sticker on test pass can access the Media Centre.

The MotoGP™ Media Manager will provide the NPO with the necessary test passes in advance.

Notice that regarding the vests, there will be no vests “rules” as we use in MotoGP™ events, meaning that what determines the access of the media is the type of pass.

PRINTED MEDIA ACCREDITATION FOR OFFICIAL TESTS

PRE-SEASON TESTS

Permanent passes of the 2023 season are valid.

International and National Media must contact the NPO of the Circuit / Promoter hosting the test. The NPO will then forward the MotoGP™ Media Manager the list of petitions, and after approving the list of requests, will arrange the delivery of the special test passes so that the NPO can distribute them to the accredited media on the first day of the test. It is important that the security staff at the circuit gate have a copy of the list to ensure that only accredited people access the circuit (in case the passes are be delivered by the NPO in the Press Conference).

POST-RACE TESTS

Permanent passes of the 2024 season are valid.

One Event International Media must request the MotoGP™ Media Manager access to the test following the Grand Prix. The MotoGP™ Media Manager will distribute the special test passes among the media.

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One Event National Media must request the NPO access to the test. The NPO will then forward the MotoGP™ Media Manager the list of petitions, and after approving the list of requests, will provide the NPO the special test passes for the media.

One Event passes from the preceding race will NOT grant access to the test.

RADIO STATIONS ACCREDITATION FOR OFFICIAL TESTS

PRE-SEASON TESTS

Permanent passes of the 2023 season are valid.

International and national radios must contact the National Press Officer of the Circuit / Promoter hosting the test. The National Press Officer will then forward the Commercial Media Department (commercial.media@dorna.com) the list of petitions, and after approving the list of requests, the Commercial Media Department will arrange the delivery of the special test passes so that the National Press Officer can distribute them to the accredited media on the first day of the test. It is important that the security staff at the circuit gate have a copy of the list to ensure that only accredited people access the circuit (as the passes will be delivered by the National Press Officer in the Press Conference).

POST-RACE TESTS

Permanent passes of the 2024 season are valid.

International radios must request the Commercial Media Department access to the test following the Grand Prix. The Commercial Media Department will distribute the special test passes among the media.

National radios must request the National Press Officer access to the test. The National Press Officer will then forward the Commercial Media Department the list of petitions, and after approving the list of requests, will provide the National Press Officer the special test passes for the media.

One-Event passes from the preceding race will NOT grant access to the test.

TV STATIONS ACCREDITATION FOR OFFICIAL TESTS

All TVs wishing to attend an official test should be approved by Dorna Commercial Media Department.

If the National Press Officer receives any request, it must be forwarded to commercial.media@dorna.com for approval.

WEBSITES ACCREDITATION FOR OFFICIAL TESTS

PRE-SEASON TESTS

International and National Websites must contact the NPO of the Circuit / Promoter hosting the test. The NPO will then forward the Commercial Media Department (commercial.media@dorna.com) the list of petitions, and after approving the list of requests, will arrange the delivery of the special test passes so that the NPO can distribute them to the accredited media on the first day of the test. It is important that the security staff at the circuit gate have a copy of the list to ensure that only accredited people access the circuit (in case the passes are be delivered by the NPO in the Press Conference).

POST-RACE TESTS

One Event International Websites must request the Commercial Media Department access to the test following the Grand Prix. The Commercial Media Department will distribute the special test passes among the media.

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One Event National Websites must request the NPO access to the test. The NPO will then forward the Commercial Media Department the list of petitions, and after approving the list of requests, will provide the National Press Officer the special test passes for the media.

One-Event passes from the preceding race will NOT grant access to the test.

M8. MEDIA CENTRE

The Media Centre means all the areas and facilities at the disposal of the accredited media (SEE MEDIA CENTRE PLAN) PAGE 54.

We remind that the Media Centre is a working area and therefore visitors without accreditation for this area are not authorised. Any exception to this rule must be agreed in advance with Dorna Operations Department or the MotoGP™ Media Manager. The security staff of the Media Centre must always follow Dorna personnel instructions without exception.

SAFETY DEVICES

It is obligatory that all areas of the Media Centre are in concordance with the national law in terms of safety regulations. It is mandatory that the Media Centre is equipped with CCTV security cameras with clear visibility of the entire area, including the working area, entrances and exits, and the locker areas. We cannot stress enough the importance on the matter of security in the Media Centre. Journalists and photographers must feel safe when working in the Media Centre and also when leaving their equipment and working material in the Media Centre if they are carrying out duties elsewhere. The Media Centre should be a safe zone where the media should not have to worry about leaving their things unattended.

The security guard(s) must be located at the entrance(s) of the Media Centre and be actively vigilant. Unfortunately, too many thefts have occurred in the past.

ACCESSIBILITY

The Media Centre and its satellite areas (Press Conference Room, Commentary Booths) should be accessible for persons with reduced mobility. Ensuring that workplaces are accessible to all individuals, regardless of their mobility limitations, is a fundamental element of promoting equality and equity in our sport.

There should be an elevator accessing the Media Centre (or at a reasonable distance) and all mobility barriers must be minimised to allow media with a mobility challenge to access their working areas. Cargo elevators or elevators far from the Media Center are not acceptable, as this not only hinders their ability to perform their duties effectively but also serves as constant reminder of their mobility limitations, adding to their sense of marginalization.

There should be accessible bathrooms in the Media Center (or close enough) and in the Paddock. These bathrooms must accommodate individuals in wheelchairs and must have no physical barriers such as steps or narrow doors.

DIMENSIONS

The ideal dimension for all the media facilities should be: 800 – 1,000 m² approximately.
These dimensions include all areas at the service of the accredited media.

Press room including:

- Working places: 350 of 1 m x 0.60 m (3ft 3in x 2ft) each one
- Reception area
- TV monitors: panels of 5 monitors, 28 inches / 0.7 m with a ratio format 16:9
- Official and Team Notice Board: 2 m² (21 ft²)
- Lockers: at least 250 lockers of 0.50 x 0.50 x 0.70 m (1'7" x 1'7" x 2'3") each one. It is very important that there are enough lockers for ALL photographers and that they are big enough to fit all the photographic material (lenses, cases, tripods and other bulky material). Permanent photographers will have priority when requesting lockers. It is very important that a specific number of lockers are reserved for them. The MotoGP™ Media Manager will provide the list of permanent photographers and of the main international agencies attending as one event media Reuters, AP, AFP, etc).
- Waste paper baskets (one at each side of every row of desks) (SEE LOCKERS) PAGE 55

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Press Conference Room:

- Minimum dimensions: 110 m² (1,100 ft²)

Staff working room (photocopiers):

- Minimum dimensions: 50 m² (540 ft²)

MotoGP™ Media Manager office:

- Minimum dimensions: 20 m² (215 ft²)
- Must have capacity for 3 people working.

NPO office:

- Minimum dimensions: 20 m² (215 ft²)

OPENING HOURS

The official opening hours of the Media Centre are as follows:

- Thursday: 09:00h - 21:00h
- Friday: 08:00h - 22:00h
- Saturday: 07:45h - 23:00h
- Sunday: 07:30h - until the last journalist leaves

If the schedule of the Grand Prix is radically different from the standard timetable (i.e., Qatar, or night races), the opening hours will be modified accordingly.

The opening hours must be clearly indicated on a professional sign outside each entrance of the Media Centre.

RECOMMENDATION: It will be greatly appreciated if the Media Centre is opened before the set opening hours (to prevent journalists from having to wait outside) as long as there is a security guard near the area, even if there are no services available (Internet connection must still be operational).

In accordance with the number of media working late in the evening, the staff and the services may be reduced, but under no circumstances, may Internet connection be disconnected or removed before closing time.

DISTRIBUTION

350 minimum working places (tables / desks) must be available in the Media Centre. The minimum dimension for each place must be 1 m long (3'3") and 0.60 m (2') wide. **SMALLER TABLES ARE NOT ACCEPTABLE.** It is highly recommended to have recycling bins in the press room so that paper waste can be recycled. The Media Centre is to be cleaned regularly. The cleaning staff (with appropriate credentials) should empty waste baskets and remove empty glasses, bottles, and cans off the tables.

The circuits are strongly recommended to have a system to separate and recycle waste, considering that there are recycling bins in the Media Centre.

There should be curtains, vinyl, or panels blocking the direct sunlight in order ensure the best working conditions. The air conditioning system should be manageable to provide the appropriate working temperature (constant room temperature of 18-22 °C / 64-71 °F) under supervision of the NPO, who will be in charge of adjusting the temperature when required ([SEE MEDIA CENTRE SECTION](#)) [PAGE 56](#) / ([SEE MEDIA CENTRE](#)) [PAGE 57](#).

RECEPTION AREA

1 large reception desk with under shelf

Chairs for the reception staff



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1 computer with internet access connected to a printer

Cabinets to store locker keys, money for deposit, etc. (SEE MEDIA CENTRE RECEPTION) PAGE 58.

ELECTRICITY IN THE WORKING PLACES

A socket with 200-220v must be available for each seat in the Media Centre. In case of events held in the countries where the electric voltage is 110v the Circuit / Promoter must also provide a transformer of 200-220v in the Media Centre.

Also, adapters for Type C 2-pin Europlugs (CEE 7/16) should be provided to the international media in case the system in the country of the event is different to the European system, it is recommended that a deposit is procured for each adapter, plug, cable or item lent to the journalist (SEE ELECTRIC SOCKETS) PAGE 59.

For safety reasons, we recommend that electricity and network cables do not run on the floor, and if they do, they must be securely adhered.

INTERNET

The Internet connection is the most valuable tool for the working media. It is of utmost importance that this service functions flawlessly, and without interruptions during the entire running of the event.

It is the duty of the Circuit / Promoter and the NPO to inform, by submitting a copy of this Media Manual, a representative of the national telecommunications company and to make sure that these regulations are fully understood and implemented.

If for any reason some of these rules cannot be implemented, the NPO must immediately inform the Dorna Communications Department to find a solution.

The Circuit / Promoter must make the necessary arrangements so that charging of Internet services will be possible through the major credit cards such as: VISA – AMERICAN EXPRESS – MASTERCARD – DINERS – etc.

High-speed internet connection is required. The type of the installation (wireless, LAN or individual ADSL lines) is up to the Circuit / Promoter. Due to the evolution of the working tendencies, media are requesting both a LAN line and the possibility to have a wireless connection as well (for example, LAN for the laptop and wireless for the tablet or smartphone).

Members of the media find it especially useful with the connection is allowed in more than one device at the same time (laptop, tablet, and phone).

It is recommended to provide internet connection for media for a reasonable price and at an extraordinary and reliable speed.

MINIMUM TECHNICAL REQUIREMENTS FOR THE INTERNET SYSTEM

Minimum capacity of the line must be at least 200Mb upload. The line must be exclusively for the Media Centre, and it cannot be shared with other areas in the Paddock, such as teams' hospitalities, Dorna office, etc. It must not impede journalists from connecting to their local servers or intranet.

- The system must be compatible with PC and Mac
- The system must allow a minimum of 350 users working at the same time
- Many photographers will be working simultaneously sending an enormous amount of data and requiring a very high speed. Please keep this into consideration and plan ahead, perhaps by providing cable connection
- The system must be fully functioning from Thursday 09:00h until Sunday when the last journalist leaves
- When LAN connection is used, spare Ethernet cables must be available for rent
- Considering the increase of usage of portable devices (tablets and smartphones), the media greatly appreciates the option of having wireless connection to connect more than one device at the same time

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PRINTING SERVICE FOR MEDIA

There must be a computer with internet connection and a USB port connected to a printer for shared use of all media to print occasionally. If not, the Welcome Desk staff must be available to meet occasional requests for printing. This is very important since the printed results have been discontinued and some media still occasionally require printing.

The printing service should be clearly signposted (the MotoGP™ Media Manager can provide such sign).

It is recommendable that this service is in or near the reception.

TV MONITORS

The number of TV monitors depends on the dimension of the Media Centre, but every working space must have visibility facing the monitors at a reasonable distance.

The installation of the TV monitors suspended from the ceiling is recommended ([SEE TV MONITORS CONTENTS AND POSITION](#)) [PAGE 60](#).

Features:

- The minimum size of each TV screen MUST BE: 28 inches / 70 cm - A SMALLER SIZE IS UNACCEPTABLE
- The aspect ratio format of TV is 16:9, as the broadcast will be in wide screen
- EACH TV PANEL MUST CONSIST OF 5 TV MONITORS to receive all information simultaneously generated by the Dorna Data Processing and Timekeeping
- Flat screens
- TV's / Monitors should be able to receive DVB-T signal, as Dorna now only generates its signal in digital format (not analogue)
- For further technical signal details, see the Data Processing & Timing Manual
- TV monitors should be turned off when they are not in use to reduce the energy consumption

LIVE INTERVIEWS AUDIO

The Circuit / Promoter must ensure that audio of the press conferences and the live interviews transmitted by the International Program Feed will be available in the Press Conference.

It is recommended to install speakers in the ceiling in the Media Centre and control the audio signal directly from the Media Centre (having previously installed an audio cable from the IPF Unit to the Media Centre. Installation of this cable must be consulted and approved by Dorna).

Speakers of the televisions can be used. However, if there are only monitors, then additional speakers must be installed.

An audio check of the TV monitors in the Press Conference will be done on Thursday noon (or at an agreed time in Austin and Argentina) and both the TV and sound technician must attend this test.

The schedule of the live interviews is:

Saturday:

- After the MotoGP™ Qualifying session: front row riders
- After the Moto2™ Qualifying session: front row riders
- After the Tissot Sprint: front row riders

Sunday:

- After the Moto3™ Podium: first three riders
- After the Moto2™ Podium: first three riders
- After the MotoGP™ Podium: first three riders

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If the Press Conference is broadcast as part of the Live Feed, the volume should be heard in the Media Centre (not very loud, but enough for media to hear what is being said in the Press Conference).

- Thursday: Pre-Event Press Conference at 17:00h (Austin and Argentina at 12:00 noon)
- Sunday: MotoGP™ Post Race Press Conference around 30-40 minutes after the end of the race

OFFICIAL AND TEAM NOTICE BOARD

The notice board should be a cork or plastic bulletin board in dimension of 2 m² (21.5 ft²). It must be clearly identified with an “OFFICIAL AND TEAM NOTICE BOARD” sign (the MotoGP™ Media Manager can provide such sign).

It must be provided in a prominent position but placed in such a way as to avoid creating congestion at the entrance.

Drawing pins or other fixing material must be available.

Only the official communications must be posted on the official notice board such as:

- Official information from Dorna Sports, the FIM or the Circuit / Promoter (after previous approval by the MotoGP™ Media Manager)
- QR codes for the media to scan access to download the Media Guide, the Official Program, and other information provided by the MotoGP™ Media Manager
- Information for photographers: Photo Shuttle schedule and information, as well as access to the Podium ceremony

CIRCUIT MAP AND EVENT SCHEDULE POSTERS

CIRCUIT MAP

We have found it to be very useful if there is a printed giant map of the circuit which includes the access, service roads, grandstands, parkings, and other important information. The recommended size is 100cm in length by 80cm in height, depending on the proportion. This visual aid is useful to inform media representatives about areas of the circuit and it is convenient for them to become familiarized with the venue. (SEE CIRCUIT MAP AND EVENT SCHEDULE) PAGE 61.

EVENT SCHEDULE

Another element of convenience is to have printed a giant time schedule of the event, the bigger the better, including all the sessions of the Grand Prix. A reference for a recommended size is 120cm tall by 60cm long. (SEE CIRCUIT MAP AND EVENT SCHEDULE) PAGE 61.

DISTRIBUTION OF OTHER INFORMATION

INFORMATION SERVICE

If the NPO wishes to issue a press release and distribute it in the Media Centre, then this must be consulted in advance with the MotoGP™ Media Manager. The Circuit / Promoter and the NPO are not authorized to give any information regarding the injuries of the riders, number of spectators, etc. without having an approval of the MotoGP™ Media Manager.

MEDIA SCRUMS

Media Scrums are the group interviews (also known as Media Debriefs) that riders give to a small group of journalists at the end of each day. They take place on Thursday, Friday, Saturday, and Sunday. The Media Centre should reserve an area that is separated from the working space with two tables and two chairs (SEE MEDIA SCRUMS) PAGE 62.

Media center or circuit staff must not be asking the riders for autographs or photos.

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M9. ACCREDITATION CENTRE

The Accreditation Centre is the only place to pick-up any passes for Dorna (Guests and Dorna Workers), for Media (National and International printed Media and TV, Radio and Website Media) and IRTA & Teams.

Being the first point of contact and the first place seen by guests and journalists attending the event, creating a good impression and having an efficient and flowing atmosphere will be essential.

LOCATION / LAYOUT

The Accreditation Centre must be located near the main entrance of the circuit and must be clearly and widely signposted along the main roads around the circuit. The Accreditation Centre should always be signposted with “ACCREDITATION CENTRE” and no other names written on it.

The directions of the exact location must be sent to the Dorna Operations Department for approval three months before the event. A map of the location must be provided as well.

The inside of the Accreditation Centre must be clearly divided into 3 areas and each area must be identified with the following ceiling-hung signs *(SEE ACCREDITATION CENTRE) PAGE 63*:

- Dorna
- Media
- IRTA & Teams

The sections / counters should ideally be arranged in the following order. *(SEE SIGNALS CHAPTER BELOW FOR TEMPLATES)*

Dorna	Media	IRTA & Teams
-------	-------	--------------

In case more counters are needed, the Circuit / Promoter will be informed during the communications prior the event via the Dorna Accreditation Coordinator.

If the Circuit / Promoter wishes to distribute also their own guest passes in the Accreditation Centre, then additional staff and equipment must be available for this service. It is not possible to use any of the people who are exclusively working on distribution of the Dorna / IRTA passes.

Nobody is allowed to open, exchange, or interfere with the sealed envelopes containing passes.

The Accreditation Centre must be ready on Wednesday morning, and a meeting will be held at 12:00h to check all requests are provided. The Accreditation staff meeting will be held on Wednesday at 16:00h (or at the agreed time) at the Media Centre.

EQUIPMENT, FURNITURE AND FACILITIES

EQUIPMENT

Wherever possible and whenever the location of the Accreditation Centre permits, it should be located in a constructed, air-conditioned area, and with sufficient space to accommodate guests, being portable cabins the last option and, if so, it should be notified in advance. Tents are not allowed if the area is not lockable.

- The Accreditation Centre should have its own parking area with a capacity for at least 20 cars, including dedicated lot for reduced mobility individuals *(SEE ACCREDITATION CENTRE) PAGE 63*
- The entrance to the Accreditation Centre must be accessible to everyone; there must be no barriers preventing access for with reduced mobility individuals. If necessary, a ramp must be provided

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- A separate room for the Accreditation Centre staffs usage, eating and leaving their personal belongings, must be provided
- Toilets, inside the Accreditation Centre whenever possible or as close as possible, with a daily basis cleaning. In case of portable toilets, they must be located completely behind the Accreditation Centre and its chemical toilet water cleaning cannot be done during the Accreditation Centre opening hours
- In case of portable cabins are provided, a triple cabin with a minimum of two doors and two windows will be requested. Being an approximate area of 45m², with space enough for working staff area and the guests' queues. This cabin must be climate controlled

FURNITURE

The furniture, in good condition and homogeneous, to be provided at the Accreditation Centre is:

- Three office desks. Preferably high desks will be requested in order to be at the same height as guests
- Office chairs for all the staff members. In case high desks are provided, office chairs should be adjusted to the counter height
- A minimum of four tables behind the Accreditation Centre staff to leave the envelopes. These tables should be located in a place out of reach of guests
- Recycling bins are mandatory
- Waiting chairs for guests (recommended)

FACILITIES

The facilities to be provided at the Accreditation Centre to develop a proper service should be:

- Clear signage of the different types of passes distributed (Dorna, Media and IRTA & Teams). These signs should be visible and printed (*SEE SIGNALS CHAPTER BELOW FOR TEMPLATES*)
- Office supplies such as pens, highlights, staplers, etc.
- Internet access for staff (required) and guests (recommended)
- Electrical outlets on all tables and adaptors
- Information about circuit access, schedules, shuttle services, etc.
- TV with MotoGP™ International Program Feed for guests
- Event posters and flags to create a Grand Prix atmosphere
- Drinks (water and coffee) for staff (required) and guests (recommended)

SIGNALS

In the *EVENT DESIGN GUIDELINES* there are available templates to download already designed for the different signals that can be used at the accreditation centre:

- Direction signals: road signage templates to direct guest to the Accreditation Centre location
- Counters signs: for the different passes distributed (Dorna, Media and IRTA & Teams) to allocate behind the counters or in the ceiling above
- Accreditation centre building sign: two different options, horizontal or vertical, for different placements

These signals and templates can only be used for the MotoGP™ event.

OPENING HOURS

The Accreditation Centre must be fully operating during these opening hours. It is obvious that the Accreditation Centre staff must arrive at the circuit earlier in order to prepare everything and be ready on time.

Thursday:	09:00h - 17:00h
Friday:	08:30h - 17:00h
Saturday:	08:30h - 17:00h
Sunday:	07:45h - 1 hour and half before the start of last race*

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*Last race refers to official MotoGP™, Moto2™ or Moto3™ race.

Definitive opening hours will be agreed during the communications prior the event between the National Press Officer, Dorna Accreditation Centre Coordinator and the MotoGP™ Media Manager

The opening hours must be indicated at the entrance of the Accreditation Centre and should be seen even if the Accreditation Centre is closed. If other passes / tickets are distributed by the Circuit or sponsors at the same place, their opening times must be also clearly indicated at the entrance and must be adapted to the mentioned time schedule.

PASSES DELIVERY AND PICK-UP

Only the MotoGP™ Media Manager, Dorna Accreditation Centre Coordinator, Commercial Media Accreditations Coordinator and IRTA representative are authorized to deliver passes to the Accreditation Centre directly or via the runner. Guests and other staff are not allowed to let passes at the Accreditation Centre.

The passes must be stored in a safe place overnight at the Accreditation Centre with security or at the Media Centre in the National Press Officer's office in a locked closet.

Passes pick-up rules for the different areas:

- All passes will be place in envelopes. Nobody is allowed to open, exchange or interfere with the sealed envelopes containing passes
- Guests must show ID / Passport and Pass Collection Voucher in order to collect the passes. ID / Passport and envelope name must coincide
- Guests must sign the Presence Book

Accurate procedure will be detailed during the staff meeting.

ACCREDITATION CENTRE STAFF

It is mandatory that all Accreditation Centre staff attend the meeting on Wednesday at 16:00h or at the agreed time. The staff will be instructed about the procedures required for delivering the passes.

All Accreditation Centre staff must be fluent in English and in the local language (other languages will be appreciated):

- One person for Dorna passes (English speaking)
- One person in charge of Media passes (English speaking)
- One person for IRTA and Teams passes (English speaking)
- One person as runner, for exclusive use of Dorna, to deliver and pick up accreditations from the Paddock to the Accreditation Centre. He / she must be available and easily reached at all times, and has to be provided with a vehicle and its proper pass. While he / she is not delivering passes, he / she can be cooperating in the Media Centre
- Two people will be requested to welcoming guests and organizing queues, as well as helping with the delivery in peak hours

Confirmation about the total number of staff requested at the Accreditation Centre will be agreed during the communications prior the event.

Staff must know information about the circuit and the event, they must be able to answer questions about access, timetables, parking (location, cost), shuttles (to / from the circuit, Accreditation Centre, parking, town...), ticketing, etc.

It is compulsory that the staff wear the same uniform as the Media Centre staff, or any kind of promoter uniform free of sponsors.

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M10. PHOTOGRAPHERS

Due to the elevated number of media staff, the dangerous nature of motorsports, and the limited physical spaces that make up the working areas (many of which are in an active area with bikes or other vehicles circulating), Dorna reserves the right to modify and / or restrict the number of photographers or media staff allowed in the different working areas. Dorna will inform accordingly of the restrictions or modifications to be applied in all specific cases.

PHOTO SHUTTLES

Photo Shuttles for photographers and TV cameramen must be provided by the Circuit / Promoter. The number of shuttles will be agreed with Dorna Operations Department. It will depend on service road layout. The vehicles to be used should be vans, as they are big and can fit photographers comfortably with all their gear.

The drivers must be very reliable people to check strictly the passes of the photographers and TV cameramen.

The MotoGP™ Media Manager in co-operation with the NPO will instruct the drivers that only holders of Track Media and Full Media passes are allowed to board. The MotoGP™ Media Manager will provide signs which illustrate the types of passes allowed in the Photo Shuttles.

On the windscreen of the shuttle a sign "PHOTO SHUTTLE" must be attached.

No advertising is allowed on the Photo Shuttles.

A signpost must be installed on the Paddock indicating the Photo Shuttles start / arrival point.

The Photo Shuttles MUST CIRCULATE CONTINUOUSLY, starting 15 minutes before the start of the first practice session until the end of the last practice session or race.

It is very useful that the drivers are communicating constantly among each other (via radio or even Whatsapp or Instant Messaging) to make sure that no photographer is left stranded in the track. Another system that has worked successfully is that drivers provide their contact numbers (at their discretion) to the photographers using the service.

The routes of the Photo Shuttles must be approved by the Race Direction (not only by the Clerk of the Course).

The NPO must explain to the drivers the routes of the Photo Shuttles and that the maximum circulation speed is 30 km/h (18mph).

If no service roads independent from the track are available and the Photo Shuttles must circulate on the track, a schedule must be agreed upon by the Race Director and the Clerk of the Course.

PIT LANE AND STARTING GRID ACCESS

The NPO will prepare a list with 5 national photographers who should obtain a Media vest as explained in [CHAPTER M2 MEDIA ACCREDITATION SYSTEM](#).

All photographers authorised to be on the Pit Lane must have a Full Media pass (and wear the Media vest starting from the qualifying practice sessions). All photographers with media vest are asked to stay off the path of the bikes on the Pit Lane. They may not stand in front or behind the bikes on the Pit Lane during the Warm Up nor the race. They may stand on the Pit Wall or on the walls of the Pit Boxes, but never in front of the bikes nor in front of the garages. They will only be allowed on Pit Lane during the unrestricted sessions (see section MEDIA VESTS in Chapter M2).

All photographers and TV cameramen authorised to be on the Starting Grid must wear the Media vest (can only be distributed by authorized Dorna staff). The dress code must be respected (no sandals, no inadequate shorts).

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At the showing of the “5 minutes” board indicating that the Warm Up Lap will begin in 5 minutes, all photographers and TV cameramen must leave immediately and no additional photos are to be taken from this moment onwards to not interfere with the starting procedure. Exception to the above rule will only be made for the Dorna cameramen who will leave the Starting Grid at the showing of the “1 minute” board.

Failure to follow this rule may result in the loss of the Media vest and / or the pass for the offending photographer or cameraman.

The NPO must ensure that all national photographers are aware of this rule.

SHOOTING OF THE PARC FERMÉ

Only photographers with a Media vest will be able to shoot the Parc Fermé standing in the designated area for photographers. MotoGP™ Media Manager will distribute photos of the Parc Fermé upon request, free of charge to those media who do not have access to the Parc Fermé.

Anyone who stands in any other area (teams area, TV area) will be immediately removed.

The MotoGP™ Media Manager will inform all media about the access points to the Podium ceremony, depending on the location of the rostrum at each circuit.

Please inform the Accredited National Media about the specific rules in the Parc Fermé, where a good professional behavior in this area is essential. Pushing, screaming and any signs of violence with other fellow members of the media and / or Dorna or security staff will not be tolerated. Any unprofessional conduct will lead to an immediate expulsion. The Parc Fermé is working space where a lot of people are crowded with heavy, bulky (and very expensive) photographic material in a very tight space. It is easy to get hurt by someone being pushed, stepped on, or hit by a camera or a lens. Safety is a priority. It is very important that all pass holders are informed about this.

SHOOTING OF THE PODIUM CEREMONY

Only photographers and TV cameramen with Full Media (with and without Media vest) and Track Media passes are allowed to shoot the Podium ceremony. MotoGP™ Media Manager will distribute photos of the Podium ceremony upon request, free of charge to those media who do not have access to shoot the Podium.

SHOOTING THE TISSOT SPRINT PODIUM CEREMONY

Only photographers and TV cameramen with Media vest are allowed to shoot the Tissot Sprint Podium ceremony.

The Tissot Sprint podium may be located in the main straight of the track or in a different location. The MotoGP Media Manager will inform the photographers of its exact location beforehand and inform them of the security restrictions, as well as other important information.

MotoGP™ Media Manager will distribute photos of the Tissot Sprint Podium ceremony upon request, free of charge to those media who do not have access to shoot the Podium.

M11. PRESS CONFERENCES

Only the Championship's official press conferences can be organized. If the Circuit / Promoter wishes to organize other press conferences this must be previously authorised by the MotoGP™ Media Manager.

The new sporting format will bring new and different press conferences and media events whose format and schedule is not quite defined.

The information of each media event will be sent out to the media and the NPO as soon as it is confirmed.

There will be several media activities taking place on Thursday as it is considered the Media Day. Dorna will inform of the planned activities in each Grand Prix.

3 POST-RACE PRESS CONFERENCES

On Sunday after each race.

The three first classified riders of each race will participate in this press conference.

- Moto3™: Immediately after the end of the Moto3™ Podium ceremony
- Moto2™: Immediately after the end of the Moto2™ Podium ceremony
- MotoGP™: Immediately after the end of the MotoGP™ Podium ceremony

The MotoGP™ Media Manager will inform if there is any extra scheduled press conference. It is Dorna's responsibility to provide the interviewers.

PRESS CONFERENCE ROOM

Press conferences will take place in a separate room but located close to the Podium and the Media Centre ([SEE PRESS CONFERENCE ROOM PLAN](#)) [PAGE 64](#).

The ideal dimensions for the Press Conference room are 15 x 15 metres, with a 225 m² area, and the minimum height of the ceiling is 2.8 metres ([SEE PRESS CONFERENCE ROOM PLATFORMS](#)) [PAGE 65](#)

The following equipment will be provided by Dorna and the Dorna Sound Engineer:

- A backdrop behind the riders' table and a structure to hold the backdrop
- A table and / or chairs for the riders
- Complete sound system
- Complete lighting system
- 1 platform for photographers and TV cameras with dimensions: height 40-50 cm / length along the whole back wall / width 2.5-3 metres (8-9') (according to the dimensions of the room). The platform must be stable and withstand vibrations from people walking on it. If the platform is still vibrating, a separate platform must be installed for the Dorna TV cameraman. The dimensions shall be no less than 1.5 x 1.5 metres (5 x 5')

The following equipment must be provided by the Circuit / Promoter:

- A white wall in front of which the backdrop and its structure will be placed (minimum length 5 metres / 16'), minimum height 2.5 metres / 8')
- 1 platform for riders with dimensions: no less than: height 40-50 cm (15-20') / length 8 metres (16') / width 4 metres (according to the dimensions of the room). Please keep in mind the dimensions of the backdrop. For TV production, it is very important to maintain these measurements
- Dark grey carpet for the riders' platform is also required, as well as the front area designated by the TV Direction personnel
- 60 chairs for the audience. The final number of chairs that are to be placed will be discussed on site as it depends on the final capacity of the room with all the deployed equipment.

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- Water without gas and at room temperature (if the bottles are 50 cl, 16.9 oz) it will be necessary provide 19 bottles + 9 spare bottles; in very hot countries more spares will be necessary) – NO ADVERTISING CAN BE SHOWN ON THE BOTTLES, the labels must be removed. No drinking glasses are required
- White hand towels (+ 3 spare) must be available for the post-race press conferences on Sunday
- In very hot weather, it would be greatly appreciated (not obligatory) to have 2 bottles per rider, 1 with cold water and 1 with room temperature water
- 2 large table (at least 1.50 m long x 60-80 cm wide) for the TV director and TV editing equipment + 5 chairs
- 1 small table for the Dorna Sound Engineer measuring 60-80 cm long x 60-80 cm wide + 1 chair
- Although the spotlights are to be provided by Dorna, there must be enough electric outlets to connect them and enough structure to hang them from, if necessary
- If natural light enters the room, there must be shades, curtains, vinyl covers or a system to block the lights. The Press Conference room must be dark to adjust the artificial lighting properly
- 1 socket CEEform of 32Amp (3 phases + neutral + earth). We highly recommend installing a U.P.S and a back-up system in order to protect the power supply in this area.

DISTRIBUTION OF THE AREAS

The Press Conference room must be distributed as shown on the plan ([SEE PRESS CONFERENCE ROOM PLAN](#)) [PAGE 64](#).

Two entry doors will be appreciated in order to separate the entrance for the riders and for the media. Having two doors we will avoid riders crossing the whole room through all the media to get to their places on the stage.

STAFF

The MotoGP™ Media Manager is responsible for the course of the press conferences; it is the duty of the NPO to help and assist her in any way necessary and the MotoGP™ Media Manager will inform if there is need for any of the members of the Media Staff need to be present to provide assistance. It is important that the Media Staff clear and prepare area before the press conferences (remove previous results, prepare results, towels when necessary, etc).

M12. STAFF WORKING ROOM

The following equipment must be available in the reception or in a separate nearby area:

1 photocopier or printer

Enough number of cartridges for printing approximately 2,000 copies.

A4 white paper for photocopiers must be ensured by the Circuit / Promoter. It is highly recommended to use paper without chlorine with the ISO 140001 certification of environmental standards and / or recycled paper.

M13. MotoGP™ MEDIA MANAGER'S OFFICE

It is compulsory for the Circuit / Promoter to set up a private office (in the Media Centre) at the disposal of the MotoGP™ Media Manager.

For working reasons, the office cannot be shared with the NPO or anybody else.

The office must be fully operational upon the arrival at the circuit of the MotoGP™ Media Manager on Wednesday (if earlier, it will be duly notified) in order to start work immediately.

The office must be equipped with the following furniture and be big enough to contain it in a comfortable manner (minimum 20 m² / 215 ft²) and have capacity for 3 persons working.

The office must be equipped with:

- 3 office desks
- One set of lockable drawers
- 3 chairs
- 1 cabinet with lock
- 2 TV screens (with connection to MotoGP™ signal)
- 220v electricity
- 1 Ethernet cable connecting the Dorna Data Processing office. For more details, see the Timekeeping Manual
- 1 sign for the door reading "Friné Velilla MotoGP™ Media Manager" (The MotoGP™ Media Manager can provide such sign)
- 1 coat hanger

Furthermore, some place near the Media Centre must be provided to store 1 big travel trunk, if there is not enough space inside the office.

M14. MEDIA STAFF

ACCREDITATION CENTRE STAFF

Check [CHAPTER M9. ACCREDITATION CENTRE STAFF](#) for Accreditation Centre details.

MEDIA CENTRE STAFF

All Media Centre staff must be available at least from Thursday at 08:30h. Each person's task will be clearly defined bearing in mind that the staff free of work must help others when necessary. The staff includes also the technicians.

The staff must be the same during the entire duration of the event. Past experience has shown that people working, for example only on race day, are not useful and end up hindering the normal development of the work.

The staff in charge must know the circuit very well and must be available to personally care for the requests of the media, and not just defer them to somebody else.

On Wednesday evening the NPO will give a list with the names and contact numbers of the staff (including Accreditations Centre staff and runners) to the MotoGP™ Media Manager.

7 people minimum must be in permanent attendance in the Media Centre. It is suggested that everybody speaks English. These 7 people will cover following different positions:

RECEPTION STAFF (3 PEOPLE)

3 people should occupy this position, all of them English fluent, other languages would be appreciated. These people must know the circuit well.

One of them must be in permanent attendance at the reception desk. Another one must be available to help with the preparation of all press conferences during the event.

The third person will be asked to help the MotoGP™ Media Manager during specific periods of time. This person must be fluent in English and must be at the disposal of the MotoGP™ Media Manager from Wednesday at 15:00h (to be discussed case by case with the NPO).

Some printing will be required, it should be done by any of these 3 persons at the reception.

Other duties of the reception may include providing the media with internet connection (payment or supplying codes, if any), with locker service, finding working spaces, and helping the media with any other requests they may have.

TECHNICIANS

TELECOMMUNICATIONS TECHNICIANS

At least 1 experienced telecommunication technician must be in permanent attendance following the same opening hours of the Media Centre. The technician must be at the exclusive availability of the Media Centre and cannot be shared with other services on the circuit. This technician must also help the media with their Internet connections and minor computer issues.

A professional technician from the national telecommunications company must be present if the national telephone company provides any services in the Media Centre.

PHOTOCOPIER – PRINTER IT/ TECHNICIAN

A technician must be available on call during the opening hours of the Media Centre to help the reception desk staff with their computer and/or printer, or with the photocopier, in case there is one.

TV MONITOR TECHNICIAN

The TV technician must ensure that all TV panels in the Media Centre are working properly to show the results pages. The TVs must be set up and running on Thursday morning. Every day, before the beginning of the practice sessions, the technician must check that all TV panels function correctly, and during the day he must be available if a failure happens.

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The TV technician, together with the sound technician, will also be responsible for the live interviews broadcast in the TV panels of the Media Centre. They must carry out a sound test along with the Dorna sound engineer on Thursday at noon (or at an agreed time in Austin and Argentina) in the Media Centre a few hours before the first Press Conference is held.

PHOTO SHUTTLE DRIVERS

Experienced drivers must be available to drive the Photo Shuttles starting from Friday.

All drivers must be very reliable people to strictly check the passes of the photographers. Only photographers with Full Media and Track Media passes can ride the Photo Shuttles. Nobody else can use the shuttles meant for photographers (such as holders of Premium Track passes or team members).

The MotoGP™ Media Manager in co-operation with the NPO will instruct the drivers:

- The Photo Shuttles must run continuously during all the practice and race sessions. The photographers need to move around the circuit during each session and it is not allowed that the Photo Shuttles stay stopped at the Paddock
- As some accidents occurred in the past, we strongly ask the drivers to drive carefully
- Any issues or incident that takes place must be reported to the NPO at once, who will immediately inform the MotoGP™ Media Manager.

MEDIA STAFF PASSES

All passes for personnel and vehicles working in media areas must only be requested through the Circuit / Promoter responsible person who then will contact Dorna Operations Security Director.

According to the General Manual, the Circuit / Promoter will send Dorna Operations Department a list of the personnel working in media areas (NPO, Media Centre and Accreditation Centre staff, Photo Shuttles drivers, sound and TV monitors' technician, telecommunications personnel, cleaning staff, catering staff, etc., and the specification of each person's function). Please make sure you include the passes for the vehicles in this request.

MEDIA STAFF UNIFORMS

All media staff, excluding the technicians, working in media areas, must wear a uniform to ensure that they are easily recognized. It is highly recommended to make each member of the media staff a badge with their name and spoken languages.

Only the official name of the event must appear on the staff clothing, e.g. Red Bull Grand Prix of the Americas.

No other advertising is allowed on the uniforms.

M15. MEDIA CATERING

MEDIA CENTRE CATERING

The Circuit / Promoter must ensure that water, coffee, and tea will be available for all accredited media during the event. It is necessary to arrange:

- Bottled water, as photographers cannot take cups or glasses with them to the track. It is also highly recommended to have water fountains in the Media Centre so that all media can refill their bottles and reduce plastic waste
- 1 refrigerator for the beverages
- Coffee machine or coffee pot / tea kettle
- Media will greatly appreciate any kind of snacks or meals.

On Sunday (race day) the Circuit / Promoter must ensure that some sandwiches or dinner will be available for the media who work late in the night. Simple catering for approximately 60-70 people must be prepared around 20:00h (or at an agreed time if the schedule is not standard).

Catering at other times during the event is not compulsory. Providing this service is a decision to be made by the Circuit / Promoter. In case that this service is provided, then a separate area should be used.

The availability of food and drinks makes a massive difference in the experience of the working media, who are busy and have no time to go outside to eat. Finger food, such as sandwiches, hot dogs, wraps, are not expensive options that can completely change the perspective of the media. The catering area may be in a separate room. In any case, all food will be appreciated.

One viable option is to give out tickets or coupons for the Paddock restaurant or cafeteria.

However, in case that there is not any restaurant located in the Paddock area, catering service must be provided.

COMMENTARY BOOTHS CATERING

The Circuit / Promoter must ensure the catering for the Commentary Booths. Dorna will send a list with the TV and Radio Commentary Booths to the NPO latest on Monday on the race week.

Lunch boxes (sandwiches and water) must be delivered according to the list to all Commentary Booths. Also bottles of water must be delivered every morning to all TV and Radio Commentary Booths.

The TV runner (or the catering service under the control of the TV runner) will deliver the lunch boxes to the Commentary Booths, leaving the necessary lunch boxes inside each one of the booths, as stated on the document that will be sent by Dorna. The document specifying the catering needs and the delivery times of meals in the Commentary Booths must be strictly followed.

The TV runner must ensure that there is always drinking water in the Commentary Booths.

MotoGP™ WORLD CHAMPIONSHIP 2024

TIME SCHEDULE

Issued on December 5, 2023.

**MotoGP™
INFORMATION**

THURSDAY

12:45-14:00	Track Technical Test
14:30	Track Safety Inspection
14:30-16:00	Riders Track Familiarisation
17:00	Pre-Event Press Conference

Except for: Austin and Argentina → Thursday at 12:00 h local time

FRIDAY

08:00-08:20	Timing Laps
08:30	Medical/Track Inspection
09:00-09:35	35 min. Moto3™ Free Practice
09:50-10:30	40 min. Moto2™ Free Practice
10:45-11:30	45 min. MotoGP™ Free Practice 1 (Practice Start after session)
13:15-13:50	35 min. Moto3™ Practice 1
14:05-14:45	40 min. Moto2™ Practice 1
15:00-16:00	60 min. MotoGP™ Practice

SATURDAY

07:40-08:00	Timing Laps
08:10	Medical/Track Inspection
08:40-09:10	30 min. Moto3™ Practice 2
09:25-09:55	30 min. Moto2™ Practice 2
10:10-10:40	30 min. MotoGP™ Free Practice 2
10:50-11:05	15 min. MotoGP™ Qualifying 1
11:15-11:30	15 min. MotoGP™ Qualifying 2
11:35-12:00	MotoGP VIP Village™ Pit Lane Walk
12:50-13:05	15 min. Moto3™ Qualifying 1
13:15-13:30	15 min. Moto3™ Qualifying 2
13:45-14:00	15 min. Moto2™ Qualifying 1
14:10-14:25	15 min. Moto2™ Qualifying 2
15:00	MotoGP™ Tissot Sprint

SUNDAY

08:40-09:00	Timing Laps
09:10	Medical/Track Inspection
09:40-09:50	10 min. MotoGP™ Warm Up
10:00	MotoGP™ Rider Fan Parade
10:00-10:30	MotoGP VIP Village™ Pit Lane Walk
11:00	Moto3™ Race
	Press Conference (immediately after the podium ceremony)
12:15	Moto2™ Race
	Press Conference (immediately after the podium ceremony)
14:00	MotoGP™ Race
	Press Conference (immediately after the podium ceremony)

* The Practice session on Friday (60 min), will be the sole practice session timed for entry into Q2

* Time schedule is subject to change depending on each official Grand Prix Time Schedule

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PRE-EVENT MEDIA CHECKLIST

GRAND PRIX OF _____

Please, fill in this PRE-EVENT MEDIA CHECKLIST and send it to the MotoGP Media Officer between 1 month and 2 weeks before the event

M1. GENERAL COMMENTS	YES/NO
The National Press Officer has read and understands the Media Manual	
The National Press Officer will carry out all possible actions to reduce paper waste and to reduce the energy consumption in the Media Centre, in an effort to make it as environmentally friendly as possible.	

M2. MEDIA ACCREDITATION SYSTEM	YES/NO
The National Press Officer deals with all national printed media and radio stations accreditations and 7 websites	
The National Press Officer explains the national printed media, radio stations and websites about special rules regarding the use of the Commentary Booths, mobile units and radio frequency equipment. It is duty of the NPO to inform all radio stations on time bearing in mind the deadlines given by Dorna.	
All International Printed Media and Website requests are sent to Dorna Communications MotoGP Media Manager	
All International Radio Stations, Social Media Channels, Influencers, Content Creators and all TV requests are sent to Dorna Commercial Media Department (commercial.media@dorna.com)	
The National Press Officer understands the pass distribution system	
The National Press Officer will send the excel files with National Printed Media, National Websites (7) and National Radio Stations before the corresponding deadline	
The National Press Officer accepts that it is not possible to do any changes in the National Media Pass Request Lists after the deadline	
The National Press Officer ensures that the national media are aware of all the MotoGP Championship rules	
The National Press Officer together with all the Media Accreditation Centre staff will attend the meeting about Accreditations distribution on Wednesday at the agreed time.	
The National Press Officer will collect all the national media documents and will give them to the MotoGP Media Manager as established in the Manual	
The MotoGP Media Manager will receive samples of national press clippings between 1 week before and 1 week after the event only when requested.	

M7. OFFICIAL TESTS	YES/NO
The National Press Officer understands the accreditation system for Official Tests	

M8. MEDIA CENTRE	YES/NO
The National Press Officer is bearing in mind the opening hours of the Media Centre	Fill in as requested
All facilities are in concordance with national laws of in terms of safety regulations	
Dimensions of the Press Room:	_____ m ²
Dimensions of the Press Conference Room:	_____ m ²
Dimensions of the staff working room	_____ m ²
Dimensions of the MotoGP Media Manager office:	_____ m ²
Dimensions of the catering area:	_____ m ²
No. of lockers and dimensions:	_____ lockers ___ cm x ___ cm x ___ cm

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There will be a specific number of lockers reserved for the Permanent Photographers		
No. of working places:	_____ places	
Dimension of each working place:	__ cm x __ cm	
No. of TV Monitors in each TV Panel:	_____ monitors	Total no. of TV Panels: _____ TV Panels
Screen size of TV Monitors:	Size_____	
The connection by cable will be arranged as required in the Timekeeping Manual		
The audio of the live interviews will be arranged as required		
The TV technician and/or sound technician will attend the sound check on Friday		
NOTICE BOARDS & TEAM INFORMATION		
An Official Information + Team Information board will be ensured as required		
The MotoGP Media Manager is the only person authorized to issue any documents.		
There will be a large map of the circuit.		
There will be a large printout of the Time Schedule near the entrance of the Media Center.		
INTERNET CONNECTION AND PRINTING SERVICE		
The National Press Officer will ensure that all services are available		
Type of Internet connection (wireless, cable)		
Capacity of the Internet connection (upload and download)		
Price per day / 4-day connection		
A computer with a printer or a printing service at the Welcome Desk or in the Press Room will be available for occasional requests		
The printing service will be clearly signposted		
A technician will be full time available in the Media Centre		
A technician of the National Telecom Company will be available if the Company provides any service in the Media Centre		

M9. ACCREDITATIONS CENTRE	YES/NO
The National Press Officer is bearing in mind the opening hours of the Accreditation Centre	
The NPO is aware of the importance of the Accreditations Centre as the first point of contact between guests, media, dignitaries and the Circuit. It will determine the first impression of the venue.	
The Accreditation Centre will be equipped as required, and the access signs as well as signs for the different kind of media and guests of the Accreditation Centre will be ready on Thursday morning	

M10. PHOTOGRAPHERS	YES/NO
	Fill in as requested
Number of photo shuttles:	_____shuttles
The National Press Officer will prepare a list with 5 national photographers who should obtain a Media Vest	
The NPO will ensure that photo shuttles circulate constantly – and safely - during the sessions and that they don't leave any photographer stranded on the service road once track activity is over.	

M11. PRESS CONFERENCES	YES/NO
The Press Conference room will be equipped as required	

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M12. STAFF WORKING ROOM	YES/NO Fill in as requested
An area for exclusive use of the staff will be available to work comfortably	
Whenever possible, paper without chlorine with the ISO 140001 certification of environmental standards will be used, results and Infos will be released on double sided copies, and efforts will be made to reduce the consumption of paper and energy.	

M13. MotoGP MEDIA MANAGER'S OFFICE	YES/NO
This office must be fully operational upon the arrival of the MotoGP Media Manager at the circuit on Wednesday morning with 3 working spaces.	

M14. MEDIA STAFF	YES/NO
All Accreditation Centre Staff will attend the meeting on Wednesday at the agreed time	
Total number of Accreditation Centre staff:	
All Media Staff will be available from Thursday at 08:30h	
All technicians (telecommunications, TV, sound and photocopy machines) will be available during the whole weekend	
Photo Shuttle drivers will be available from Friday	
Media Staff Passes request was made by the Circuit/Promoter according to the General Protocol	

M15. CATERING FOR MEDIA	YES/NO
Catering for 60-70 media who are still working on Sunday at 20:00h will be provided in the Media Centre	
Catering will be provided to the commentary booths from Friday to Sunday	
Free coffee/tea and water will be available throughout the Event.	
Snacks are recommended.	

ONE-EVENT MEDIA PASSES



Full Media



Track Media



Paddock Media

ONE-EVENT MEDIA TEST PASSES



Full Media Test



Track Media Test



Paddock Media Test

All are personal and non-transferable, name and publication are printed on the back



NO	SURNAME	NAME	COMPANY	CELL PHONE	MEDIA VEST NUMBER	RETURN
MEDIA VEST						
1	Specter / Ross	Harvey / Mike	NEW YORK TIMES / DAILY NEWS		will be filled in by DORNA	
2	Pearson	Jessica	LITT PHOTO AGENCY			
3	Paulsen / Zane	Donna / Rachel	SPORTS PICTURES / ARCHIVE PIX TODAY			
4						
5						
6			CIRCUIT PHOTOGRAPHER			
To be filled in by the National Press Officer						

List to be submitted on Friday. Media Vests have to be picked up Saturday morning until 12 am. A deposit (20€, \$20, £20) will be required.

The NPD can assign 2 photographers to share one vest, but it is their responsibility to set the conditions of the shared vest.



PRINTED MEDIA

2024 ONE-EVENT APPLICATION FORM

Grand Prix: _____

1. PUBLICATION DATA

NAME OF PUBLICATION	_____	COUNTRY	_____		
CIRCULATION	(Average number of copies/ Monthly Visits) _____				
COMPANY EMAIL	_____				
COMPANY PHONE	(+) _____	URL	_____		
FACEBOOK PAGE	_____	TWITTER	_____		
INSTAGRAM	_____	OTHER SOCIAL MEDIA	_____		
TYPE OF PUBLICATION	<input type="checkbox"/> NEWSPAPER	<input type="checkbox"/> MAGAZINE	<input type="checkbox"/> FREE PUBLICATION	<input type="checkbox"/> BOOK	
	<input type="checkbox"/> AGENCY	<input type="checkbox"/> ONLINE PUBLICATION	OTHER _____		
CONTENT	<input type="checkbox"/> GENERAL	<input type="checkbox"/> SPORTS	<input type="checkbox"/> MOTORSPORTS	<input type="checkbox"/> BIKES	OTHER _____
COVERAGE	<input type="checkbox"/> INTERNATIONAL	<input type="checkbox"/> NATIONAL	<input type="checkbox"/> REGIONAL	<input type="checkbox"/> LOCAL	
FREQUENCY	<input type="checkbox"/> DAILY	<input type="checkbox"/> WEEKLY	<input type="checkbox"/> BI-WEEKLY	<input type="checkbox"/> MONTHLY	OTHER _____

2. PERSONAL DATA

FIRST NAME	_____	LAST NAME	_____
JOB	<input type="checkbox"/> JOURNALIST	<input type="checkbox"/> PHOTOGRAPHER	<input type="checkbox"/> JOURNALIST / PHOTOGRAPHER
BIRTH DATE	DAY _____ MONTH _____ YEAR _____	NATIONALITY:	_____
MOBILE	(+) _____	EMAIL	_____
PERSONAL E-MAIL	_____	PERSONAL URL	_____
FACEBOOK PAGE	_____	TWITTER	_____
INSTAGRAM	_____	OTHER SOCIAL MEDIA	_____

3. ADDITIONAL DATA FOR AGENCIES AND FREELANCE

Publications supplied with text/photos. Specify: name, type, coverage, frequency and circulation

4. DOCUMENTS TO BE SENT WITH THIS FORM

>> Please send all documents in PDF, JPG or BMP format via e-mail, CD or FTP server. Only the publication issue must be sent by mail or delivered in person at the GP. Thank you for not wasting paper and help the environment!

- | | |
|--|--|
| <input type="checkbox"/> Letter from the chief editor or senior staff (PDF FORMAT) | <input type="checkbox"/> |
| <input type="checkbox"/> Press Card | <input type="checkbox"/> Coverage of 2023-2024 MotoGP™ season (PDF FORMAT) |
| <input type="checkbox"/> JOURNALISTS: Press clippings showing published and signed articles, at least 5-10 articles from the last 24 months (PDF FORMAT) | |
| <input type="checkbox"/> PHOTOGRAPHERS: Press clippings showing published and signed photos, at least 10-20 photos from the last 24 months (PDF FORMAT) | |

INCOMPLETE AND/OR LATE REQUESTS WILL NOT BE CONSIDERED

>> TV STATIONS, RADIO STATIONS, SOCIAL MEDIA CHANNELS AND ELECTRONIC MEDIA MUST SUBMIT A DIFFERENT APPLICATION FORM. Please email email to commercialmedia@dorna.com

- The processing of the Applicant personal data shall be governed by the Regulation (EU) 2016/679, of the European Parliament and Council, dated on April 27th 2016, for the purpose of managing the pass registration and other purposes detailed in this document. This processing is lawful because it is necessary for the performance of the contract. The Participant shall always have the rights of access, to rectification, to erasure, to restriction of processing, to object and data to portability by contacting DORNA SPORTS S.L through letter addressed to: Narcís Monturiol 2, 08960 Sant Just Desvern (Barcelona) SPAIN. Moreover, the Participant has the right to lodge a complaint with the Spanish Data Protection Authority. More detailed information in <https://www.motogp.com/en/press-and-media/UseofPrivacy>
- Application Form is subject to availability and in any case Media Pass supply is subject to signature of the MotoGP™ Media Accreditation Acceptance and other waivers.
- DORNA does not grant any image right of the attendants, participants, workers, or any other person involved or assisting to the Event.
- If granted with an accreditation for the MotoGP™, the Applicant acknowledges that he/she is responsible for his/her own acting and commits to indemnify and hold DORNA harmless from any claim or action arising out of Applicant's incorrect behaviour.
- By applying for the Accreditation and accepting it, if granted, Applicant acknowledges and accepts to be submitted to the terms contained in this form and in the back of the accreditation.



NO.	COMPANY	FIRST NAME	SURNAME	PASSPORT/NATIONAL ID	CONTACT E-MAIL	PRINT MEDIA	TRAVEL MEDIA	VIDEO OR MEDIA	MARKING 1	MARKING 2	MALE/FEMALE	NATIONALITY	COUNTRY OF RESIDENCE	PHONE NUMBER	DATE OF BIRTH (DD/MM/YYYY)	SPACES	MARKS	COMMENTS	
1	COMPANY	NAME	SURNAME																
2	Write the name of the publication in this column.	Write the first name of the person in this column.	Write the family name of the person in this column.	Please enter the Passport number or the National Identity number of the person in this column, whichever is most necessary in your country. Do not include spaces. Do not include hyphens. Do not include apostrophes.	Please enter the contact email address as it will be the way of contacting you; two with an asterisk (*) are required for the "P".	In the PRINT column a 1 must be entered if the requested type of pass is for: (1) the person is a photographer of an international or national agency; (2) major national publication.	In the TRAVEL column a 1 must be entered if the requested type of pass is for: (1) the person is a journalist or journalist and photographer.	In the VIDEO OR MEDIA column a 1 must be entered if the requested type of pass is for: (1) the person is a professional or journalist and photographer.	Enter gender code: 1 for male, 2 for female.	Enter nationality code: 1 for male, 2 for female.	Enter country of residence code: 1 for male, 2 for female.	Enter country of residence code: 1 for male, 2 for female.	Enter phone number of the person including the country code.	Enter date of birth in the following order: DD/MM/YYYY.					
3	The entire company name must be written in CAPITAL LETTERS.	The first letter must be written in capital letters.	The first letter must be written in capital letters.																
4	Do not use any date, address or account.	Do not use any date, address or account.	Do not use any date, address or account.																
5																			
6																			
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8																			
9																			
10																			
11																			
12																			
13																			
14																			
15																			
16																			
17	ESPRESSO GAZETTE	Stéph	Jean Louis	35504470	jeanlouis@espressomagazine.com	1			1		Male	Canada	Spain	+34 645064307	21/05/1980				
18	El Comercio	Matteo	Lara	457704347	laramatteo@elcomercio.com		1		1		Female	Spain	Spain	+34 62286540	15/07/1977				

Leave these blank



RADIO STATIONS
2024 ONE-EVENT APPLICATION FORM
Grand Prix: _____

1. COMPANY DATA
RADIO STATION NAME: _____ COUNTRY: _____
TRANSMISSION FREQUENCY: _____ [] FM [] AM [] MW
ADDRESS: STREET: _____
CITY: _____ POST CODE: _____ COUNTRY: _____
PHONE: + _____ (incl. area code)
E-MAIL: _____ WEB: _____

2. PROGRAMME DATA
NAME OF THE PROGRAMME: _____
PERSON IN CHARGE OF THIS PROGRAMME: _____
TYPE: [] NEWS [] GENERAL [] SPORTS [] MOTORSPORTS OTHER []
COVERAGE (area heard): [] INTERNATIONAL [] NATIONAL [] REGIONAL [] LOCAL
PERIODICITY OF THE PROGRAMME: [] DAILY [] WEEKLY OTHER []
PLANNED COVERAGE OF THE MotoGP EVENT: [] LIVE [] POST EVENT AUDIENCE: []
BROADCASTING DETAILS: DATE TIME LENGTH

3. PERSONAL DATA
NAME: _____ SURNAME: _____
CATEGORY: [] REPORTER [] TECHNICIAN
BIRTHDATE: DAY MONTH YEAR NATIONALITY: _____
ADDRESS: STREET: _____
CITY: _____ POST CODE: _____ COUNTRY: _____
PHONE: + _____ (incl. area code) MOBILE: + _____
FAX: + _____ (incl. area code) E-MAIL: _____
PREFERRED MAILING ADDRESS: [] PROFESSIONAL [] PERSONAL
I WISH TO RECEIVE MotoGP™ INFOS VIA E-MAIL: [] YES, E-MAIL: [] NO
DO YOU WORK FOR OTHER MEDIA BESIDES THE COMPANY STATED ABOVE (1)? YES PRINT MEDIA NAME: NO WEBSITE NAME:

4. DOCUMENTS TO BE SENT WITH THIS FORM:
[] TRANSMISSION DETAILS FORM []
[] LETTER FROM THE CHIEF EDITOR []

The processing of the Applicant personal data shall be governed by the Regulation (EU) 2016/679... Application Form is subject to availability and in any case Media Pass supply is subject to signature of the MotoGP™ Media Accreditation Acceptance and other waiver...



RADIO STATIONS

2024 ONE-EVENT TRANSMISSION FORM

Grand Prix: _____

1. COMPANY DATA

BROADCASTING COMPANY NAME: _____ COUNTRY: _____

RADIO STATION NAME: _____

NAME OF THE PERSON IN CHARGE FOR THE ACCREDITATION REQUEST: _____

TEL: _____ E-MAIL: _____

NAME OF THE REPORTER WHO WILL BE COVERING THE GP: 1. _____
2. _____

2. TRANSMISSION DATA

SPECIFY PLANNED COVERAGE FROM THE CIRCUIT:

LIVE COMMENTARY SHORT NEWS REPORT POST-EVENT STUDIO PROGRAMME

WHAT TECHNICAL EQUIPMENT WILL YOU USE FOR THE TRANSMISSION:

WIRELESS EQUIPMENT ISDN LINE ANALOGUE LINE MOBILE PHONE

3. TRANSMISSION RULES

- > No live commentary is allowed from the media centre.
- > Live commentary can only be done from a commentary booth. This must be requested latest 1 month prior the Grand Prix.
- > Permission to use mobile units must be requested at least 1 month before the corresponding GP.
- > Permission to use wireless equipment (e.g. radio-frequency microphones type "Pastega" etc.) must be requested at least 1 month before the corresponding GP.
- > The radio station is responsible for ordering necessary telephone lines. Dorna will not provide any telephone lines.
- > Cost for commentary booth (Codec not included) is 1200 Euro net of any taxes or withholdings to be paid prior to the Event. Commentary booths are subject to availability.

4. TRANSMISSIONS USING WIRELESS EQUIPMENT

- > PERMISSION TO USE WIRELESS EQUIPMENT MUST BE REQUESTED LATEST 1 MONTH PRIOR THE CORRESPONDING GP
- > MANUFACTURER OF THE EQUIPMENT: _____
- > MODEL OF THE EQUIPMENT: _____
- > REQUIRED RANGE OF FREQUENCIES: _____
- > CONDITIONS: Flat fee of 5000 Euro (Net of any taxes, duties or withholdings) will be applied to any radio station wishing to work with this type of equipment.
If required frequencies can not be approved Dorna will propose others subject to availability
This fee includes also the use of a commentary position which will be provided subject to availability
The payment has to be done prior the corresponding Grand Prix.

5. ACCEPTATION OF RULES

AS A REPRESENTATIVE OF THE RADIO STATION I ACCEPT THE ABOVE WRITTEN RULES.

NAME: _____ POSITION: _____

DATE: _____ SIGNATURE: _____

- The processing of the Applicant personal data shall be governed by the Regulation (EU) 2016/679, of the European Parliament and Council, dated on April 27th 2016, for the purpose of managing the press registration and other purposes detailed in this document. This processing is lawful because it is necessary for the performance of the contract. The Participant shall always have the rights of access, to rectification, to erasure, to restriction of processing, to object and data portability by contacting DORNA DEPORTES S.L through letter addressed to: Paseo Monturol 2, 08000 Sabiñán de Ter, Spain. Moreover, the Participant has the right to lodge a complaint with the Spanish Data Protection Authority. More detailed information in <https://www.dorna.com/en/press-credentials>
- Application Form is subject to availability and in any case Media Pass supply is subject to signature of the MotoGP™ Media Accreditation Acceptance.
- DORNA does not grant any image right of the applicants, participants, workers or any other person involved or assisting to the Event.
- If granted with an accreditation for the MotoGP™, the Applicant acknowledges that he/she is responsible for his/her own editing and contents independently and hold DORNA harmless from any claim or action arising out of Applicant's incorrect behaviour.
- By applying for the Accreditation and accepting it, if granted, Applicant acknowledges and accepts to be submitted to the terms contained in this form and in the back of the accreditation.



NO	COMPANY	FIRST NAME	SURNAME(S)	PASSPORT NATIONAL ID	CONTACT E-MAIL	PADDOCK / MEDIA	Publicist 1	Publicist 2	SEX/GENRE	NATIONALITY	COUNTRY OF RESIDENCE	PHONE NUMBER	DATE OF BIRTH DAY/MONTH/YEAR	SCORE	STATUS	COMMENTS
1	COMPANY Write the name of the publicist in this column.	NAME Write the first name of the person in this column.	SURNAME Write the family name of the person in this column. FOR SPANISH AND PORTUGUESE EVENTS, 2 SURNAMING ARE REQUIRED!	Please write the Passport number or the National Identity number or Driving License number, whichever is used normally in your country for identification purposes. One is enough.	Please write the contact email address as it will be our way of contacting him/her with all communications regarding the EP.	Radio 1 per	Accept one P2 per each company		Please write the gender of the person.	Please write the nationality of the person.	Please write the country of residence of the person.	Please write the telephone number of the person including the country code.	Please write the date of birth in the following order: DD/MM/YYYY			
2	The entire company name must be written in CAPITAL LETTERS.	The first letter must be written in capital letter.	The first letter must be written in capital letter.													
3	Do not use any dots, commas or accents.	Do not use any dots, commas or accents.	Do not use any dots, commas or accents.													
4																
5																
6																
7																
8																
9																
10																
1	Radio CircosB	Isencia	Michaels	0072707	isencia@hotmail.com				Female	USA	USA	+1 202 586 340	2011/1/200			
2	Radio CircosB	Lara	Martinez	4567890	laramartinez@gmail.com				Female	Spain	Spain	+1 408 540 035	15/07/1977			
3	Radio KWSS	John	Wayland	4567890	johnwayland.com				Male	Catalua	Spain	+1 801 586 074	01/11/1979			
4	HEART Radio	Aime	Steele	4567890	asteele@hotmail.com				Male	Spain	Spain	+1 294 567 134	05/05/1985			

Leave these blank



WEBSITES

2024 ONE-EVENT APPLICATION FORM

Grand Prix: _____

1. COMPANY DATA

WEBSITE (URL) www. _____

COMPANY NAME _____ COUNTRY _____

ADDRESS STREET _____

CITY _____ POST CODE _____ COUNTRY _____

PHONE + _____ E-MAIL + _____
(incl. country and area code)

TRAFFIC STATISTICS (MONTHLY)
Visits: _____ Unique Visitors: _____ Pageviews: _____

COVERAGE International National Regional

CONTENT General Sports Motorsports Other

MotoGP Section URL (if applicable) www. _____

COVERAGE (Please include between 3 and 5 hyperlinks of MotoGP coverage samples – not necessarily signed by the staff requesting accreditation)

1. _____
2. _____
3. _____
4. _____
5. _____

2. PERSONAL DATA

FIRST NAME _____ LAST NAME _____

BIRTH DATE DAY: _____ MONTH: _____ YEAR: _____ NATIONALITY: _____

JOB JOURNALIST PHOTOGRAPHER JOURNALIST / PHOTOGRAPHER

SAMPLES OF PUBLISHED AND SIGNED ARTICLES/PHOTOS BY THE JOURNALIST/PHOTOGRAPHER REQUESTING ACCREDITATION
(Please include 3-5 hyperlinks)

1. _____
2. _____
3. _____
4. _____
5. _____

MOBILE + _____ EMAIL _____
(incl. country and area code)

3. DOCUMENTS TO BE SENT WITH THIS FORM

Please send my email in PDF format

- Letter from the chief editor confirming the interest of the website to cover the event and the job positions of the accredited staff (on letterhead paper)
- Traffic data as requested above (monthly visits, unique visits and page views) must also be provided in from an official source (as Google Analytics)

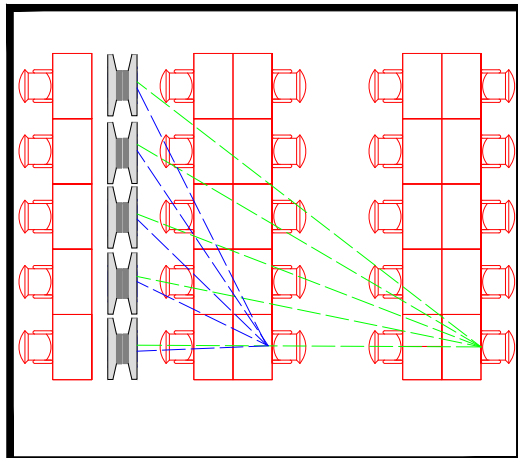
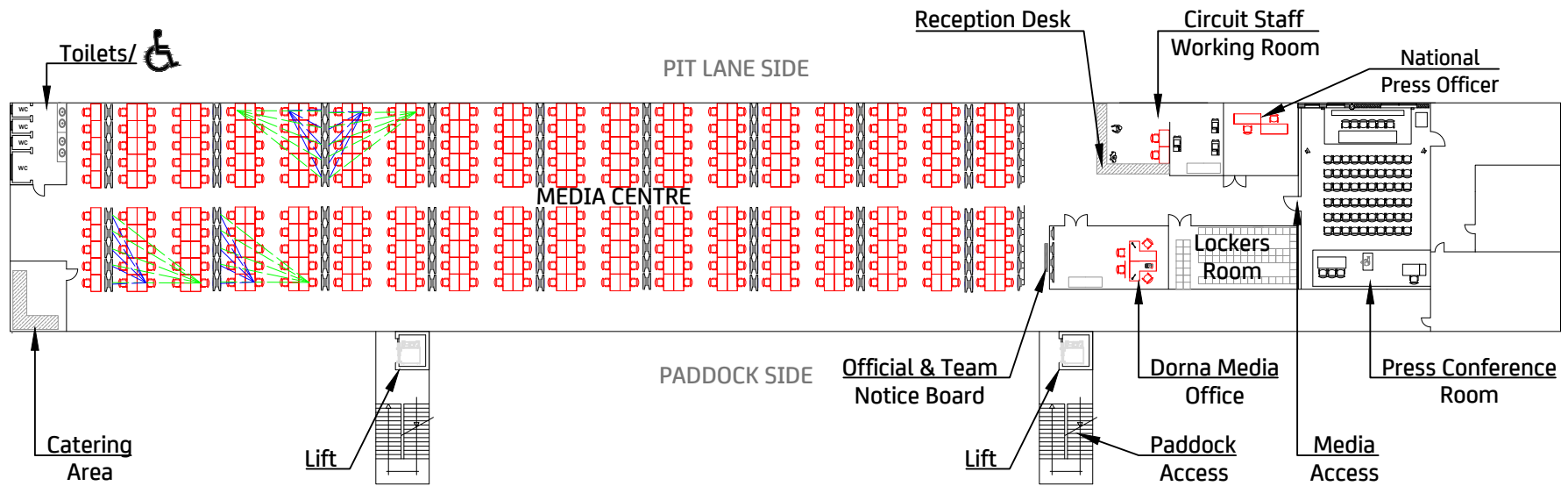
INCOMPLETE AND/OR LATE REQUESTS WILL NOT BE CONSIDERED

TV STATIONS AND RADIO STATIONS MUST SUBMIT APPLICATION FORM TO commercial.media@dorna.com.

- The processing of the Applicant personal data shall be governed by the Regulation (EU) 2016/679, of the European Parliament and Council, dated on April 27th 2016, for the purpose of managing the pass registration and other purposes detailed in this document. This processing is lawful because is necessary for the performance of the contract. The Participant shall always have the rights of access, to rectification, to erasure, to restriction of processing, to object and data to portability by contacting DORNA SPORTS S.L through letter addressed to: Narcís Manturón 2, 08960 Sant Just Desvern (Barcelona) SPAIN. Moreover, the Participant has the right to lodge a complaint with the Spanish Data Protection Authority. More detailed information in <https://secure.motogp.com/en/Terms-of-Use#privacy>
- Application Form is subject to availability and in any case Media Pass supply is subject to signature of the MotoGP™ Media Accreditation Acceptance and other waivers.
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- If granted with an accreditation for the MotoGP™, the Applicant acknowledges that he/she is responsible for his/her own acting and commits to indemnify and hold DORNA harmless from any claim or action arising out of Applicant's incorrect behavior.
- By applying for the Accreditation and accepting it, if granted, Applicant acknowledges and accepts to be submitted to the terms contained in this form and in the back of the accreditation.



NO	COMPANY	FIRST NAME	SURNAME	PASSPORT/DRIVING ID	CONTACT E-MAIL	TRACK MEDIA	PADDOCK MEDIA	MARRIAGE	SEX	NATIONALITY	CITY/TOWN OF RESIDENCE	PHONE NUMBER	DATE OF BIRTH (DD/MM/YYYY)	SCORE	STATUS	COMMENTS		
1	COMPANY Write the name of the institution in this column.	NAME Write the first name of the person in this column.	SURNAME Write the family name of the person in this column. For SPANISH AND PORTUGUESE SURNAMES, 2 (SURNAME) AND (SURNAMES)	Please write the Passport number or the National Identity number or Driving License number, whichever is most commonly in your country for identification purposes. Use it in full.	Please write the correct e-mail address as it will be our way of contacting you, but with all communications regarding the GP.	In the TRACK column 1 must be ticked if the requested type of pass is track.	In the PADDOCK column 1 must be ticked if the requested type of pass is paddock.	Single (0) Married (1) Divorced (2) Widowed (3)	Male (M) Female (F)	Spain (ES) Belgium (BE) France (FR) Germany (DE) Italy (IT) Japan (JP) Korea (KR) Netherlands (NL) Portugal (PT) Switzerland (CH) USA (USA) UK (UK)	Write the city or town of residence of the person.	Please write the country of residence of the person.	Please write the country of residence of the person.	Please write the telephone number of the person including the country code.	Please write the date of birth in the following order: DD, MM, YYYY			
2	The name company name must be written in CAPITAL LETTERS.	The first letter must be written in capital letter.	The first letter must be written in capital letter.															
3	Do not use any dash, commas or accents.	Do not use any dash, commas or accents.	Do not use any dash, commas or accents.															
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9																		
10																		
11																		
12																		
13																		
14																		
1	www.acech/family.F	Antonio	Osali	38767888	Antonio@redmail.com		1	0	M	Spain		+34 206 266 240	27/11/1988					
2	www.acech/family.F	Orlando	Romero	40567888	romeror@redmail.com		1	0	M	Spain		+34 408 240 550	15/01/1977					



*** PRESS ROOM:**

- 350 working places, of 1 x 0.60 m each one
- Reception area
- Telecommunications area
- TV Monitors: panels of 5 monitors, 28 inches/ 70 cm, ratio format 16:9
- Official Notice Board: 2 m²

*** CATERING AREA: 20 m²**

*** LOCKERS: at least 250 lockers of 0.50 x 0.50 x 0.70 m each one**

*** PRESS CONFERENCE ROOM: 225 m²**

*** STAFF WORKING ROOM: 50 m²**

*** MotoGP™ MEDIA OFFICER: 20 m²**

*** NATIONAL PRESS OFFICER OFFICE: 20 m²**



Minimum dimensions of the lockers are 50 x 50 x 70 cm (lockers on the photo are even bigger)



There should be enough lockers for all photographers. They must be big enough to fit all photographic material

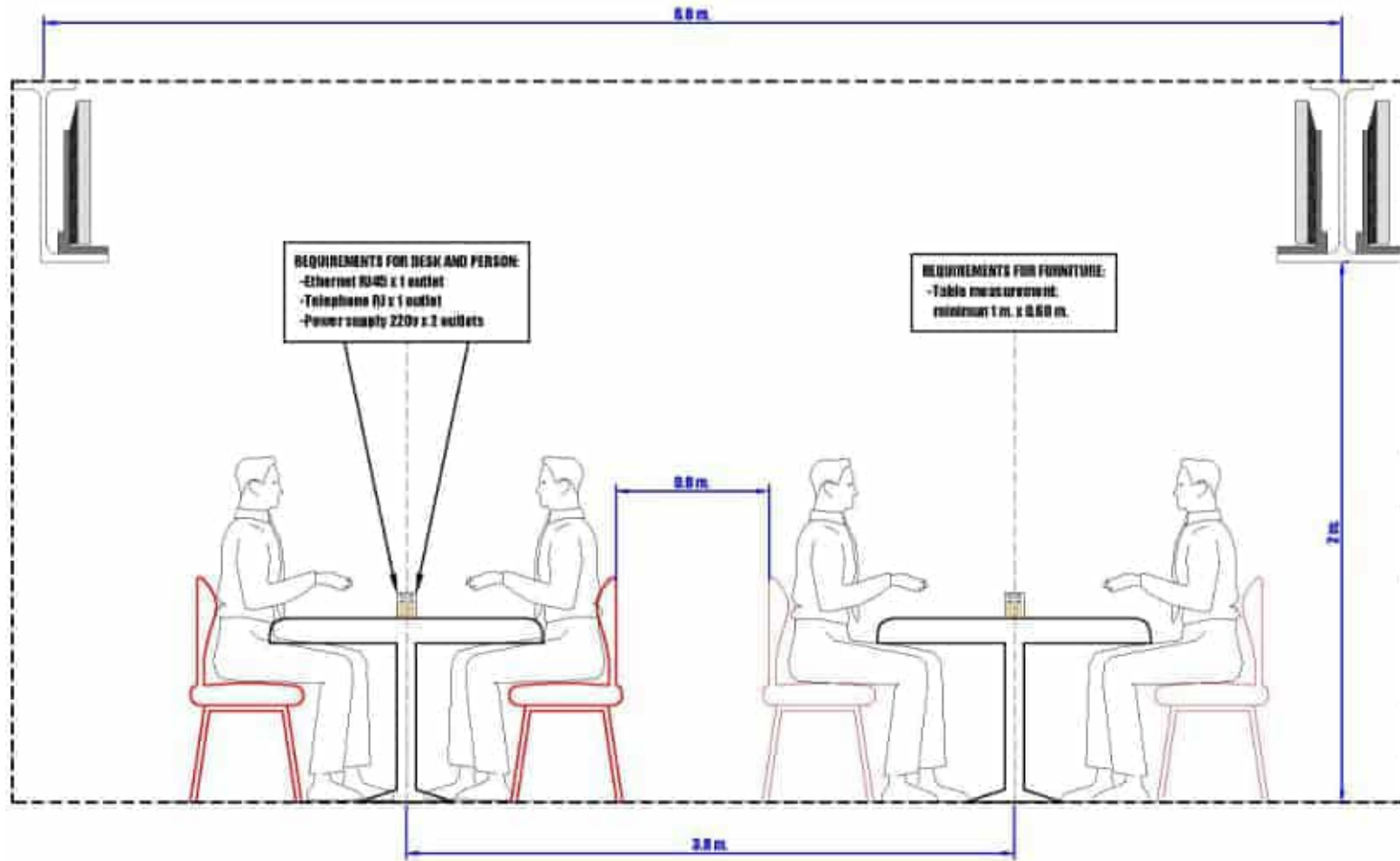


A special security code system is used

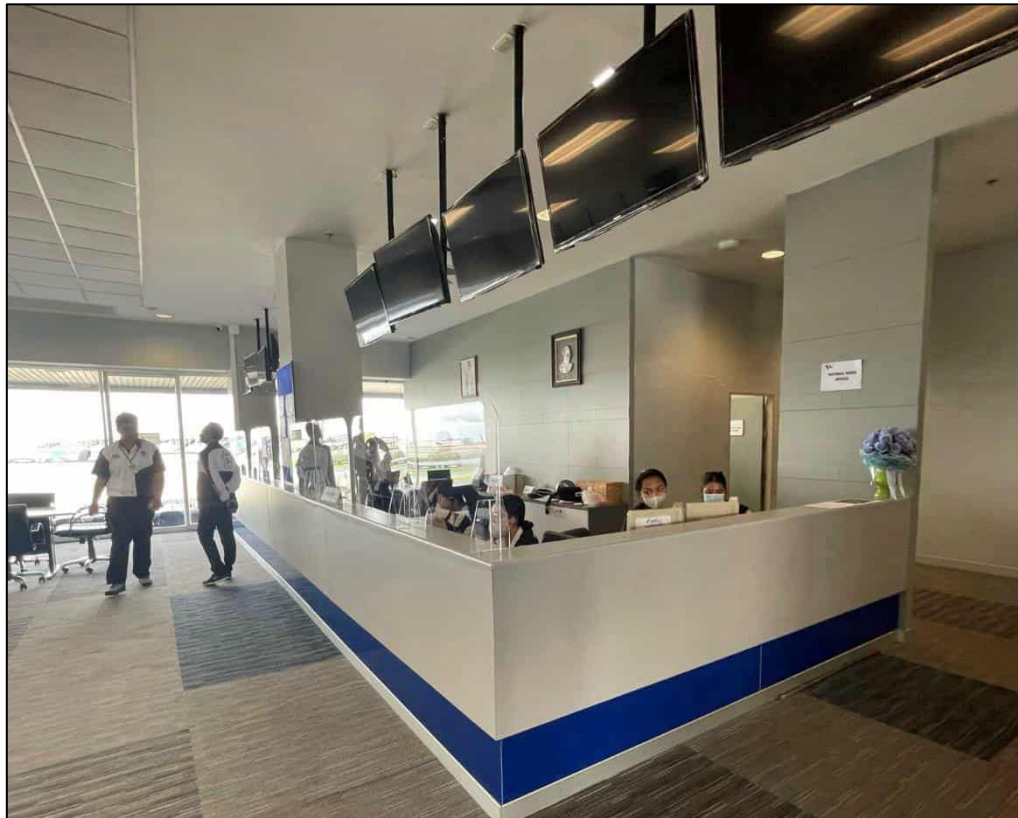


Lockers for the photographers' area are installed at the entrance of the Media Centre



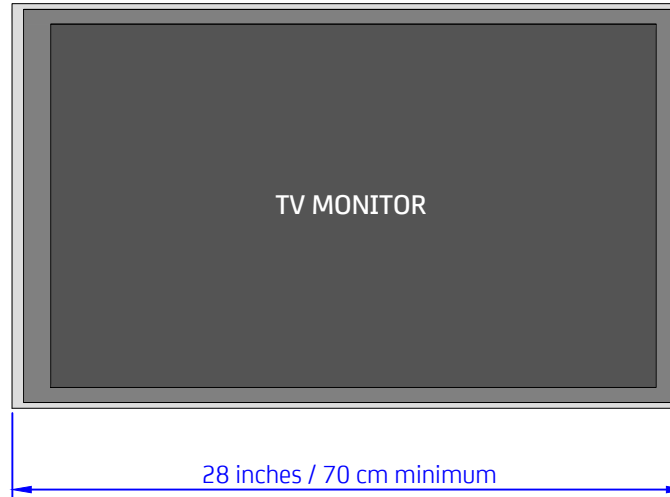






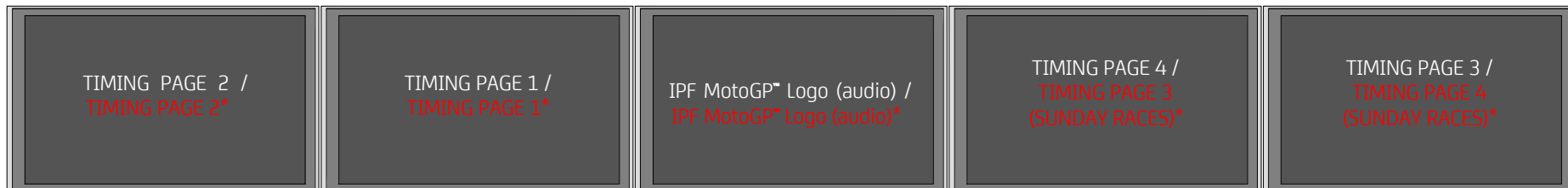


- Minimum size of each TV screen: 28 inches / 70 cm
- Aspect Ratio Format 16:9
- Each TV pannel consists of 5 TV monitors. It is recommended to install the TV Monitors hanging from the ceiling.
- TV pannels are placed between the rows of tables (not above the working places)
- An audio cable from the International Program Feed Unit or Live Interview Room to the Media Centre must be installed.
- Flatscreens are highly recommended



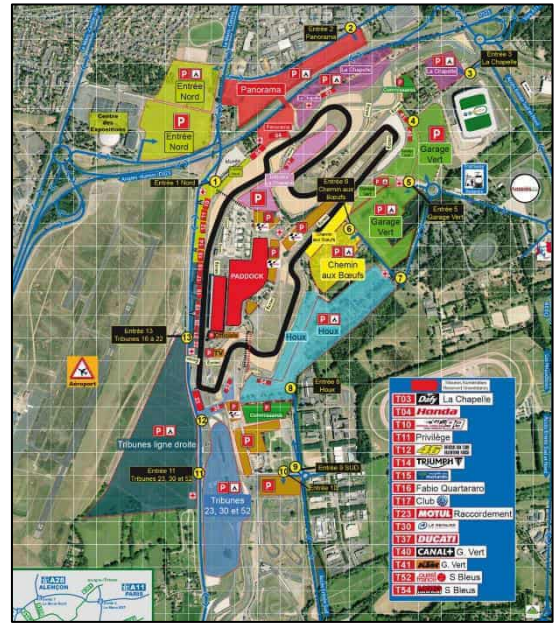
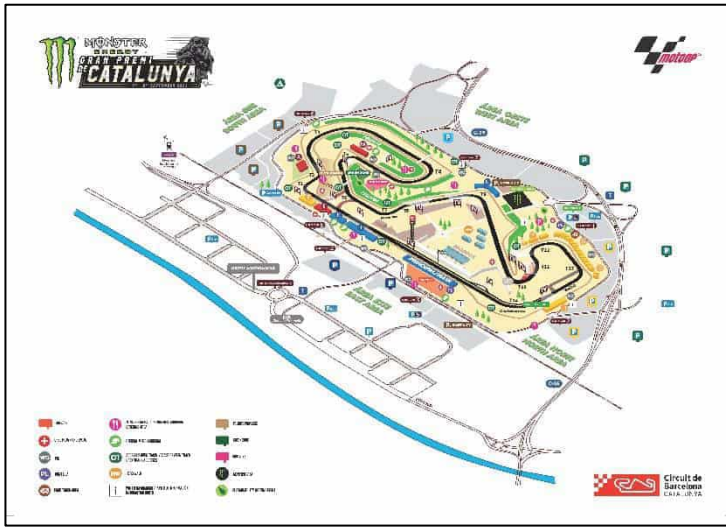
TV PANELS WITH 5 TV SCREENS ON EACH ONE

FRIDAY & SATURDAY & SUNDAY (warm up only) SCREEN CONTENTS

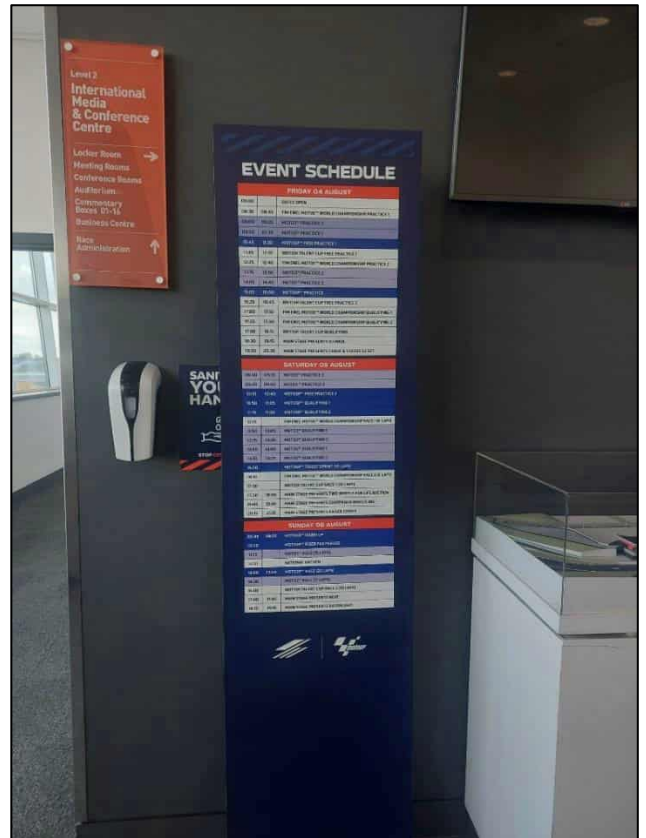


*SUNDAY RACES SCREEN CONTENTS

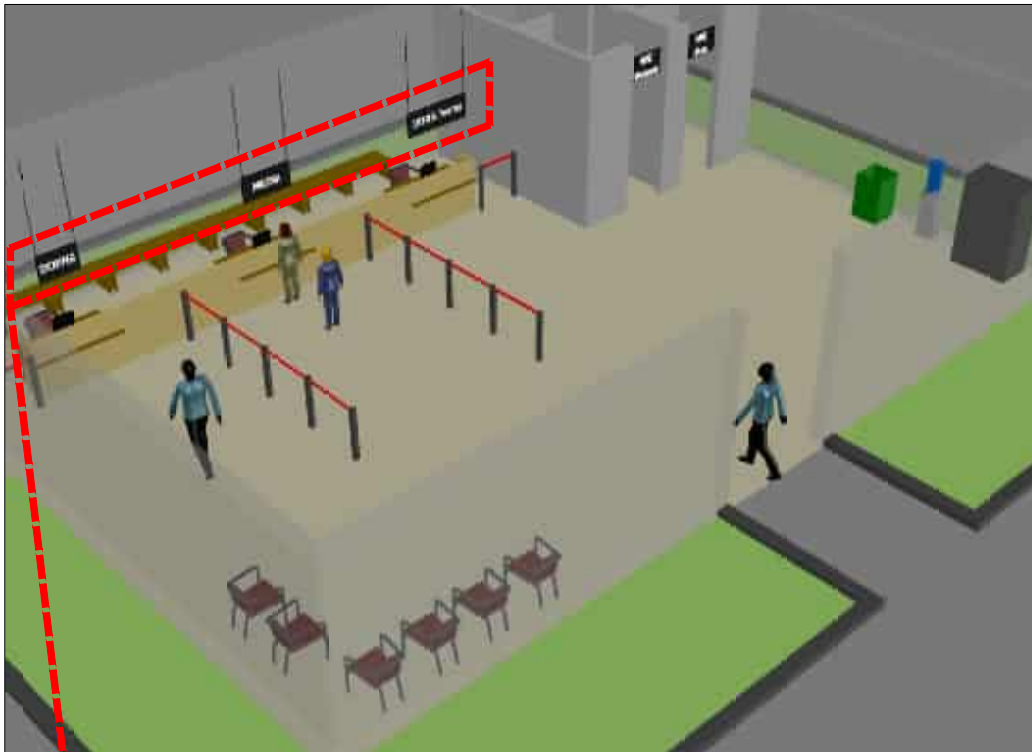
Samples of Circuit Map to be made into a poster



Sample of printed Time Schedule of the event



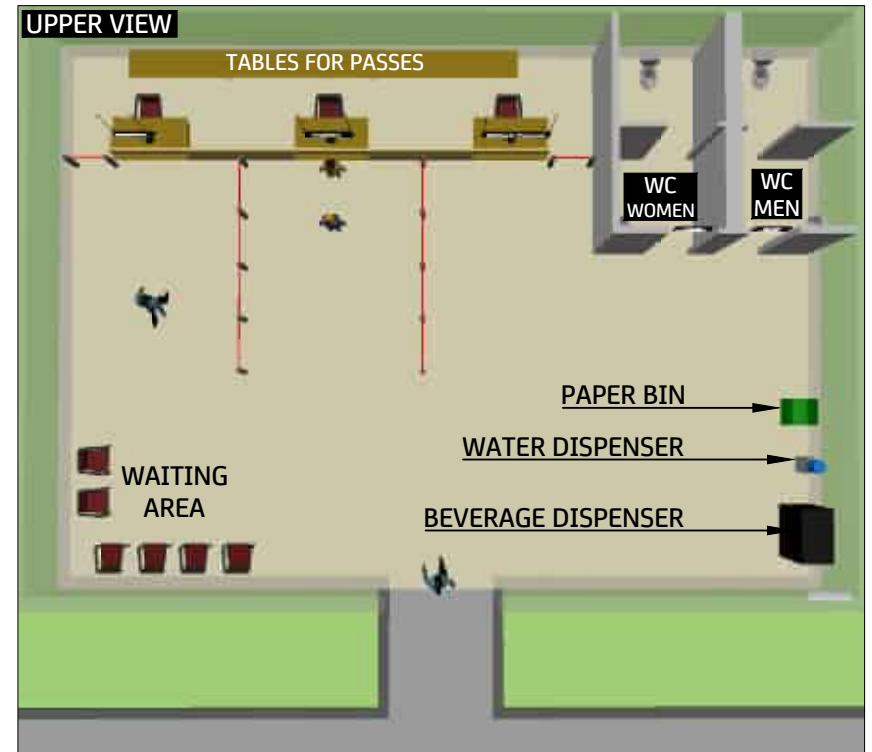


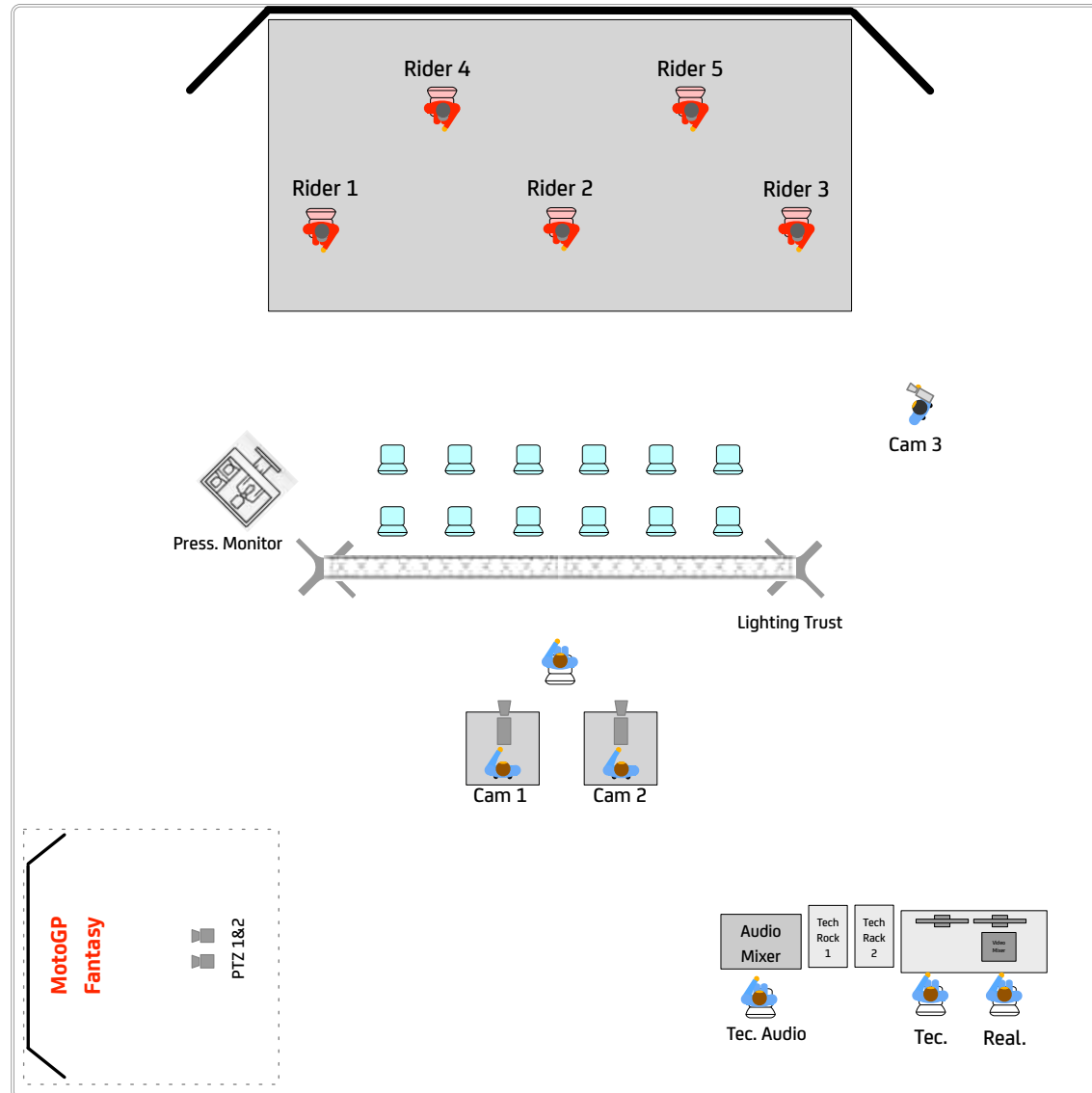


INTERIOR SIGNALLING



EXTERIOR SIGNALLING





Power Requirements:
 CTAC 32A
 Triphase or Singlephase

Dimensions:
 225m2
 15 x 15 x 2,80mts*
 *minimum height required



Press Conference platform for riders

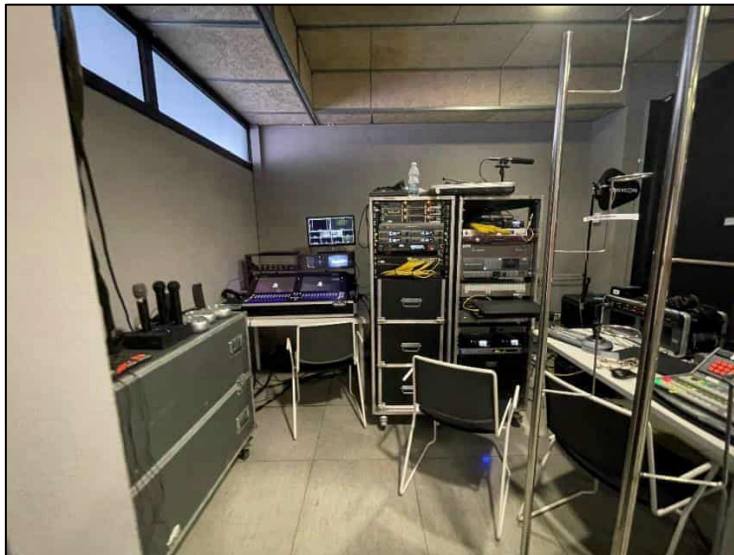
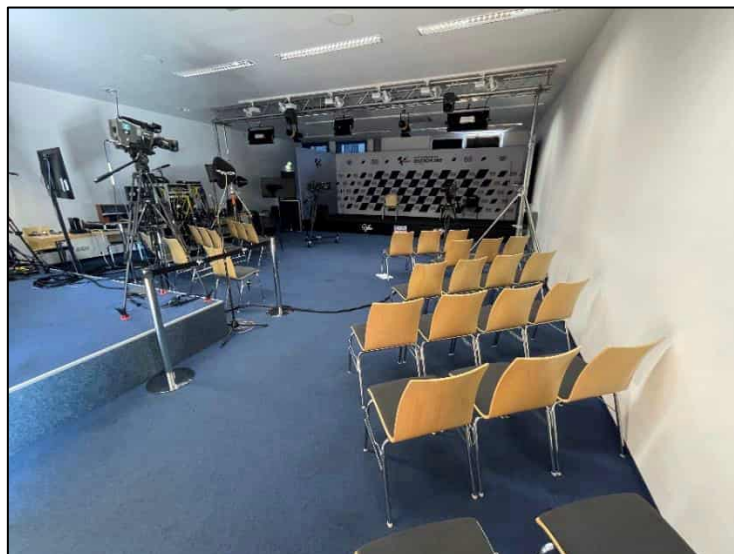


Table and chairs for the Dorna TV Production



Platform for photographers and TV Cameras is situated behind the chairs for journalists and it is high enough to allow photographers a good view on the riders

Dorna Sports

Barcelona Office
Núria Montaña, 2
C/IBEC Sare just D'Alent
Barcelona, Spain

T +34 934 758 494
events@dorna.com
www.motogp.com

FIM

75  motogp



2024 | *FIM*

PROMOTERS MANUAL

SECURITY MANUAL

OVERSEAS CIRCUITS

2024 MotoGP™ PROMOTERS MANUAL

SECURITY MANUAL

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SECURITY MANUAL

INTRODUCTION

The Security Manual explains and describes the MotoGP™ Credentials system and all procedures involved in the planning of any MotoGP™ event.

All rules listed in this manual have to be fully followed and respected by all Circuits / Promoters.

The Circuit / Promoter must provide sufficient security staff to cover all access points of all MotoGP™ areas as specified below:

- Paddock (including Pit Boxes, hospitalities etc.)
- Control tower
- Media Centre
- Medical Centre
- Media Compound
- Commentary Booths
- Pit Lane
- Service road
- Race track
- MotoGP VIP Village™
- Dorna parking areas
- Support races areas organized by Dorna

Paddock areas will be strictly controlled with a bar code control system that will be used as additional security tool. Dorna will provide, install and maintain the technical equipment. The Circuit / Promoter must provide sufficient security staff to operate the bar code terminals at all corresponding access points.

In order to control and coordinate all security operations, Dorna will support the Circuit / Promoter security staff with some coordinators with complete knowledge of MotoGP™ Credentials system and bar code control operations.

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S1. MotoGP™ CREDENTIALS SYSTEM

Dorna credentials are the only valid and authorized credentials during the MotoGP™ to access the following key areas:

- Paddock (including Pit Boxes, hospitalities etc.)
- Control tower
- Media Centre
- Medical Centre
- Media Compound
- Commentary Booths
- Pit Lane
- Service roads
- Race track
- MotoGP VIP Village™
- Dorna parking areas
- Support races areas organized by Dorna

The Circuit / Promoter can produce its own passes for the rest of the circuit areas not specified above such as Circuit VIP areas or support Paddock if necessary. In case that the Circuit / Promoter wish to issue their own passes, a written authorization from Dorna Operations Department is needed. The proposed pass system as well as the design of these passes, has to be sent to the Dorna Operations Department no later than one month prior the event for final approval. All passes must include a legal note as specified in the General Manual.

MotoGP™ credentials are divided in two main groups:

➤ **PERSONAL CREDENTIALS:**

- Personal passes
- Bibs
- Credential accessories
- Special logos

➤ **VEHICLES CREDENTIALS:**

- Vehicles parking passes
- Vehicles working passes
- Scooter passes

(SEE MotoGP™ CREDENTIALS SUMMARY) PAGE 38.

PERSONAL PASSES

All personal passes are personalised and non-transferable. Every person granted with a MotoGP™ pass accepts the Dorna pass conditions displayed at the entrances of the Paddock.

All personal passes have a bar code printed on the reverse side of the pass or a digital QR code (digital Guest pass), and will be scanned to enter and leave the Paddock, and in some other MotoGP™ areas. Personal passes have a MotoGP™ hologram printed on the front of the pass. Specific lanyard is also a part of the pass and any pass without appropriate lanyard is considered as not valid.

Personal passes can be either Permanent or One-Event. Permanent passes and One-Event passes have the same access level referring to the same type of pass.

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➤ PERMANENT PASSES

Permanent passes are used by riders, team members, guest, commercial partners, permanent media and television staff and by Dorna and IRTA staff who attend all Grand Prix during the season ([SEE MotoGP™ PERSONAL PERMANENT PASSES](#)) PAGE 39.

➤ ONE-EVENT PASSES

One-Event passes are used by wild card riders and their team members, commercial partners, one-event media and television staff, guests, merchandising staff and also by Dorna staff who attend one or a few Grand Prix during the season only. All Circuit / Promoter personnel are also granted One-Event passes ([SEE MotoGP™ PERSONAL ONE-EVENT PASSES](#)) PAGE 40.

The main difference between Permanent passes and One-Event passes is that permanent passes have a photograph of its holder printed on the reverse side and that One-Event passes design is different for every Grand Prix.

➤ TYPES OF PERSONAL PASSES

There are six types of personal passes depending on the activity of its holder:

- Worker passes
- Media passes
- Premium (Permanent) pass and Guest (One-Event) pass
- MotoGP VIP Village™ passes
- Services passes

WORKER PASSES

Worker passes are issued to personnel that work in different areas such as riders, team members, Dorna and IRTA staff. Circuit / Promoter personnel working at determinate areas are also granted with Worker passes.

Access to other areas such as Media Centre, Media Compound, Race Control, MotoGP VIP Village™ etc. is determined by additional pass accessories and special logos.

There are three types of Worker passes with three different access levels:

- Full Worker pass
- Track Worker pass
- Paddock Worker pass

➤ FULL WORKER PASS (RED PASS)

Full Worker pass is a pass with the highest level of access.

The number of Full Worker passes is very limited. These passes are issued to people that need to work in the Pit Lane only. In order to reduce the number of workers in the Pit Lane, Full Worker passes are also specific for each category and allow access to Pit Lane only during practice sessions of the corresponding class: Moto3™, Moto2™, MotoGP™ and ALL. ALL classes Full Worker pass allows access to Pit Lane at all times.

Due to security reasons only people over 15 years old are allowed to enter the Pit Lane – this rule will be applied disregarding the kind of pass the kid is wearing.

All Full Worker pass holders will have to sign a waiver before being allowed to use their pass.

A description feature of the Full Worker pass explains its access to different areas and shows the design of the pass, its specifications and applicable pass accessories and specials logos ([SEE FULL WORKER PASS](#)) PAGE 41.

➤ TRACK WORKER PASS (BLUE PASS)

Track Worker passes are issued to people who need to access the Paddock and service road to fulfil their professional activity.

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The Track Worker pass also allows its holder to access the Pit Lane on Friday, Saturday and Sunday with access limited to the midday break and once all MotoGP™ sessions (MotoGP™, Moto2™ and Moto3™) have been completed.

A description feature of the Track Worker pass explains its access to different areas and shows the design of the pass, its specifications and applicable pass accessories and special logos ([SEE TRACK WORKER PASS](#)) PAGE 42.

➤ Paddock Worker Pass (Green Pass)

Paddock Worker passes are issued to people who need to access the Paddock to fulfil their professional activity.

A description feature of the Paddock Worker pass explains its access to different areas and shows the design of the pass, its specifications and applicable pass accessories and special logos ([SEE PADDOCK WORKER PASS](#)) PAGE 43.

MEDIA PASSES

Media passes are exclusively used by professional media, radio reporters, TV commentators, cameramen and technicians.

All types of Media passes allow access to the Media Centre and Press Conference. Access to other areas such as Media Compound, Race Control, and MotoGP VIP Village™ etc. is determined by additional pass accessories and special logos.

There are three types of Media passes with three different access levels:

- Full Media pass
- Track Media pass
- Paddock Media pass

➤ Full Media Pass (Orange Pass with Media Stamp)

Full Media pass is a pass with the highest access level of the Media passes.

Full Media pass allows access to Pit Lane but it is restricted in order to ensure maximum security in Pit Lane. During periods of track activity, the Full Media pass itself allows access to Pit Lane until Saturday first qualifying session. From this moment on, an additional Media vest is needed to access the Pit Lane. The Media vest is also needed on Sunday. During non-track activity periods, access to Pit Lane is allowed with Full Media pass without any restrictions. The access to service road and the Paddock is granted with no restrictions.

A crucial moment for all media is the shooting of the Podium ceremony where all media with Full Media and also Track Media passes can access the Pit Lane without a Media vest. Therefore, photographers will be allowed to enter the Pit Lane once the winner of the race has been shown the chequered flag. But they will have to wait in the pre-Parc Fermé area until the riders have reached the Podium.

A description feature of Full Media pass explains access to different areas and shows the design of the pass, its specifications and applicable pass accessories and special logos ([SEE FULL MEDIA PASS](#)) PAGE 44.

➤ Track Media Pass (Blue Pass with Media Stamp)

Track Media passes are issued to media who need to access service road and the Paddock to fulfil their professional activity.

The Track Media pass also allows its holder to access the Pit Lane on Friday, Saturday and Sunday with the access limited to the midday break and once all MotoGP™ sessions (MotoGP™, Moto2™ and Moto3™) have been completed.

The Track Media pass also allows access to Pit Lane for the shooting of Podium ceremony without wearing a Media vest.

A description feature of the Track Media pass explains its access to different areas and shows the design of the pass, its specifications and applicable pass accessories and special logos ([SEE TRACK MEDIA PASS](#)) PAGE 45.

➤ Paddock Media Pass (Green Pass with Media Stamp)

Paddock Media passes are issued to media who need to access the Paddock to fulfil their professional activity.

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A description feature of the Paddock Media pass explains its access to different areas and shows the design of the pass, its specifications and applicable pass accessories and special logos ([SEE PADDOCK MEDIA PASS](#)) PAGE 46.

PREMIUM (PERMANENT) PASS AND GUEST PASS (ONE-EVENT).

Premium (Permanent) pass and Guest (One-Event) pass are issued to guests, authorities and celebrities attending the Grand Prix.

Premium and Guest passes have different access levels:

- Premium pass allows access to the Paddock and service roads
- Guest pass allows access to the Paddock

None of the Premium and Guest pass allow access to Pit Lane during MotoGP™ track activities.

Access to other areas such as Media Centre, Media Compound, Race Control, MotoGP VIP Village™ etc. is determined by additional pass accessories and special logos.

➤ PREMIUM (PERMANENT) PASS

This pass allows access to the Paddock and service roads at all times. Pit Lane access is limited to the midday break and once all MotoGP™ sessions (MotoGP™, Moto2™ and Moto3™) have been completed.

A description feature of the Premium pass explains its access to different areas and shows the design of the pass, its specifications and applicable pass accessories and special logos ([SEE PREMIUM PERMANENT PASSES](#)) PAGE 47.

➤ GUEST PASS (ONE-EVENT)

The Guest pass allows access to the Paddock.

A description feature of the Guest pass explains its access to different areas and shows the design of the pass, its specifications and applicable pass accessories and special logos ([SEE GUEST PASSES](#)) PAGE 48.

MotoGP VIP Village™ PASSES

MotoGP VIP Village™ passes are the only passes on sale to public.

All MotoGP VIP Village™ passes are One-Event only.

MotoGP VIP Village™ passes allow access to the MotoGP VIP Village™ and the Paddock (exception Australian Grand Prix). Access to Pit Lane (including Pit Wall), Starting Grid, Parc Fermé, Media Centre and television areas is prohibited at all times (except for organized visits and tours).

There are four different visits and tours organized for the MotoGP VIP Village™ guests during each Grand Prix:

- MotoGP VIP Village™ Paddock Tour
- MotoGP VIP Village™ Service Road Tour
- MotoGP VIP Village™ Pit Lane Walk
- MotoGP VIP Village™ Canopy Visit

There are five different MotoGP VIP Village™ credentials:

- Sunday
- Saturday
- Silver (Friday Paddock access only exception Grand Prix of the Americas)
- Staff
- Service bracelet
- Paddock Tour pass

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A description feature of all MotoGP VIP Village™ passes explains their access to different areas and shows the design of the passes, their specifications and applicable pass accessories and special logos. Explanation and special conditions for all MotoGP VIP Village™ Visits and Tours are also included ([SEE MotoGP VIP Village™ PASSES](#)) [PAGE 49](#).

➤ SUNDAY MotoGP VIP Village™ PASS

The MotoGP VIP Village™ Sunday pass allows access to the MotoGP VIP Village™ on Sunday only. It is not possible to access the MotoGP VIP Village™ on Saturday with this pass.

➤ SATURDAY MotoGP VIP Village™ PASS

The MotoGP VIP Village™ Saturday pass allows access to the MotoGP VIP Village™ on Saturday only. It is not possible to access the MotoGP VIP Village™ on Sunday with this pass.

MotoGP VIP Village™ Saturday pass with Friday printed in front side on the pass, allows access to the Paddock on Friday.

➤ MotoGP VIP Village™ STAFF PASS

The MotoGP VIP Village™ Staff pass allows access to the MotoGP VIP Village™ during the whole Grand Prix week and the MotoGP VIP Village™ Pit Lane Walks as well.

➤ MotoGP VIP Village™ SERVICE BRACELETS

MotoGP VIP Village™ Service bracelets allow access to the MotoGP VIP Village™ during the whole Grand Prix. There are two different kinds of bracelets: for the week (valid until Friday) and for the weekend (valid Saturday and Sunday).

[SERVICES PASSES](#)

Services passes are issued to Circuit / Promoter working personnel at different MotoGP™ areas in the circuit premises.

All Services passes allow access to the Paddock. Access to any other areas depends on the type of Services pass.

All Services passes have barcode printed on the reserve side, thus these passes must scan in and out in any scanning points on the way or movements throughout the Paddock or any MotoGP™ area.

There are three types of Services passes:

- Control
- Maintenance
- Cleaning

➤ CONTROL PASS

All staff working at any control position in the Paddock area and at all access points to all buildings (including Media Centre, Commentary Booths, Media Compound and exterior of the MotoGP VIP Village™), as well as Pit Lane and service road access points (these two areas people over 15 years old mandatory rule), must wear a Control pass. Circuit security uniform on its own will not be accepted.

A description of the Control pass explains the access to different areas and shows the design of the pass specifications ([SEE SERVICES PASSES PASS](#)) [PAGE 50](#).

➤ MAINTENANCE PASS

It is exclusively used by staff performing maintenance at different areas of the circuit. This pass allows access to the Paddock, service road and Pit Lane (these two areas people over 15 years old mandatory rule).

This pass allows access to all buildings, Media Centre, Media Compound and Commentary Booths.

This pass does not allow access to MotoGP VIP Village™.

The access to different MotoGP™ areas with this pass is exclusively for working purposes only.

A description of the Maintenance pass explains the access to different areas and shows the design of the pass specifications ([SEE SERVICES PASSES PASS](#)) [PAGE 50](#).

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➤ CLEANING PASS

Is exclusively used by cleaning staff, this pass allows access to the Paddock, all buildings, Media Centre, and Commentary Booths. MotoGP VIP Village™ access is also allowed at certain agreed times.

A description of the Cleaning pass explains the access to different areas and shows the design of the pass specifications ([SEE SERVICES PASSES PASS](#)) PAGE 50.

BIBS

Bibs are personal credentials designated for marshals, technical crew and medical staff, security control staff and other services. Bibs are directly related to sportive and track staff / issues. All bibs have barcode tag, those bibs must get scanned when getting in and out any scanners located at any Paddock accesses (also in occasions when scanners are located at entrances or exits of service road and Pit Lane areas). The only exception is moto rider recovery marshal bibs when they are taking the rider back to the box after an accident.

Bibs must be worn at all times in any MotoGP™ area. Bibs grant access to designated areas for working purposes only. Inappropriate professional behaviour showed by any bib holder will determine the withdrawal of the bib.

Pit Lane and track marshals with a designated job will be the only ones allowed in the Pit Lane during the periods of the MotoGP VIP Village™ Pit Lane Walks.

There are six types of bibs with seven different access levels:

- Pit Lane bib
- Technical bib
- Track bib
- Medical bib
- Grid bib: It is valid to access the Paddock at any time and the access to Pit Lane / Grid is allowed on the race day and only after all the Warm Ups have been completed. It's also valid on Saturday if there are any support races but 30 minutes before the start of those races only
- Pit Lane control

A description feature of all bibs explains their access to different areas and shows the design of the bibs and their specifications ([SEE BIBS](#)) PAGE 51.

REGULATIONS FOR MEDICAL AND FIREMEN MARSHAL BIBS IN THE PIT LANE

The number and position of medical and firemen marshal bibs in the Pit Lane will be decided by Race Direction. Medical and firemen marshal bibs will remain in their positions unless there is a requirement to attend.

Any shifts of medical or firemen staff in the Pit Lane will be done at break times or when there is no activity in the track or Pit Lane.

CREDENTIAL ACCESSORIES

The MotoGP™ Credentials system has a number of accessories that give additional access to all types of MotoGP™ Personnel, Media, Premium and Guest passes. No accessories are used with MotoGP VIP Village™.

There are nine types of accessories allowing access at different facilities:

- Pit Lane Access access card
- Grid Access pins, Grid Access card, Grid access bracelet and Umbrella Grid Access wristband
- Service Road Access card
- Special Event card
- Media vest
- Media card
- TV card

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- Camera Access stickers
- Viewing Area card

A description feature of all accessories explains their access to different areas and shows the design of the accessories and their specifications ([SEE PASS ACCESSORIES](#)) [PAGE 52-53](#).

SPECIAL LOGOS

The MotoGP™ Credentials system has a number of special logos that give additional access to all types of MotoGP™ Personnel, Media, Premium and Guest passes. No special logos are used with MotoGP VIP Village™ passes.

There are five types of special logos allowing access at different facilities:

- Media logo and sticker
- TV logo and sticker
- Race Control sticker
- MotoGP VIP Village™ sticker
- MotoGP™ Class Motorhomes area sticker

A description feature of all special logos explains their access to different areas and shows the design of the logos and their specifications ([SEE SPECIAL LOGOS](#)) [PAGE 54](#).

VEHICLE PASSES

All vehicles entering any MotoGP™ area including parking lots must have a MotoGP™ Vehicle pass starting from Wednesday until Sunday of the Grand Prix week. Every person granted with a MotoGP™ Vehicle pass accepts all passes conditions.

Vehicle passes can be either Permanent or One-Event. Permanent passes and One-Event passes have the same access level referring to the same type of pass (except for Parking Officials passes).

➤ PERMANENT PASSES

Permanent passes are used by riders, team members, guest, commercial partners, permanent media and television staff and by Dorna and IRTA staff who attend all Grand Prix during the season.

➤ ONE-EVENT PASSES

One-Event passes are used by wild card riders and their team members, some Circuit / Promoter vehicles, commercial partners, One-Event Media and television staff, guests, merchandising staff and by Dorna staff who attend only one or a few Grand Prix during the season.

The main difference between Permanent passes and One-Event passes is that Permanent passes are hangers and One-Event passes are stickers for the windshield.

➤ TYPES OF VEHICLE PASSES

There are three types of Vehicle passes:

- Vehicle Parking passes
- Vehicle Working passes
- Scooter passes

[VEHICLE PARKING PASSES](#)

Every parking area has its own corresponding Parking pass. These Parking passes can be either Permanent or One-Event.

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There are seven Parking passes corresponding to seven different parking areas:

- Parking Officials
- MotoGP™ Class Parking
- Parking P1 / P1 Bikes
- Parking P2 / P2 Bikes
- Parking P0
- MotoGP VIP Village™ Parking
- MotoGP VIP Village™ Bus Parking

A description feature of all Vehicle Parking passes explains their access to the different parking areas and shows the design of the parking passes and their specifications ([SEE VEHICLE PARKING PASSES](#)) [PAGE 55-56](#).

➤ PARKING OFFICIALS

Parking Officials is an exclusive parking area reserved for Race Direction members and other authorities.

Permanent Parking Officials grants access to all MotoGP™ areas within circuit facilities including all parking areas, Paddock, service road, Pit Lane and track.

One-Event Parking Officials grants access to Parking Officials only.

➤ MotoGP™ CLASS PARKING

MotoGP™ Class Parking is an exclusive parking area reserved for MotoGP™ riders and team managers.

➤ PARKING P1 AND PARKING P1 BIKES

Parking P1 and Parking P1 Bikes is a parking area reserved for teams, permanent media and other permanent staff. The use of Parking P1 Bikes bracelet will be agreed at each Grand Prix by Dorna and the Promoter of the race when needed. There will be a special reserved area inside parking P1 for reduced mobility people vehicles with this pass.

➤ PARKING P2 AND PARKING P2 BIKES

Parking P2 and Parking P2 Bikes is a parking area reserved for teams, permanent and one-event media, permanent staff and guests. The use of Parking P2 Bikes bracelet will be agreed at each Grand Prix when needed.

➤ PARKING P0

Parking P0 is a parking area reserved for Dorna staff and other needs of the event.

➤ MotoGP VIP Village™ PARKING

MotoGP VIP Village™ Parking is an exclusive parking area reserved for MotoGP VIP Village™ guests, MotoGP VIP Village™ staff and suppliers. There are three MotoGP VIP Village™ Parking passes, for Friday, Saturday and Sunday. All of them give access to the same MotoGP VIP Village™ Parking for the specific day only.

➤ MotoGP VIP Village™ BUS PARKING

MotoGP VIP Village™ Bus Parking is an exclusive parking area reserved for MotoGP VIP Village™ guests coming to the Grand Prix in bus. This area is normally situated inside the MotoGP VIP Village™ Parking (when possible). The pass is good for every MotoGP VIP Village™ day.

[VEHICLE WORKING PASSES](#)

Vehicle Working passes allow access to different types of vehicles to various MotoGP™ areas. All vehicles entering any MotoGP™ area must have a Working pass. Working passes allow the vehicle to transit through different MotoGP™ areas but do not allow them to park neither in the MotoGP™ areas nor in any MotoGP™ parking area. All vehicles need a Parking pass to park in any MotoGP™ parking area.

Vehicle Working passes can be either Permanent or One-Event.

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There are seven Vehicle Working passes with different access levels:

- All Access Vehicle
- Tech Services Vehicle Access
- MotoGP™ Organisation Vehicle
- Paddock Delivery
- Paddock Access
- Free Paddock Access
- MotoGP VIP Village™ Service

A description feature of all Vehicle Working passes explains their access to different MotoGP™ areas and shows the design of the Vehicle Working passes and their specifications (*SEE VEHICLE WORKING PASSES*) PAGE 57-58.

➤ ALL ACCESS VEHICLE

All Access Vehicle is a transit pass that allows access to the track, service road and the Paddock. It is used by the Race Direction members, Dorna Officials, timekeeping, television, maintenance and other emergency vehicles.

➤ TECH SERVICES VEHICLE ACCESS

Tech Services Vehicle Access is a transit pass that allows access to the service roads and the Paddock. It is used by ambulances, firemen, Photo Shuttles, television, and MotoGP VIP Village™ Shuttles.

➤ MotoGP™ ORGANISATION VEHICLE

The MotoGP™ Organisation Vehicle is a pass limited to some designated working trucks which need to enter the Paddock to park earlier than any other trucks. This pass grants access to the circuit at any time.

➤ PADDOCK DELIVERY

The Paddock Delivery Pass is used to deliver and unload items in specific areas of the circuit/paddock. Whenever possible, the delivery Post of items will be located at the Main Paddock entrance in the circuit premises.

(SEE VEHICLE WORKING PASSES) PAGE 57 / (SEE PADDOCK DELIVERY REGISTRATION FORM) PAGE 63.

➤ PADDOCK ACCESS

Paddock Access is a delivery pass for exceptional occasions and has no time restrictions.

➤ FREE PADDOCK ACCESS

The Free Paddock Access pass is used to limit the access of vehicle to the Paddock. This pass must be accompanied by All Access passes (both Permanent and One-Event) and Tech Services pass from Thursday to Sunday.

➤ MotoGP VIP Village™ SERVICE

MotoGP VIP Village™ Service pass is used by suppliers of the MotoGP VIP Village™ when setting-up its facilities. It has no access to the Paddock at any time. This pass is allowed to access the MotoGP VIP Village™ when its location is outside the Paddock and until Thursday only. It allows access to the MotoGP VIP Village™ Parking as well.

SCOOTER PASSES

All scooters entering any MotoGP™ areas must have the Scooter pass.

Motorcycles are not allowed to carry any Scooter pass except for the moto taxi which provides the riders' recovery service from the track. 2-stroke engine and 4-stroke engine scooters are not allowed; only electric scooters are allowed to enter the Paddock or any MotoGP™ area.

Electrical bicycles need a Scooter pass to access the Paddock or service road.

Segways, motorized skateboards, hoverboards or similar type of vehicles are not allowed to use Scooter passes neither entering the Paddock and service road.

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In order to access the Paddock or any MotoGP areas, all motorized two wheels vehicles must carry handlebar and brake lever, only then a Scooter pass will be granted to these type of vehicles.
Scooter passes can be either Permanent or One-Event.

There are five Scooter passes with different access levels:

- Scooter All Access
- Scooter Team
- Scooter Service Road
- Scooter Media
- Scooter Paddock

A description feature of all Scooter passes explains their access to different MotoGP™ areas and shows the design of the Scooter passes and their specifications ([SEE SCOOTER PASSES](#)) [PAGE 59](#).

➤ SCOOTER ALL ACCESS

The Scooter All Access pass is issued to workers that need access to the track and all facilities in the circuit. The access to the Paddock and service roads is granted at any time. The use of helmet is compulsory when riding a scooter.

➤ SCOOTER TEAM

The Scooter Team pass is issued only to riders and team members, and it allows them to access the service road and the Paddock anytime during the weekend. The use of helmet is compulsory when riding a scooter.

➤ SCOOTER MEDIA

The Scooter Media pass is issued to reporters, media staff, photographers and TV crew that need to access the Paddock and service roads anytime during the week / weekend. The use of helmet is compulsory when riding a scooter.

➤ SCOOTER SERVICE ROAD

The Scooter Service Road pass is issued to people that need to access the service roads. The Scooter Service Road pass is not allowed in the Paddock on Saturday and Sunday from 8:00h to 18:00h. The use of helmet is compulsory when riding a scooter.

➤ SCOOTER PADDOCK

The Scooter Paddock pass is issued to people that need to access the Paddock areas. The Scooter pass is not allowed in the Paddock on Saturday and Sunday from 8:00h to 18:00h. The use of helmet is compulsory when riding a scooter.

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S.2 MotoGP™ PASS SYSTEM AREAS

During the Grand Prix week several circuit areas are considered as MotoGP™ areas. All these areas defined below are subject to Dorna control and the rules specified in this Security Manual have to be strictly followed.

MotoGP™ areas:

- Paddock (including MotoGP™ Class Motorhomes area, Race Control, Media Centre, Media Compound, Commentary Booths)
- Media Compound
- Pit Lane
- Service Roads
- MotoGP VIP Village™
- MotoGP™ Parking areas
- Race Track

The Circuit / Promoter shall be responsible for any loss that may occur to the unfulfillment of his obligations.

PADDOCK

PADDOCK DEFINITION

The Paddock is a closed area with access points previously accorded by Dorna, IRTA and the Circuit / Promoter.

The Paddock accommodates teams trucks, hospitalities, motorhomes and other facilities such as the Media Centre, Media Compound and Commentary Booths.

PADDOCK OPENING

Vehicles' security control at all Paddock gates has to be operative from Tuesday 09:00h. It must be ensured that no private cars or any other unauthorized vehicles park in the Paddock.

Access to the Paddock will be open to vehicles at 9:00h on Monday morning of the event week. The MotoGP™ Hospitality trucks will enter the Paddock on Monday 11:00h on the week of the event. On Tuesday at 14:00h will commence to enter the Paddock the MotoGP™ team trucks and tyre companies, to follow with the entrance at 16:00h of the MotoGP™ Class Motorhomes. These vehicles will be recognised by a specific MotoGP™ Cleared by IRTA sticker.

The remaining vehicles from Moto2™ and Moto3™ will be admitted to the Paddock commencing 8:00h on Wednesday of the event week, and they will be controlled in conjunction with circuit security by members of Dorna / IRTA staff.

A tow truck will be used to remove all unauthorized vehicles and must be available starting from Monday 12:00h until Sunday evening.

BAR CODE CONTROL SYSTEM

In all the Grand Prixes bar code controls will be used to enter and exit the Paddock and therefore all MotoGP™ passes will be issued with a bar code. This security system will allow more precise control at all access points and will help to guarantee the correct use of all passes according to their levels of access.

Depending on the circuit, access to the Viewing Area grandstand and / or MotoGP VIP Village™ will also be controlled by bar code scanners. Dorna will provide, install and maintain the technical equipment (SEE ACCESS CONTROL TERMINAL) PAGE 64.

The Circuit / Promoter will provide the staffing of the checkpoints from Thursday at 08:00h when the barcode control system is activated until 18:00 hrs on Sunday. Dorna will also provide a team of supervisors who will assist the circuit security personnel when necessary.

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BAR CODE CONTROL SYSTEM DEFINITION

All access points with barcode scanners will be defined during the event meeting on Tuesday at 16:00h.

On Thursday at 9:00h a special meeting will be held at all scanner points, where the circuit staff will be informed about the use of the barcode scanners and about all the necessary operations related to this control system.

Dorna will distribute the barcode scanners every morning to the Circuit / Promoter in case of not scanning 24h staff at the corresponding access points and collect them at the end of the day. Dorna will also be responsible for the maintenance of these terminals throughout the Grand Prix.

SCHEDULE OF BAR CODE CONTROLS

Bar code control of the Paddock will be operative:

- Thursday 24h nonstop
- Friday 24h nonstop
- Saturday: 24h nonstop
- Sunday: 24h nonstop, finishing at 18:00h

In the night shift we will minimize the entries to Paddock, (previously agreed with Dorna's Security).

MotoGP™ CLASS MOTORHOMES AREA

The perimeter formed by the area enclosing the motorhomes belonging to the MotoGP™ Class riders, exclusively, has to be closed with a fence in order to prevent unauthorized passes access.

Two security guards will be controlling the access to this area with the following schedule:

- Thursday: 11:00h - 19:00h
- Friday: 08:00h - 22:00h
- Saturday: 08:00h - 22:00h
- Sunday: 08:00h - 18:00h

This schedule could be modified depending on the final races time schedule of the event.

People with properly passes are allowed in the MotoGP™ Class Motorhomes area with scooter.

All Permanent passes are allowed in this area. Worker and Media One-Event passes are allowed in this area also. One-Event Guest passes with the (MH) special sticker on the back or MH bracelet will be allowed in this area.

No bibs or Cleaning and Maintenance passes are allowed in this area unless they are requested for working purposes.

RACE CONTROL

Race Control is a special room for the Race Direction members and the national Race Control personnel. Access to this room will only be granted with the Race Control sticker.

It is compulsory to have one security guard at the main door of the Race Control room in order to prevent unauthorized personnel entering the room during the MotoGP™ track activity sessions (MotoGP™, Moto2™ and Moto3™).

MEDICAL CENTER

The Medical Centre area, building and helipad included, should be closed with high security fence with one single access from the Paddock side that will be defined as main entrance. Secondary access from the service road should be fitted out for ambulance access and it should be available only for emergency purposes.

One security guard will be required during all official track sessions during Friday, Saturday and Sunday. Only Dorna / IRTA officials and medical staff wearing Medical bibs or Worker passes with Medical Services written on the back should be allowed at all times.

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The access from spectators, cameramen, photographers, journalists and other team members should be prevented in case of a critical situation after a serious crash at the track. The CMO of the circuit will be in contact with the Dorna representative at the Race Control who will advise if it is necessary to send Dorna / IRTA security staff to the Medical Centre entrance in order to manage the crowd.

Only direct relatives and two team members from the rider or person who is being treated will be allowed inside the Medical Centre when the medical person in charge gives the OK.

GATES TYPES AND CONTROL APPLIED

All access points to any MotoGP™ area must be strictly controlled from Tuesday at 07:30 AM. The Paddock access control on Monday will start at 9:00h. and will be done by circuit security staff.

Two different control systems can be applied:

➤ **BAR CODE CONTROL**

Controlling entrance and exits to the Paddock. The Circuit / Promoter will provide a 3x3 tent and electrical points, as well as night lighting, at the Paddock scanning points.

Depending on the circuit layout, access to Pit Lane, service roads and / or Media Centre will also be monitored with bar code control.

➤ **VISUAL CONTROL**

Circuit gates.

MotoGP™ Parking areas.

Depending on the circuit layout, access to the Pit Lane, service roads, Race Control, Media Centre, Press Conference, Media Compound and / or Commentary Booths, MotoGP™ Class Motorhomes area will only be controlled visually.

The type of applied control system at each access point and its exact location will be determined by Dorna at the event meeting held on Tuesday at 16:00h.

PADDOCK DIRECTIVES

➤ **PERSONAL RULES**

- Every person must wear an appropriate Personal pass during the whole stay in any Paddock area. The pass must be worn visibly around the neck and all people must be dressed appropriately (T-shirt compulsory)
- The use of movie or TV cameras, mobile phones, including home videos and digital cameras with a motion picture capacity is prohibited unless a Camera Pass sticker is displayed on the camera
- The presence of animals at any MotoGP™ area is not permitted
- Drinking of alcohol beverages is restricted to closed hospitalities and restaurants
- On Sunday race day, two hours after the last MotoGP session or race, Guest passes (One-Event) that are not accompanied by team members, Dorna / IRTA will be invited to leave the Paddock for safety reasons, since the disassembly procedure of the Paddock will start

➤ **AGE LIMITS**

- The following age limits are applied to the type of pass that any person is wearing
- Every person over 14 years old must wear an appropriate Personal pass in all MotoGP™ areas. Children under 14 years old must always be accompanied by an adult
- Access of children without a pass to the MotoGP VIP Village™ is restricted to 2 years old. Children above 2 years old must have their own MotoGP VIP Village™ pass
- The minimum age to access the service roads and track is 15 years old
- The minimum age to access the Pit Lane is also 15 years old with exception of Official Pit Lane Walks where the access is granted to all MotoGP VIP Village™ pass holders
- The minimum age to ride any scooter is 15 years old

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➤ VEHICLES RULES

- All vehicles entering any MotoGP™ area must have an appropriate Vehicle pass
- 2-stroke engine and 4-stroke engine scooters are not allowed; electric scooters are allowed to enter the Paddock or any MotoGP™ area
- The maximum speed allowed at all MotoGP™ areas is 20 km/h
- It is strictly prohibited to ride with more than 2 people on one scooter
- Helmet mandatory use when riding scooter

Dorna reserves the right to withdraw the pass from any person at any time.

Any change or alteration of any MotoGP™ Credentials including its ribbon is not permitted, since the pass would then be not legal under MotoGP™ laws and regulations.

SUPPORT RACES AND TEAMS WITHOUT PIT BOXES

Support races may take place during some MotoGP™ events. All these are always authorized by Dorna. As a general rule the working and living area for riders participating at support races is situated outside the Paddock. Special access routes to the Pit Lane and track for these races and practice sessions are agreed with Dorna as well as the relevant safety procedures that may be needed. The Circuit / Promoter must then provide the required number of security staff and marshals.

Depending on the circuit layout the working area of some MotoGP™ teams (mostly wild card riders of Moto2™ and Moto3™) may be located in tents outside the Pit Boxes area. In this case, a special access route to the Pit Lane and track for races and practice sessions handling the bikes will be agreed with Race Direction together with the necessary safety procedures. The Circuit / Promoter must then provide the required number of security staff and marshals.

PADDOCK DELIVERY

The Paddock Delivery Pass is used to deliver and unload items in specific areas of the circuit/paddock. With the Delivery Pass, we guarantee that the delivery service can reach the circuit. If it is a small delivery, the unloading will take place at the Delivery office located at the main entrance of Paddock. For larger deliveries, the Paddock Delivery pass allows access within the Paddock area to the unloading point for a limited period of time. If entering the Paddock area, unloading must not take longer than 15 minutes and must follow standard procedures. When the contingency plan is applied the delivery vehicle and staff will be accompanied by circuit, Dorna or Irta security staff.

For complete procedures see the special feature explaining Paddock Delivery and Paddock Access procedures (SEE VEHICLE WORKING PASSES) PAGE 57.

The only vehicles that are allowed to enter the Paddock at all times are those with Parking Officials pass (both Permanent and One-Event). All Access passes (both Permanent and One-Event) and Tech Services pass. These transit passes must use a Free Paddock Access sticker to access the Paddock from Thursday to Sunday.

(SEE PADDOCK DELIVERY REGISTRATION FORM) PAGE 63.

SECURITY AT NIGHT

Security at all MotoGP™ areas must be nonstop 24 hours a day starting from Tuesday morning until Monday morning.

Security staff may be reduced during the night at some areas that remain closed once their opening hours have finished – ex; Media Centre, Commentary Booths or specific service roads access points.

Under no circumstances the control positions at circuit gates, parking areas, Paddock gates, Pit Lane and Media Compound can be closed and / or kept open without appropriate security staff.

VIEWING AREA AND VIEWING AREA GRANDSTAND

Viewing Area is an area located close to the Paddock with a view on the track reserved for guests with Premium (Permanent) and Guest (One-Event) passes and holders of Full Worker passes from Dorna / IRTA.

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A special Viewing Area grandstand is enabled depending on the circuit layout. In case that this grandstand has a limited capacity, special admission rules will be defined.

MEDIA CENTRE

The Media Centre is the working place for all media involved in the Grand Prix.

Media Centre is a strictly working area for all accredited media and people with the appropriate media access.

Circuit staff wearing Maintenance, Cleaning and Control Services passes are allowed in the Media Centre for working purposes only.

Depending on the circuit layout bar code or visual control will be applied at the entrance of the Media Centre.

Security of the Media Centre has to follow the opening hours of the Media Centre:

- Thursday: 09:00h - 21:00h
- Friday: 07:45h - 22:00h
- Saturday: 07:30h - 23:00h
- Sunday: 07:30h - 24:00h (or until the last journalist leaves)

In case of any incidents with accredited media at the entrance to the Media Centre, the MotoGP™ Media Manager or the Dorna Security responsible has to be contacted.

It is compulsory that the Media Centre is equipped with CCTV security cameras with clear visibility of the entire area.

The use of movie or TV cameras, including home videos and digital cameras with a motion picture capacity is prohibited in all Media Centre areas unless a Camera Pass sticker is displayed on the camera.

MEDIA COMPOUND

The Media Compound is a temporary structure constructed by Dorna where the TV Production is based during the Grand Prix. The Media Compound is usually situated close to the Paddock.

The International Programme Feed (IPF) unit, Dorna TV Production trucks, mobile TV units, technical control, satellite control and other support TV facilities are based at the Media Compound.

Holders of TV Access on their Personal passes are allowed to enter the Media Compound only.

Circuit staff wearing Maintenance, Cleaning and Control Service passes are allowed in the Media Compound only for working purposes.

Security of the Media Compound must be ensured nonstop 24 hours a day starting on Monday at 10:00h until Monday 10:00h. As valuable material is stored in the Media Compound, the security control has to be very strict.

COMMENTARY BOOTHS

Commentary Booths are considered together with Media Compound as TV areas.

Access rules are the same as for Media Compound. Holders of TV Access on their Personal passes are the only ones allowed to enter the Commentary Booths.

Circuit staff wearing Maintenance, Cleaning and Control Service passes are allowed in the Commentary Booths only for working purposes only.

Security of the Commentary Booths must be ensured nonstop 24 hours a day starting from Thursday morning until Sunday evening. As the Commentary Booths are a strictly working area, the security control has to be very strict and the TV reporters cannot be disturbed at any moment.

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PIT LANE

PIT LANE DEFINITION

Pit Lane is the most restricted area among all the MotoGP™ areas within the circuit. Due to security reasons access to Pit Lane is restricted to personnel performing a job. Access of team members, media and circuit staff is reduced to essential people during the track activity periods.

In terms of security, the Pit Lane means an area in front of the Pit Boxes defined by a white line through which bikes enter and exit their Pit Boxes.

The Pit Wall and Starting Grid are considered as separate areas and special rules have to be followed to access them.

The area between the Pit Wall and the white line is used by the bikes to cross through the Pit Lane and must be kept free at all times.

Security for the access to Pit Lane begins on Wednesday at 09:00h and follows nonstop 24 hours a day until Sunday at midnight.

The Circuit / Promoter has to provide a Pit Lane control patrol of a minimum of four people that will be continuously checking Pit Lane during practice sessions and races.

PIT LANE DIRECTIVES

➤ ALLOWED CREDENTIALS

- Only holders of Full Worker passes are allowed in the Pit Lane during the track activity periods
- Access for holders of Full Media passes is restricted depending on the day and session
- Access for holders of other Personal passes as well as special Pit Lane Access accessories and logos are clearly specified in the Personal passes description features
- Special rules applied during Saturday MotoGP™ Class sessions: Qualifying 1 and Qualifying 2, and Sunday MotoGP™ Warm Up, besides flag to flag and wet MotoGP™ races (*SEE PERSONAL PASSES FEATURES*) PAGES 39-49
- Marshals and circuit staff wearing Pit Lane, Grid, Control, Technical, Medical bibs besides control and passes are allowed in the Pit Lane. Their access is restricted to periods when performing a job in the Pit Lane only
- The use of movie or TV cameras, mobile phones, including home videos and digital cameras with a motion picture capacity is prohibited unless a Full Camera pass sticker is displayed on the camera
- Smoking is strongly prohibited in the Pit Lane

➤ AGE LIMITS

- The minimum age to access the Pit Lane and Starting Grid is 15 years old with exception of official Pit Lane Walks where the access is granted to all MotoGP™ VIP Village™ pass holders

➤ VEHICLES RULES

- The only vehicles allowed in the Pit Lane are those with All Access Vehicle and Permanent Parking Officials passes
- In case of emergencies ambulances and / or firemen are allowed as well
- No scooters are allowed in the Pit Lane

STARTING GRID

The Starting Grid is a restricted track area where riders form the starting positions.

Riders enter the Starting Grid by completing the Sighting Lap - riders leave their Pit Boxes through the Pit Lane, follow on the track and stop at the Starting Grid.

All other personnel (defined number of authorized mechanics, umbrella person, TV cameramen and reporters, photographers and race officials) enter the Starting Grid by a single door in the Pit Wall. This access door is controlled by Dorna and IRTA personnel. Meantime the Pit Lane control patrol must continue with Pit Lane access security checks.

Grid Access (pin, accessory card) must be attached to the permanent passes.

Grid Access One-Event (Grid bracelet) must be worn in the Grid procedure.

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A minimum of 15 marshals with Pit Lane bib or security staff with Control pass are needed to complete the Starting Grid procedures. These must be at their designated positions no later than 20 to 30 (MotoGP™ category) minutes before the race starts.

PARC FERMÉ (POST-RACE PROCEDURES)

Parc Fermé is a fenced area within the Pit Lane reserved for the post-race procedures and it is divided into five areas:

- Parc Fermé for riders and bikes
- TV cameras area
- Area for photographers
- Area for team members
- Pre-Parc Fermé

(SEE PARC FERMÉ PROCEDURES) PAGE 60

Parc Fermé post-race periods (and also MotoGP™, Moto2™ and Moto3™ Post Qualifying Practices) are broadcasted live on television and special attention must be paid to the working conditions of TV cameramen and reporters.

The whole process is controlled by Dorna and IRTA personnel. The Circuit / Promoter must provide a minimum of six people to help with the organization. Specific meetings where a role of each person participating in the Parc Fermé organization will be defined, will be held on Friday at 17:00h and on Saturday at 17:30h.

Perfect knowledge of the procedures is needed for smooth cooperation between all people participating in Parc Fermé, especially in cases where a track invasion is expected.

PARC FERMÉ OPERATION

➤ **MotoGP™, Moto2™ & Moto3™ POST QUALIFYING 2 (SATURDAY)**

- The first three riders + the first Independent in MotoGP™ category arrive to the Parc Fermé. Two mechanics per rider are allowed to assist him in this area
- Riders will be interviewed by television broadcasting live and appointed by Dorna
- Moto2™ & Moto3™ riders will be put on the weight scale
- Once television interviews finished, riders will be escorted to the Dorna TV Interview Set
- After the Dorna live interviews, all riders will attend a second session of TV interviews. Only TV stations appointed by Dorna are allowed in this area
- Once all TV interviews have been completed, riders will be escorted back to their Pit Boxes

➤ **MotoGP™ TISSOT SPRINT (SATURDAY):**

- The first three riders + first Independent rider on MotoGP™ category arrive to the Parc Fermé. Two mechanics per rider are allowed to assist him in this area
- Riders will be interviewed by television broadcasting live and appointed by Dorna in the Parc Fermé area
- Right after the weight procedure riders will be escorted to the Dorna TV Live Interview Set
- After the Dorna live interviews, all riders will attend a second session of TV interviews. Only TV stations appointed by Dorna are allowed in this area
- Once all TV interviews have been completed, riders will be escorted back to their Pit Boxes

➤ **Moto3™ & Moto2™ POST RACE (SUNDAY)**

- The first three riders arrive to the Parc Fermé. Two mechanics per rider are allowed to assist him in this area, besides the constructor winner
- Riders will be interviewed by television broadcasting live and appointed by Dorna in Parc Fermé area
- Riders and their bikes will proceed to the weight control which is undertaken by race officials in the Technical Box on their way to Podium.

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- **MotoGP™ POST RACE (SUNDAY)**
 - The first three riders + first independent rider arrive to the Parc Fermé. Two mechanics per rider are allowed to assist him in this area. Besides constructor winner
 - Riders will be interviewed by television broadcasting live and appointed by Dorna in Parc Fermé area

- **Moto3™, Moto2™ & MotoGP™ POST RACE (SUNDAY)**

Once television interviews in Parc Fermé finish riders from all classes will follow standard procedures:

 - Riders will be escorted to the rostrum for the Podium ceremony
 - After the Podium ceremony riders will be escorted to the Dorna TV Interview Set
 - After the Dorna live interviews top three riders will attend a second session of TV interviews. Only TV stations appointed by Dorna are allowed in this area
 - Once all TV interviews have been completed, riders will be escorted to the Press Conference Room in the Media Centre

- **ALLOWED PERSONNEL**
 - Parc Fermé is under the direction of a Dorna representative who is in permanent contact with the TV Director and coordinates the exact timing of every phase of the Parc Fermé procedure
 - The Dorna Security Director is responsible for ensuring the security of all people and coordinates with IRTA and circuit security personnel
 - Access for holders of other Personal passes as well as special Pit Lane Access accessories and logos clearly specified in the Personal passes description features (SEE PERSONNEL PASSES FEATURES) PAGES 39-49

Once each category race finishes, the Pit Boxes doors must be closed for that category and will not be allowed to re-open them until the last Podium ceremony.

PODIUM CEREMONY

Special access rules for Media pass holders apply for the shooting of the Podium ceremony.

The only people allowed to be on the Podium are those working directly in relation to the ceremony. No media or photographers from the Circuit / Promoter will be allowed either. The Circuit / Promoter will be requested to provide the list of people from the organization that will strictly need to be in the Podium area during the Podium ceremony. The list will have to be approved in advance by Dorna. (SEE MEDIA PASSES FEATURES) PAGES 44-46.

PIT LANE WORKING AREA

The Pit Lane working area is one of the most demanding areas in terms of security during periods of track activity. As bikes are constantly entering and leaving the Pit Boxes, very strict security rules must be applied.

This area is mainly reserved for mechanics to make any adjustments on the bikes if needed. A limited number of TV cameramen with Full Camera Access stickers and selected journalists and photographers are also allowed to enter this area but must follow the instructions of Pit Lane security staff at all times.

This area must be kept free of groups or crowds of people in order to minimize the risk of accidents.

Dorna security personnel will supervise all MotoGP™ sessions.

SIGNALLING WALL

The Signalling Wall is another extremely restricted area used exclusively by a limited number of team members of the corresponding category to provide riders with necessary information when they are passing the Start / Finish Straight.

Access for holders of other Personal passes as well as special Signalling Wall Access accessories or Media vest are clearly specified in the Personal passes description features (SEE PERSONNEL PASSES FEATURES) PAGES 39-49.

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CANOPY

The canopy is a temporary stand set-up by the teams in a defined area along the Pit Wall. Teams place timing monitors, track feed, boards and other material needed to provide riders with information related to its practice and / or race progress.

Team members may access these canopies as a maximum of four team members per rider with Full Worker passes.

Under no circumstances are any TV cameramen or reporters, media and / or other guests allowed to enter any of the teams' canopies unless invited by the team's staff.

SERVICE ROAD

SERVICE ROAD DEFINITION

The service road is a path / road that runs in along both sides of the track. Depending on the circuit layout this road should follow a complete lap allowing easy entrance and exit through the Paddock or other circuit areas.

Security control begins on Wednesday at 08:00h and follows nonstop 24 hours a day until Sunday midnight.

The Circuit / Promoter has to provide a service roads control patrol with a minimum of two people who continuously check the service roads during practice sessions and races.

SERVICE ROAD DIRECTIVES

➤ PEDESTRIAN ACCESS RULES

- Only people with appropriate Personal passes are allowed to enter the service roads
- Two main groups of people may access the service road. The working group includes track marshals, riders recovery, medical personnel, TV cameramen and photographers. The guests group includes guests granted with Premium passes or Guest pass with additional Service Road Access card. Guests are kindly asked to keep preferred places free and allow working personnel to fulfil their tasks
- All people must always stay behind the first line of protection and respect instructions given by track marshals at all times
- The minimum age to access the service road is 15 years old - this rule will be applied disregarding the kind of the pass the child is wearing (SEE PERSONAL PASSES FEATURES) PAGES 39-49)

➤ VEHICLES ACCESS RULES

- Only vehicles with appropriate Vehicle and / or Scooter passes are allowed to enter the service road
- Photo Shuttle, VIP Shuttle and MotoGP™ Shuttles will also circulate on the service roads
- The maximum allowed speed is 30 km/h and all vehicles including scooters must follow the correct direction (Race Direction will determine if the service roads are one-way or double way direction)
- All vehicles must drive very carefully and keep in mind that all emergency vehicles have absolute priority
- All vehicles must follow instructions of track marshals at all time
- No bicycles, prams, skateboards, or similar equipment are not allowed to enter the service roads
- To access the service road by scooter, it is mandatory to wear a helmet (SEE VEHICLE PASSES FEATURES) PAGES 55-58)

MotoGP VIP Village™

MotoGP VIP Village™ DEFINITION

MotoGP VIP Village™ is an exclusive area reserved for guests who have purchased MotoGP VIP Village™ passes.

Security control of the MotoGP VIP Village™ must be nonstop 24 hours a day starting from the set-up day of the MotoGP VIP Village™ until its complete dismantling. These schedules are for activity with Guests:

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- Saturday: 08:00h - 17:30h
- Sunday: 08:00h - 17:30h

In case the opening hours should be changed and / or any special commercial activity is held on Friday, Dorna will inform the Circuit / Promoter in advance.

The Circuit / Promoter must provide the security staff for all control positions covering the way in from the MotoGP VIP Village™ Parking up to the entrance to the MotoGP VIP Village™.

Interior security of the MotoGP VIP Village™ is ensured by staff hired by Dorna. Access to MotoGP VIP Village™ will be controlled by bar code scanners.

The MotoGP VIP Village™ is not considered a working area and MotoGP VIP Village™ passes are only valid to access the MotoGP VIP Village™. In case of agreement with the Circuit / Promoter, MotoGP VIP Village™ passes will also be valid to access the Paddock.

(SEE MotoGP VIP Village™ PASSES) PAGE 49.

MotoGP VIP Village™ ORGANISED TOURS

Depending on the circuit facilities, various visits and tours to other MotoGP™ areas will be organised for the MotoGP VIP Village™ guests by Dorna:

- MotoGP VIP Village™ Paddock Tour
- MotoGP VIP Village™ Service Road Tour
- MotoGP VIP Village™ Pit Lane Walk
- MotoGP VIP Village™ Canopy

Detailed explanation of these organised visits and tours is included in the MotoGP VIP Village™ passes features (SEE MotoGP VIP Village™ PASSES) PAGE 49.

MotoGP™ PARKING AREAS

All MotoGP™ personnel, televisions, media and guests granted with any MotoGP™ Personnel pass will park their cars in their corresponding MotoGP™ parking areas. No motorhomes are allowed to park in any MotoGP™ parking area.

The Circuit / Promoter must enable seven different parking areas. The Circuit / Promoter must also provide sufficient security staff to control the access points and to coordinate parking processes in order to optimise the capacity of every parking area.

Schedule of security controls of the MotoGP™ parking areas is determined by the type of these areas (SEE SECURITY CONTROL SCHEDULE) PAGE 61.

Parking area enabled on Tuesday afternoon until Monday morning:

- Support Vehicles and Tractor Units Parking

Parking areas with security controls starting from Wednesday morning until Sunday evening:

- Parking Officials
- MotoGP™ Class Parking
- Parking P1 and Parking P1 Bikes (parking for reduced mobility people inside)
- Parking P2 and Parking P2 Bikes
- Parking P0

Parking area with security control starting from Friday morning until Sunday evening:

- MotoGP VIP Village™ Parking
- MotoGP VIP Village™ Parking Bus

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SUPPORT VEHICLES AND TRACTOR UNITS PARKING

- The Circuit / Promoter must enable a closed parking area for certain number of service trucks and some tractor heads for teams' trucks. These vehicles will be parked starting from Tuesday afternoon. Once parked, they will remain in this parking area during the whole Grand Prix until Sunday afternoon
- Security in this area begins on Tuesday at 14:00h and follows nonstop until Monday 10:00h
- Dorna will advise the national security chief when these vehicles may again enter the Paddock areas for dismantling on Sunday afternoon

PARKING OFFICIALS

- Officials is an exclusive parking area reserved for Race Direction members, and other authorities
- The Parking Officials is always located close to the Race Control tower and must hold approximately 25 cars
- A full description of valid credentials and complete pass definition and specifications is explained in the Vehicles Parking passes (part 1) feature [\(SEE VEHICLES PARKING PASSES\) PAGE 55](#)

MotoGP™ CLASS PARKING

- MotoGP™ Class Parking is an exclusive parking area reserved for MotoGP™ riders and team managers
- The MotoGP™ Class Parking is always located close to the Paddock and must hold approximately 45 cars
- A full description of valid credentials and complete pass definition and specifications is explained in the Vehicles Parking passes (part 1) feature [\(SEE VEHICLES PARKING PASSES\) PAGE 55](#)

PARKING P1 AND PARKING P1 BIKES

- Parking P1 and Parking P1 Bikes is a parking area reserved for teams, permanent media and other permanent staff
- Parking P1 and Parking P1 Bikes is always located as close as possible to the Paddock. If there is a considerable distance from Parking P1 and Parking P1 Bikes to the Paddock areas, shuttle buses must be organised during the whole day starting from Wednesday morning until Sunday night (until the Media Centre closes)
- A full description of valid credentials and complete pass definition and specifications is explained in the Vehicles Parking passes (part 1) feature
- Minimum of 5 parking lots for reduced mobility people will have to be prepared with the standard sizes and proper marking inside the Parking P1 area. This car park lot will have to be located as close as possible to the Paddock entry in order to have a feasible route for a wheelchair
- Parking P1 Bikes is a special reserved area for bikes only located inside Parking P1 lot. The implementation of Parking P1 Bikes must be previously agreed by Dorna / Promoter [\(SEE VEHICLES PARKING PASSES\) PAGE 55](#).

PARKING P2 AND PARKING P2 BIKES

- Parking P2 and Parking P2 Bikes is a parking area reserved for teams, permanent and one-event media, permanent staff and guests
- Parking P2 and Parking P2 Bikes should also be located close to the Paddock. If there is a considerable distance from Parking P2 and Parking P2 Bikes to Paddock areas, shuttle buses must be organised during the whole day starting from Wednesday morning until Sunday night (until the Media Centre closes)
- A full description of valid credentials and complete pass definition and specifications is explained in the Vehicles Parking passes (part 1) feature
- The use of Parking P2 Bikes bracelet must be previously agreed by Dorna / Promoter [\(SEE VEHICLES PARKING PASSES\) PAGE 55](#)

PARKING P0

- Parking P0 is a parking area reserved for Dorna staff and other needs of the event

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- Parking P0 is always located as close as possible to the Paddock. If there is a considerable distance from Parking P0 to Paddock areas, shuttle buses must be organised during the whole day starting from Wednesday morning until Sunday night
- A full description of valid credentials and complete pass definition and specifications is explained in the Vehicles Parking passes (part 1) feature [\(SEE VEHICLES PARKING PASSES\) PAGE 55](#)

PARKING MotoGP VIP Village™ AND PARKING MotoGP VIP Village™ BUS

- Parking MotoGP VIP Village™ is an exclusive parking area reserved for MotoGP VIP Village™ guests and MotoGP VIP Village™ staff and suppliers for Friday, Saturday and Sunday
- MotoGP VIP Village™ Bus Parking area is located inside the MotoGP VIP Village™ Parking
- MotoGP VIP Village™ Parking should be located close to the MotoGP VIP Village™. If there is a considerable distance from the MotoGP VIP Village™ Parking to the MotoGP VIP Village™ facilities, shuttle buses must be organised on Friday, Saturday and Sunday from 08:00h until 17:30h
- A full description of valid credentials and complete pass definition and specifications is explained in the Vehicles Parking passes (part 2) feature [\(SEE VEHICLES PARKING PASSES\) PAGE 56](#)

RACE TRACK

RACE TRACK DEFINITION

Race track is the most restricted area of the circuit during the whole Grand Prix.

RACE TRACK CONTROL

Access to the race track is limited to a very restricted number of people. Everybody accessing the race track riding a scooter must wear a crash helmet.

Race track access must be fully controlled starting from Wednesday 08:00h until Sunday evening. The control must be ensured nonstop 24 hours a day and entry of any unauthorized people must be intercepted.

Access to the race track on Tuesday and Wednesday:

- This period is considered as a set-up and preparation period
- Dorna personnel, timekeeping, TV cameramen, circuit track maintenance staff are the only people allowed to enter the track and prepare it for the Grand Prix in terms of safety, cleaning, advertising and television coverage. All personnel must have appropriate personal pass and vehicle pass to enter the track for working purposes. The use of helmet is compulsory when riding in the track

Access to track on Thursday:

- This period is considered as final set-up and preparation day
- Personnel with an appropriate personal pass and vehicle pass may enter the track for working purposes. The use of helmet is compulsory when riding in the track

Access to track on Friday, Saturday and Sunday:

- Absolutely no person is allowed to enter the track during track activity periods with the exception of marshals assisting to any track incident under the control of the Race Direction
- Once all track activities have finished (and exceptionally in between the sessions) Dorna personnel, timekeeping, TV cameramen, circuit track maintenance staff are again allowed to enter the track for any maintenance tasks if needed and the correct personal or vehicle pass. The use of helmet is compulsory when riding in the track
- On Sunday once all races have finished, more personnel always wearing appropriate personal pass and vehicle pass will be allowed to enter the track for dismantling operation. The use of helmet is compulsory when riding in the track
- The Dorna personnel will always be allowed to enter the track, at any time when there are no track activities going on, if they have the appropriate credentials. The use of helmet is compulsory when riding in the track

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TRACK INVASION

If a track invasion is expected, a special protection plan has to be prepared by the Circuit / Promoter and police and must be approved by Dorna. The circuit security staff at key points (Parc Fermé, Podium ceremony, Pit Boxes, Media Compound and Media Centre as well as the Paddock areas) must be reinforced by police and additional security personnel.

The objective is to ensure that all riders will complete the honour lap without any unauthorized person on the track and will safely enter their Pit Boxes and Parc Fermé.

The track invasion must be controlled at all times and minimum damage should be reached.

S3. MEETINGS

A series of security meetings will be held during the Grand Prix:

- Event meeting
- Event security meeting
- Bar code control system meeting
- Daily meetings

All these meetings must always be attended by Circuit / Promoter personnel as required in the meeting details.

EVENT MEETING

The event meeting is held on Tuesday at 16:00h.

The following people must attend this meeting:

- Dorna Events representative(s)
- Dorna Security representative(s)
- Circuit / Promoter representative(s)
- Circuit Chief of Security
- IRTA Security Manager
- Race Direction representative

The purpose of this meeting is to define all MotoGP™ areas and other key tasks in order to ensure smooth running of the Grand Prix:

- Definition of applied control systems
- Definition of MotoGP™ areas and parking areas
- Definition of Paddock control positions and motorhomes areas
- Definition of MotoGP VIP Village™ area, types of guests, guests needs and Viewing Area
- Security acts upon the official time schedule
- Photographers areas and Photo Shuttles
- Explanation of Paddock Delivery and Paddock Access system
- Definition of teams' trucks Paddock entry and parking process
- Definition of areas for support races and Teams Without Pit Boxes and safe access route to track and Pit Lane
- Tow truck operation rules
- Special activities held during the Grand Prix
- Track invasion policy

EVENT SECURITY MEETING

The event security meeting is held on Tuesday at 17:00h. Once the event meeting has finished.

The following people must attend this meeting:

- Dorna Security representative(s)
- Circuit / Promoter representative(s)
- Circuit Chief of Security
- Dorna MotoGP VIP Village™ representative
- IRTA Security Manager

The purpose of this meeting is to define all security systems and operations during the Grand Prix:

- Explanation of the MotoGP™ Credentials system
- MotoGP VIP Village™ operations including an explanation of organized visits and tours

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DAILY MEETINGS

BAR CODE CONTROL SYSTEM MEETING

This meeting will take place on Thursday at 09:00h in the Main Paddock Entrance.

The following people must attend this meeting:

- Dorna Bar Code Control System Manager and Supervisor
- Promoter Event representative
- Circuit Chief of Security
- Chiefs of the collaborating national security companies whose staff will operate the access control terminals

The purpose of this meeting is to clearly define the bar code control system and brief the circuit security staff on its functions.

FRIDAY SECURITY MEETING

This meeting will take place on Friday at 17:00h in the Dorna offices.

The following people must attend this meeting:

- Dorna Security representative(s)
- Dorna Bar Code Control System Supervisor
- Circuit / Promoter representative(s)
- Circuit Chief of Security
- Chiefs of the collaborating national security companies

Analysis of any incidents that happened during the day.

Improvements needed to be implemented for the following days.

Planning of the Saturday schedule enforced on Pit Lane Walks and Parc Fermé procedures.

SATURDAY SECURITY MEETING

This meeting will take place on Saturday at 17:30h in the Dorna offices.

The following people must attend this meeting:

- Dorna Security representative(s)
- Dorna Bar Code Control System Supervisor
- Circuit / Promoter representative(s)
- Circuit Chief of Security
- Chiefs of the collaborating national security companies
- Chief of the group responsible for Parc Fermé Procedures

Analysis of any incidents that happened during the day.

Improvements needed to be implemented for the following days.

Planning of the Sunday schedule enforced on Starting Grid, Parc Fermé, Podium ceremony, Pit Lane Walks and track invasion.

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S4. SECURITY SYSTEM STARTS

A general summary of the security system schedule follows (*SEE SECURITY CONTROL SCHEDULE*) PAGE 61.

Please refer to *S.2 MotoGP™ PASS SYSTEM AREAS* for detailed explanations of each MotoGP™ area and to *S1. MotoGP™ CREDENTIALS SYSTEM* for pass descriptions.

SECURITY SCHEDULE

➤ SECURITY ON MONDAY

- A minimum security control at the main circuit access has to be ensured
- Security control of the Paddock areas has to be ensured and reinforced from 14:00h when the parking operation of the MotoGP™ Class trucks starts
- A minimum security of MotoGP™ VIP Village™ has to be ensured should the set-up process start on Monday

➤ SECURITY ON TUESDAY

- Security control at the main circuit access has to be ensured
- Security control of the Paddock areas has to be ensured and reinforced the parking operation of the MotoGP™ Class trucks keeps going on
- Security control of the track has to be operative during the whole day
- Security control of the Media Compound starts in the morning and continues nonstop 24 hours a day until Monday morning

➤ SECURITY ON WEDNESDAY

- Security control at all MotoGP™ areas (Paddock, Pit Lane, track and parking areas) starts in the morning and depending on the area it continues nonstop 24 hours a day until Monday morning. Fencing of all Paddock areas has to be completed once all teams' trucks and motorhomes are parked in their correct positions
- The Paddock Delivery and Paddock Access system starts when Dorna / IRTA give their approval (when all trucks are in position)

➤ SECURITY ON THURSDAY

- At each Grand Prix, the barcode control system will start on Thursday at 8.00h and will run non stop 24 hours until Sunday around 18:00h
- Security control at all MotoGP™ areas (Paddock, Pit Lane, Track and parking areas) must be fully operative
- Paddock Delivery and Paddock Access system still operating
- The security control in the Media Centre and Commentary Booths starts and continues according to the opening hours until Sunday night
- MotoGP™ Class motorhomes area system is activated at 11:00h and continues until 18:00h
- Special busy boxes must be controlled with 4 security men from 8:00h until 19:00h

➤ SECURITY ON FRIDAY

- At each Grand Prix, the barcode control system continues to operate 24 hours a day
- Security control at all MotoGP™ areas (Paddock, Pit Lane, track and parking areas) is fully operative
- MotoGP™ Class motorhomes area security staff starts at 8:00h and continues until 20:00h
- Paddock area system is activated with 4 security guards patrolling the Paddock from 8:00h. until 19:00h
- Pit Lane control patrol activated with 4 security guards during all the MotoGP™ sessions
- Special busy boxes must be controlled with 4 security men from 8:00h. until 19:00h
- 2 security men controlling the Teams Without Pit Boxes

➤ SECURITY ON SATURDAY

- At each Grand Prix, the barcode control system continues to operate 24 hours a day
- Security control at all MotoGP™ areas (Paddock, Pit Lane, track and parking areas) is fully operative
- MotoGP™ VIP Village™ areas security system starts at 8:00h and continues until 17:30h
- MotoGP™ Class motorhomes area system is activated at 8:00h and continues until 20:00h

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- Paddock area system is activated with 4 security guards patrolling the Paddock from 8:00h until 19:00h
- Pit Lane control patrol activated with 4 security guards during all the MotoGP™ sessions
- Special busy boxes must be controlled with 4 security men from 8:00h until 19:00h
- 15 man with Control pass or marshals will help during the MotoGP VIP Village™ Pit Lane Walk and Parc Fermés of different categories
- 2 security men controlling the Teams Without Pit Boxes

➤ SECURITY ON SUNDAY

- In each Grand Prix, the barcode control system will finish around 18:00h. (in case of delayed schedule, until three hours after last Moto2™ or MotoGP™ session)
- Security control at all MotoGP™ areas (Paddock, Pit Lane, track and parking areas) is fully operative
- MotoGP™ Class motorhomes area system is activated at 8:00h and continues until 20:00h
- Paddock area system is activated with 4 security guards patrolling Paddock from 8:00h until 19:00h
- Pit Lane control patrol activated with 4 security guards during all the MotoGP™ sessions
- Special busy boxes must be controlled with 4 security men from 8:00h until 19:00h
- 2 security men controlling the Team Without Pit Boxes
- On Sunday race day, two hours after the last MotoGP session or race, Guest (One-Event) passes that are not accompanied by team members, Dorna or IRTA staff, will be invited to leave the Paddock, due to the start of the disassembly procedure for safety reasons

S5. NATIONAL POLICE RELATIONSHIP

A close working relationship with national police and other public authorities is necessary to ensure smooth running of the Grand Prix. Experience from previous years show that a close cooperation of all bodies involved in the Grand Prix is the only effective tool to manage the general public attending the event.

Security of all MotoGP™ areas is run under the authority of Dorna and the Circuit / Promoter must inform the national police and other public authorities that access to MotoGP™ areas is restricted to the holders of MotoGP™ Credentials. Police and other authorities are not allowed in any MotoGP™ area, especially in Pit Lane, Parc Fermé, Podium ceremony and the Paddock, without having an appropriate MotoGP™ pass. Police and other public authorities' uniforms do not allow the person to enter any MotoGP™ area.

We strongly recommend to all Circuits / Promoters to ensure that police and other public authorities understand and follow these rules in order to prevent any misunderstanding.

TRAFFIC MANAGEMENT

Planning and control of the general public is under the authority of the Circuit / Promoter and Dorna strongly recommends the enforcement of traffic plans and other security measures bearing in mind the number of spectators attending to each Grand Prix.

A system of access routes to the circuit affecting MotoGP™ personnel and guests must be approved by Dorna and the Circuit / Promoter must inform Dorna about special traffic plans with sufficient advance notice.

S6. CIRCUIT / PROMOTER SECURITY MANAGER

The Circuit / Promoter must appoint a Security Manager. This person will be in charge of all security tasks as defined in this manual.

➤ **TASKS**

- Coordinate all security matters - fulfilment of all rules determined by Dorna
- Coordinate security personnel
- Arrange technical security equipment needed for smooth running of the Grand Prix
- Cooperate with national police and other public authorities
- Coordinate visits of national VIP authorities and adapting their security protocol to MotoGP™ rules with supervision by Dorna
- Cooperate with Dorna in the event of any incidents and special projects that may arise during the Grand Prix
- Attend to all security meetings
- Coordinate and inform security personnel, especially about the MotoGP™ pass system

We strongly recommend to appoint one person only as the Chief Security representative in order to facilitate communication between all parties. This person must be available on the phone 24 hours a day during the whole Grand Prix.

S7. SAMPLE BOARDS

Dorna will provide the Circuit / Promoter with sample boards, with both personal and vehicles passes, for key access points within all MotoGP™ areas. Samples provided by Dorna are personalised for each Grand Prix and shows the exact design of all MotoGP™ passes.

SCHEDULE OF PLACING SAMPLE BOARDS

All sample boards provided by Dorna will be given to the Circuit / Promoter Security Manager during the event security meeting which is held on Tuesday at 17:00h.

All sample boards, especially those placed at main circuit gates, Paddock gates and parking areas, have to be in place on Wednesday morning at defined gates as agreed during the Tuesday meeting.

The correct position of the sample boards will be checked during the access control positions security check up held on Wednesday. Any change of position has to be agreed by Dorna.

LIST OF SAMPLE BOARDS

Dorna will provide the Circuit / Promoter with the following sample boards:

- General admission - personal sample board
- Paddock admission - personal sample board
- Pit Lane admission - personal sample board
- Grid admission - personal sample board
- Media Centre admission - personal sample board
- Media Compound and Commentary Booths - personal sample board
- Race Control admission - personal sample board
- Service Road Access admission - personal sample board
- Photo Shuttle Busses admission - personal sample board
- General admission - vehicles sample board
- Paddock admission - vehicles sample board
- Service Road Access admission - vehicles sample board
- Media Compound admission- vehicles sample board
- Vendor area - personal and vehicles sample board
- Passes conditions and rules sample board
- Press Conference admission - personal sample board
- Track Vehicles Access admission
- Viewing Area (only when Viewing Area grandstand has limited capacity)
- MotoGP™ Class motorhomes area
- Medical Centre admission
- MotoGP™ VIP Village Admission

The need for additional sample boards must be communicated to the Dorna Security Director.

Final numbers might vary depending on each Grand Prix.

Pass conditions sample boards must be placed in main access of the circuit and all Paddock accesses.

S8. TOW TRUCK

The Circuit / Promoter must provide a tow truck that will be used to remove any unauthorized vehicles from all MotoGP™ areas.

The tow truck must be ready and operative starting from Monday, 12:00h until Sunday evening. The position of this tow truck will be defined during the event security meeting held on Tuesday at 17:00h.

The Circuit / Promoter is not allowed to tow away any vehicle from any MotoGP™ area without an approval given by the Dorna Security Director.

S9. PASS SYSTEM APPLIED DURING TEST DAYS

PASS SYSTEM

Special passes will be produced for each of the official Tests, been post Grand Prix or pre-season, group tests organized by Dorna / IRTA.

These passes will be provided by Dorna/IRTA and will carry a special design only for the Test. The passes will be for Paddock, Service Road and Pit Lane, besides the full Media pass.

Only personal permanent passes from the current season will be valid together with special passes produced for the test.

In the case a test takes place the days right after a Grand Prix, normally the worker passes used during the Grand Prix are validated for the following Test.

ACCESS TO PIT LANE

Access to Pit Lane will be limited to the Full Media and Worker Full passes either Permanent or Test. Also, the Test Passes with the Pit Lane label should be admitted.

ACCESS TO SERVICE ROAD

Access to the service road will be limited to the following passes:

- Media and Worker/Test Full passes
- Media and Worker/Test Track asses
- Premium pass

SCOOTERS

Personal passes valid for the test will grant access to the service road with scooter in connection with the pass level.

CARS / VANS

Only the vehicles with Permanent Official and All Access Vehicle passes will be allowed to enter the service roads.

PARKING AREAS AND PADDOCK ACCESS

No special vehicle passes will be produced for the tests. All personal passes valid for the test will grant also vehicle parking.

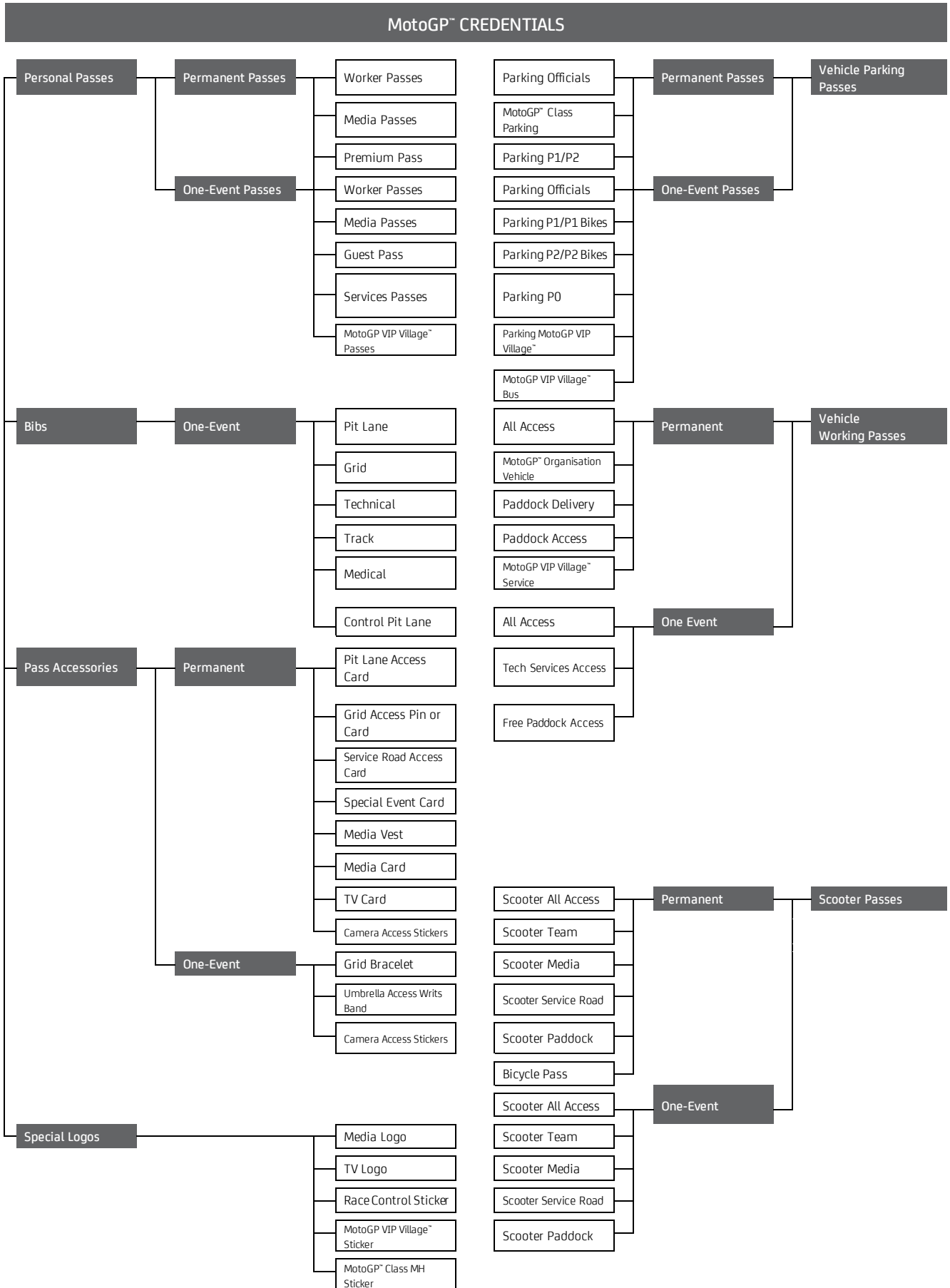
All cars attending to the tests will have to park in the Parking P1 used during the MotoGP™ event or the parking area which is more convenient for the circuit. No cars will be allowed inside the Paddock at any times.

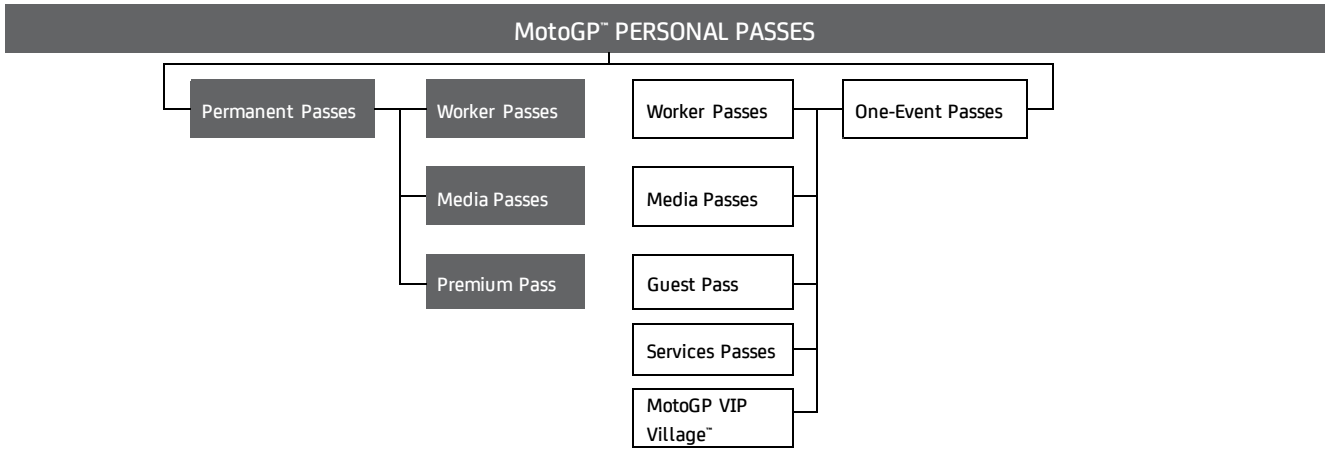
Only the Permanent Official and All Access Vehicle passes will be allowed to enter the Paddock without restrictions.

S10. SECURITY PERSONNEL REQUEST

The final number of personnel for security purposes will be directly related with the amount of gates / accesses, as well as the specific requirements for each of these gates / accesses, like scanners and other possibilities in the different MotoGP™ areas, moreover this number has to be agreed with Dorna ([SEE SECURITY PERSONNEL REQUEST](#)) PAGE 62.

S11. ANNEXES





MotoGP™ PERSONAL PERMANENT PASSES

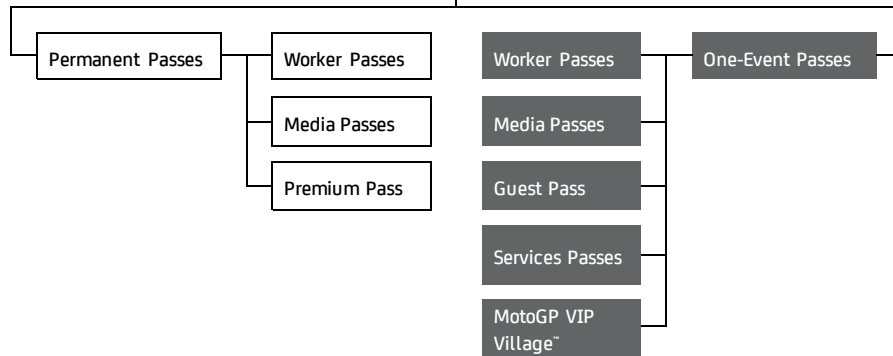
WORKER PASSES

MEDIA PASSES

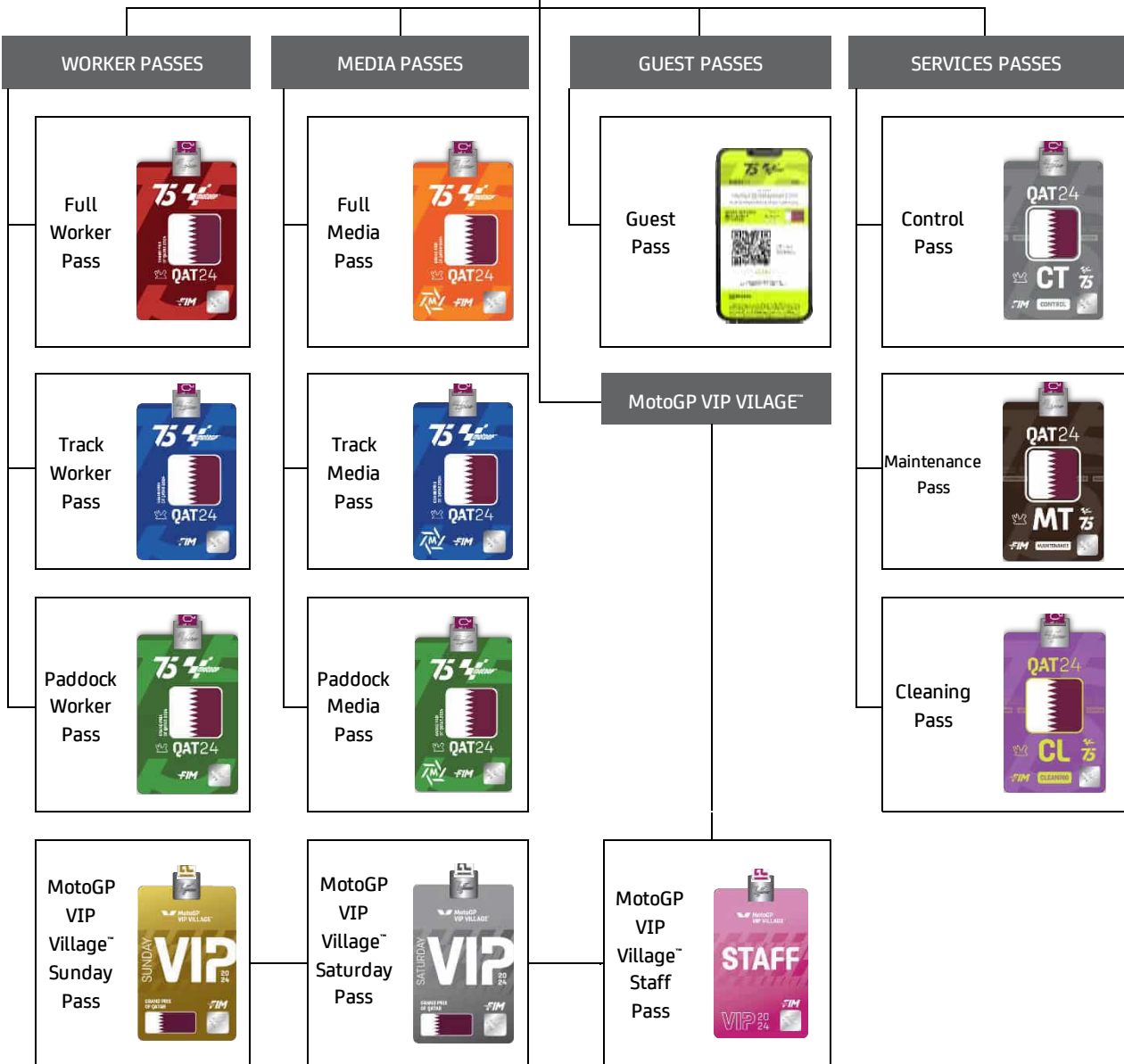
PREMIUM PASS



MotoGP™ PERSONAL PASSES



MotoGP™ PERSONAL ONE EVENT PASSES



FULL WORKER PASS

PERMANENT FULL WORKER PASSES

All Categories



MotoGP™



Moto2™



Moto3™



Reverse



Ribbon



ONE-EVENT FULL WORKER PASSES

All Categories



MotoGP™



Moto2™



Moto3™



Reverse



Ribbon



PASS DESCRIPTION

- This pass is used by workers that need to access Pit Lane to fulfil their professional activity.
- **Allows access to Paddock, Service Road, Track and Pit Lane:**
 - **Access to Paddock:** unrestricted at all times
 - **Access to Service Roads:** unrestricted at all times
 - **Access to Track:** only once all track activity including support races has finished
 - **Access to Pit Lane:**
 - ➔ restricted during track activity - allows access only during the sessions of the corresponding category (All Areas Full Worker Pass allows unrestricted access).
 - ➔ unrestricted at periods of non-track activity.
 - ➔ **Special rules applied during Saturday MotoGP Class sessions: Qualifying One and Qualifying Two and Sunday MotoGP Class Warm up, besides flag to flag and wet MotoGP races.**
- **Access to other areas:**
 - **Access to Signalling Wall:**
 - ➔ Team members of the corresponding class wearing team uniforms can access the Signalling Wall. Maximum of four persons per rider can access the teams' canopies at the same time.
 - ➔ Media Vest
 - ➔ Pit Lane Pin Access
 - **Access to Starting Grid:**
 - ➔ Grid Access (pin, grid card and bracelet) must be attached to the Permanent Passes.
 - ➔ Grid Access (pin, grid card and bracelet) must be attached to the One Event Passes.
 - ➔ Media Vest
 - **Access to Parc Fermé:**
 - ➔ unrestricted at all times
 - **Access to Media Centre:**
 - ➔ Media Logo must be visible on the reverse side of the pass.
 - ➔ Media Card must be attached to the pass.
 - **Access to TV Areas (Media Compound & Commentary Booths):**
 - ➔ TV Logo must be visible on the reverse side of the pass.
 - ➔ TV Logo or TV card must be attached to the pass.
 - **Access to MotoGP VIP Village™:**
 - ➔ MotoGP VIP Village™ Logo must be visible on the reverse side of the pass.
 - **Access to MotoGP Class Motorhomes Area:**
 - ➔ All worker passes are allowed in.
- **Pass specifications:**
 - All Full Worker Passes are designed in red colour.
 - MotoGP™ Hologram is printed on the front side of all passes.
 - All Full Worker Passes have barcode printed on the reverse side.
 - All Permanent Full Worker Passes have team/company and name printed on the reverse side as well as a photograph of the person.
 - All One-Event Full Worker Passes have team/company and name printed on the reverse side.
 - The design of One-Event Full Worker Pass and Ribbon is different at each round of the Championship.
 - Accesses to other areas are visible on the reverse side of the pass.
 - When riding a scooter, it is mandatory to wear a helmet.
- **Others:**
 - The minimum age to access Pit Lane is 15 years old - this rule is superior to the type of pass.
 - Full Worker passes require the pass holder for signature of a disclaimer.

PASS ACCESSORIES

- **Starting Grid**

Permanent **One-Event**

Indicates corresponding class
- **Media Vest**
- **Media Card** **TV Card**

SPECIAL LOGOS

- **Media Centre**
- **Television Areas**
- **Race Control**
- **MotoGP VIP Village**

TRACK WORKER PASS

PERMANENT TRACK WORKER PASS



ONE-EVENT TRACK WORKER PASS



Permanent Ribbon



One-Event Ribbon



PASS DESCRIPTION

- This pass is used by workers that need to access Service Road to fulfil their professional activity.
- **Allows access to Paddock, Service Road and Track:**
 - **Access to Paddock:** unrestricted at all times
 - **Access to Service Roads:** unrestricted at all times
 - **Access to Track:** only once all track activity including support races has finished
 - **Access to Pit Lane:**
 - ➔ Prohibited during periods of track activity
 - ➔ Friday, Saturday and Sunday allowed midday break and at the end of day once all MotoGP® classes track activity has finished.
- **Access to other areas:**
 - **Access to Pit Lane (Including Signalling Wall) during track activities:**
 - ➔ Pit Lane Access Card allows temporary access to Pit Lane only when the holder is accompanied by holder of Full Worker Pass.
 - ➔ Media Vest allows access to Pit Lane and Signalling Wall at all times.
 - ➔ Special rules applied during Saturday MotoGP® Class sessions: Qualifying One and Qualifying Two and Sunday MotoGP® Class Warm up, besides flag to flag and wet MotoGP® races.
 - **Access to Starting Grid:**
 - ➔ Grid Access (pin, grid card or bracelet) must be attached to the Permanent Passes.
 - ➔ Grid Access (pin, grid card or bracelet) must be attached to the One Event Passes.
 - ➔ With Media Vest
 - **Access to Parc Fermé:**
 - ➔ With Media Vest
 - **Access to Media Centre:**
 - ➔ Media Logo must be visible on the reverse side of the pass.
 - ➔ Media Card must be attached to the pass.
 - **Access to TV Areas (Media Compound & Commentary Booths):**
 - ➔ TV Logo must be visible on the reverse side of the pass.
 - ➔ TV Card must be attached to the pass.
 - **Access to MotoGP® VIP Village™:**
 - ➔ MotoGP® VIP Village™ Logo must be visible on the reverse side of the pass.
 - **Access to MotoGP® Class Motorhomes Area:**
 - ➔ All worker passes are allowed in.
- **Pass specifications:**
 - All Track Worker Passes are designed in blue colour.
 - MotoGP® Hologram is printed on the front side of all passes.
 - All Track Worker Passes have barcode printed on the reverse side.
 - Permanent Track Worker Pass has team/company and name printed on the reverse side as well as a photograph of the person.
 - One-Event Track Worker Pass has team/company or name printed on the reverse side.
 - The design of One-Event Track Worker Pass and Ribbon is different at each round of the Championship.
 - Accesses to other areas are visible on the reverse side of the pass.
 - When riding a scooter, it is mandatory to wear a helmet.
- **Others:**
 - The minimum age to access Service Roads is 15 years old - this rule is superior to the type of pass.

PASS ACCESSORIES

➤ Pit Lane Card



➤ Starting Grid



Permanent One Event
Indicates corresponding class

➤ Media Vest



➤ Media Card TV Card

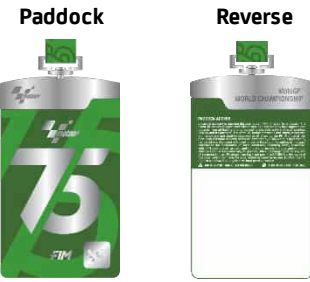


SPECIAL LOGOS

- **Media Centre**
- **Television Areas**
- **Race Control**
- **MotoGP® VIP Village™**

PADDOCK WORKER PASS

PERMANENT PADDOCK WORKER PASS



Permanent Ribbon



ONE-EVENT PADDOCK WORKER PASS



One-Event Ribbon



PASS DESCRIPTION

- This pass is used by workers that need to access Paddock to fulfil their professional activity.
- **Allows access to Paddock:**
 - **Access to Paddock:** unrestricted at all times
 - **Access to Service Roads:** prohibited at all times
 - **Access to Track:** prohibited at all times
 - **Access to Pit Lane:** prohibited at all times
- **Access to other areas:**
 - **Access to Pit Lane (including Signalling Wall) during track activities:**
 - ➔ Pit Lane Access card allows temporary access to Pit Lane only when the holder is accompanied by holder of Full Worker Pass.
 - ➔ Media Vest allows access to Pit Lane and Signalling Wall at all times.
 - ➔ Special rules applied during Saturday MotoGP Class sessions: Qualifying One and Qualifying Two and Sunday MotoGP Class Warm up, besides flag to flag and wet MotoGP races.
 - **Access to Starting Grid:**
 - ➔ Grid Access (pin, grid card and bracelet) must be attached to the Permanent Passes.
 - ➔ Grid Access (pin, grid card and bracelet) must be attached to the One Event Passes.
 - ➔ With Media Vest
 - **Access to Parc Fermé:**
 - ➔ With Media Vest
 - **Access to Media Centre:**
 - ➔ Media Logo must be visible on the reverse side of the pass.
 - ➔ Media Card must be attached to the pass.
 - **Access to TV Areas (Media Compound & Commentary Booths):**
 - ➔ TV Logo must be visible on the reverse side of the pass.
 - ➔ TV Card must be attached to the pass.
 - **Access to MotoGP VIP Village™:**
 - ➔ MotoGP VIP Village™ Logo must be visible on the reverse side of the pass.
 - **Access to MotoGP Class Motorhomes Area:**
 - ➔ All worker passes are allowed in.
- **Pass specifications:**
 - All Paddock Worker Passes are designed in green colour.
 - MotoGP Hologram is printed on the front side of all passes.
 - All Paddock Worker Passes have barcode printed on the reverse side.
 - Permanent Paddock Worker Pass has team/company and name printed on the reverse side as well as a photograph of the person.
 - One-Event Paddock Worker Pass has team/company and name printed on the reverse side.
 - The design of One-Event Paddock Worker Pass and Ribbon is different at each round of the Championship.
 - Accesses to other areas are visible on the reverse side of the pass.
 - When riding a scooter, it is mandatory to wear a helmet.

PASS ACCESSORIES

➤ Pit Lane Pin



➤ Starting Grid



Permanent One Event
Indicates corresponding class

➤ Media Vest



➤ Media Card TV Card



SPECIAL LOGOS

➤ Media Centre



➤ Television Areas



➤ Race Control



➤ MotoGP VIP Village™



FULL MEDIA PASS
PERMANENT FULL MEDIA PASS
Full Media

Reverse

Permanent Ribbon

ONE-EVENT FULL MEDIA PASS
Full Media

Reverse

One-Event Ribbon

PASS DESCRIPTION

➤ This pass is used by all media, radio and television representatives that need to access Pit Lane to fulfil their professional activity.

➤ **Allows access to Media Centre and Paddock, Service Roads, Track and Pit Lane:**

- **Access to Media Centre:** unrestricted at all times
- **Access to Press Conferences:** unrestricted at all times
- **Access to Photo Shuttle Buses:** unrestricted at all times
- **Shooting of the Podium Ceremony:** unrestricted at all times (no Media Vest is needed)

- **Access to Paddock:** unrestricted at all times
- **Access to Service Roads:** unrestricted at all times
- **Access to Track:** only once all track activity including support races has finished
- **Access to Pit Lane:**
 - ➔ until Saturday, first Qualifying session - unrestricted at all times
 - ➔ from Saturday first Qualifying session and Sunday - only with Media Vest or Pit Lane Pin
 - ➔ restricted to periods of non-track activities (morning and midday break, late afternoon once all MotoGP® classes track activity has finished)
 - ➔ Special rules applied during Saturday MotoGP Class sessions: Qualifying One and Qualifying Two and Sunday MotoGP® Class Warm up, besides flag to flag and wet MotoGP® races.

➤ Access to other areas:

- Access to Signalling Wall:
 - ➔ with Media Vest
 - ➔ with Pit Lane Pin
- Access to Starting Grid:
 - ➔ with Media Vest
 - ➔ Grid Access (pin, grid card or bracelet) must be attached to the Permanent Passes.
 - ➔ Grid Access (pin, grid card or bracelet) must be attached to the One Event Passes.
- **Access to Parc Fermé:**
 - ➔ with Media Vest
- **Access to Media Centre:**
 - ➔ all Media passes have unrestricted access at all times.
- **Access to TV Areas** (Media Compound & Commentary Booths):
 - ➔ TV Logo must be visible on the reverse side of the pass.
 - ➔ TV Card must be attached to the pass.
- **Access to MotoGP VIP Village™:**
 - ➔ MotoGP VIP Village™ Logo must be visible on the reverse side of the pass.
- **Access to MotoGP® Class Motorhomes Area:**
 - ➔ All Media passes are allowed in.

➤ **Pass specifications:**

- All Full Media Passes are designed in orange colour and have a MEDIA stamp on the front of the pass.
- MotoGP® Hologram is printed on the front side of all passes.
- All Full Media Passes have barcode printed on the reverse side.
- Permanent Full Media Pass has company and name printed on the reverse side as well as a photograph of the person.
- One-Event Full Media Pass has company and name printed on the reverse side.
- The design of One-Event Full Media Pass and Ribbon is different at each round of the Championship.
- Accesses to other areas are visible on the reverse side of the pass.
- When riding a scooter, it is mandatory to wear a helmet.

➤ **Others:**

- Only persons over 18 years old are granted with Full Media Pass.

PASS ACCESSORIES

➤ **Pit Lane Pin**



➤ **Starting Grid**



Permanent **One Event**
Indicates corresponding class

➤ **Media Vest**



➤ **TV Card**


SPECIAL LOGOS

➤ **Media Centre**



➤ **Television Areas**



➤ **Race Control**



➤ **MotoGP VIP Village™**



TRACK MEDIA PASS

PERMANENT TRACK MEDIA PASS

Track Media



Reverse



Permanent Ribbon



ONE-EVENT TRACK MEDIA PASS

Track Media



Reverse



One-Event Ribbon



PASS DESCRIPTION

- This pass is used by all media, radio and television representatives that need to access Pit Lane to fulfil their professional activity.
- **Allows access to Media Centre and Paddock, Service Roads, Track and Pit Lane:**
 - **Access to Media Centre:** unrestricted at all times
 - **Access to Press Conferences:** unrestricted at all times
 - **Access to Photo Shuttle Buses:** unrestricted at all times
 - **Shooting of the Podium Ceremony:** unrestricted at all times (no Media Vest is needed)
 - **Access to Paddock:** unrestricted at all times
 - **Access to Service Roads:** unrestricted at all times
 - **Access to Track:** only once all track activity including support races has finished
 - **Access to Pit Lane:**
 - ➔ Prohibited during periods of track activity
 - ➔ Friday, Saturday and Sunday allowed midday break and at the end of day once all MotoGP® classes track activity has finished.
 - ➔ **Special rules applied during Saturday MotoGP Class sessions: Qualifying One and Qualifying Two and Sunday MotoGP Class Warm up, besides flag to flag and wet MotoGP® races.**
- **Access to other areas:**
 - **Access to Pit Lane (Including Signalling Wall) during track activities:**
 - ➔ Pit Lane Access Pin allows temporary access to Pit Lane only when the holder is accompanied by holder of Full Worker Pass.
 - ➔ Media Vest allows access to Pit Lane at all times.
 - **Access to Starting Grid:**
 - ➔ with Media Vest
 - ➔ Grid Access (pin, grid card or bracelet) must be attached to the Permanent Passes.
 - ➔ Grid Access (pin, grid card or bracelet) must be attached to the One Event Passes.
 - **Access to Parc Fermé:**
 - ➔ with Media Vest
 - **Access to Media Centre:**
 - ➔ all Media passes have unrestricted access at all times.
 - **Access to TV Areas (Media Compound & Commentary Booths):**
 - ➔ TV Logo must be visible on the reverse side of the pass.
 - ➔ TV Card must be attached to the pass.
 - **Access to MotoGP VIP Village™:**
 - ➔ MotoGP VIP Village™ Logo must be visible on the reverse side of the pass.
 - **Access to MotoGP® Class Motorhomes Area:**
 - ➔ all Media passes are allowed in.
- **Pass specifications:**
 - All Track Media Passes are designed in blue colour and have a MEDIA stamp on the front of the pass.
 - MotoGP® Hologram is printed on the front side of all passes.
 - All Track Media Passes have bar code printed on the reverse side.
 - Permanent Track Media Pass has company and name printed on the reverse side as well as a photograph of the person.
 - One-Event Track Media Pass has company and name printed on the reverse side.
 - The design of One-Event Track Media Pass and Ribbon is different at each round of the Championship.
 - Accesses to other areas are visible on the reverse side of the pass.
 - When riding a scooter, it is mandatory to wear a helmet.
- **Others:**
 - Only persons over 18 years are granted with Track Media Pass.

PASS ACCESSORIES

➤ Pit Lane Pin



➤ Starting Grid



Permanent One Event
Indicates corresponding class

➤ Media Vest



➤ TV Card



SPECIAL LOGOS

➤ Media Centre



➤ Television Areas



➤ Race Control



➤ MotoGP VIP Village™



PADDOCK MEDIA PASS

ONE-EVENT PADDOCK MEDIA PASS

Paddock Media



Reverse



One-Event Ribbon



PASS DESCRIPTION

- This pass is used by all media, radio and television representatives that need to access Pit Lane to fulfil their professional activity.
- **Allows access to Media Centre and Paddock, Service Roads, Track and Pit Lane:**
 - **Access to Media Centre:** unrestricted at all times
 - **Access to Press Conferences:** unrestricted at all times
 - **Access to Photo Shuttle Buses:** unrestricted at all times
 - **Shooting of the Podium Ceremony:** unrestricted at all times (no Media Vest is needed)
 - **Access to Paddock:** unrestricted at all times
 - **Access to Service Roads:** unrestricted at all times
 - **Access to Track:** only once all track activity including support races has finished
 - **Access to Pit Lane:**
 - ➔ Prohibited during periods of track activity
 - ➔ Friday, Saturday and Sunday allowed midday break and at the end of day once all MotoGP™ classes track activity has finished.
 - ➔ **Special rules applied during Saturday MotoGP Class sessions: Qualifying One and Qualifying Two and Sunday MotoGP Class Warm up, besides flag to flag and wet MotoGP™ races.**
- **Access to other areas:**
 - **Access to Pit Lane (Including Signalling Wall) during track activities:**
 - ➔ Pit Lane Access Pin allows temporary access to Pit Lane only when the holder is accompanied by holder of Full Worker Pass.
 - ➔ Media Vest allows access to Pit Lane at all times.
 - **Access to Starting Grid:**
 - ➔ with Media Vest
 - ➔ Grid Access (pin, grid card or bracelet) must be attached to the Permanent Passes.
 - ➔ Grid Access (pin, grid card or bracelet) must be attached to the One Event Passes.
 - **Access to Parc Fermé:**
 - ➔ with Media Vest
 - **Access to Media Centre:**
 - ➔ all Media passes have unrestricted access at all times.
 - **Access to TV Areas (Media Compound & Commentary Booths):**
 - ➔ TV Logo must be visible on the reverse side of the pass.
 - ➔ TV Card must be attached to the pass.
 - **Access to MotoGP VIP Village™:**
 - ➔ MotoGP VIP Village™ Logo must be visible on the reverse side of the pass.
 - **Access to MotoGP™ Class Motorhomes Area:**
 - ➔ all Media passes are allowed in.
- **Pass specifications:**
 - All Track Media Passes are designed in blue colour and have a MEDIA stamp on the front of the pass.
 - MotoGP™ Hologram is printed on the front side of all passes.
 - All Track Media Passes have bar code printed on the reverse side.
 - Permanent Track Media Pass has company and name printed on the reverse side as well as a photograph of the person.
 - One-Event Track Media Pass has company and name printed on the reverse side.
 - The design of One-Event Track Media Pass and Ribbon is different at each round of the Championship.
 - Accesses to other areas are visible on the reverse side of the pass.
 - When riding a scooter, it is mandatory to wear a helmet.
- **Others:**
 - Only persons over 18 years are granted with Track Media Pass.

PASS ACCESSORIES

➤ Pit Lane Pin



➤ Starting Grid



Permanent One Event
Indicates corresponding class

➤ Media Vest



➤ TV Card



SPECIAL LOGOS

➤ Media Centre



➤ Television Areas



➤ Race Control



➤ MotoGP VIP Village™



PREMIUM (PERMANENT) PASS

PREMIUM PASS

Premium



Reverse



Permanent Ribbon



PASS DESCRIPTION

- This pass is used by guests that are granted with access to Service Road.
- **Allows access to Paddock, Service Roads and Track:**
 - **Access to Paddock:** unrestricted at all times.
 - **Access to Service Roads:** unrestricted at all times.
 - **Access to Track:** only once all track activity including support races has finished and walking.
 - **Access to Pit Lane:**
 - prohibited during periods of track activity.
 - Friday, Saturday and Sunday allowed midday break and at the end of day once all MotoGP® classes track activity have finished.
- **Access to other areas:**
 - **Access to Pit Lane (including Signalling Wall) during track activities:**
 - Pit Lane Access Pin allows temporary access to Pit Lane only when the holder is accompanied by holder of Full Worker Pass.
 - Media Vest allows access to Pit Lane at all times.
 - **Special rules applied during Saturday MotoGP Class sessions: Qualifying One and Qualifying Two and Sunday MotoGP® Class Warm up, besides flag to flag and wet MotoGP® races.**
 - **Access to Starting Grid:**
 - Grid Access (pin, grid card or bracelet) must be attached to the Permanent Passes.
 - With Media Vest
 - **Access to Parc Fermé:**
 - with Media Vest
 - **Access to Media Centre:**
 - Media Logo must be visible on the reverse side of the pass.
 - Media Card must be attached to the pass.
 - **Access to TV Areas (Media Compound & Commentary Booths):**
 - TV Logo must be visible on the reverse side of the pass.
 - TV Card must be attached to the pass.
 - **Access to MotoGP VIP Village™:**
 - MotoGP VIP Village™ Logo must be visible on the reverse side of the pass.
 - **Access to MotoGP® Class Motorhomes Area:**
 - Permanent passes are allowed, Worker and Media one event passes are allowed also. Guest passes with MH logo only.
- **Pass specifications:**
 - Premium Pass is designed in black colour.
 - MotoGP® Hologram is printed on the front side of the pass.
 - Premium Pass has barcode printed on the reverse side.
 - Premium Pass has company and name printed on the reverse side as well as a photograph of the person.
 - Accesses to other areas are visible on the reverse side of the pass.
 - When riding a scooter, it is mandatory to wear a helmet.
- **Others:**
 - The minimum age to access Pit Lane and Service Roads is 15 years old - this rule is superior to the type of pass.

PASS ACCESSORIES

➤ Pit Lane Pin



➤ Starting Grid



Permanent One Event
Indicates corresponding class

➤ Media Vest



➤ TV Card Media Card



SPECIAL LOGOS

➤ Media Centre



➤ Television Areas



➤ Race Control



➤ MotoGP VIP Village™



➤ Motorhomes Area



GUEST (ONE-EVENT) PASS

GUEST PASS
Guest



PASS DESCRIPTION

- This pass is used by guests that are granted with access to Paddock.
- **Allows access to Paddock:**
 - **Access to Paddock:** unrestricted at all times
 - **Access to Service Roads:** prohibited at all times
 - **Access to Track:** prohibited at all times
 - **Access to Pit Lane:** prohibited at all times
- **Access to other areas:**
 - **Access to Pit Lane (including Signalling Wall) during track activities:**
 - ➔ Pit Lane Access Card allows temporary access to Pit Lane only when the holder is accompanied by holder of Full Worker Pass.
 - ➔ Media Vest allows access to Pit Lane at all times.
 - ➔ Special rules applied during Saturday MotoGP Class sessions: Qualifying One and Qualifying Two and Sunday MotoGP Class Warm up, besides flag to flag and wet MotoGP races.
 - **Access to Starting Grid:**
 - ➔ Grid Access one event only (grid card or bracelet) must be attached to the One Event Passes.
 - ➔ With Media Vest
 - **Access to Parc Fermé:**
 - ➔ with Media Vest
 - **Access to Media Centre:**
 - ➔ Media Card must be attached to the pass.
 - **Access to TV Areas (Media Compound & Commentary Booths):**
 - ➔ TV Card must be attached to the pass.
 - **Access to MotoGP Class Motorhomes Area:**
 - ➔ All Permanent passes are allowed, Worker and Media one event passes are allowed also. One event Guest passes with MH bracelet only.
- **Pass specifications:**
 - The Guest Pass (One-event) is a digital accreditation.
 - All Guest Passes are designed with the country's flag.
 - The MotoGP Hologram is printed on the front face of the digital design.
 - All Guest Passes have a QR Code.
 - Guest Pass has company and name written in the digital design.
 - The design of Guest Pass flag is different at each round of the Championship.
 - Accesses to other areas are visible with the other pass accessories.
 - On Sunday race day, two hours after the last MotoGP session or race, the Guest passes (One Event) that are not accompanied by team members, Dorna or IRTA staff, will be invited to leave the Paddock for safety reasons, due to the start of the disassembling procedure.

PASS ACCESSORIES

➤ Pit Lane Pin



➤ Starting Grid



Permanent **One Event**
Indicates corresponding class

➤ Media Vest



➤ VA Card TV Card Media Card



SPECIAL LOGOS

➤ Motorhomes Area



MotoGP VIP VILLAGE™ PASSES
MotoGP VIP VILLAGE™ PASSES
SUNDAY

SATURDAY

Paddock Tour

Staff

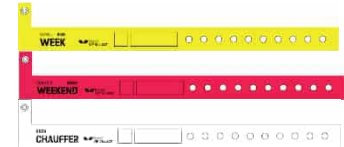
Experiences

Sunday Ribbon

Saturday Ribbon

Sunday Bracelet

Saturday Bracelet

Service Bracelets

PASS DESCRIPTION

- The MotoGP VIP Village™ passes are the only passes on sale to public. Guests are granted with Gold and/or Silver pass and once entered the MotoGP VIP Village™ will obtain also corresponding Guest Bracelet (black with gold letters for Sunday and with silver letters for Saturday).
- The MotoGP VIP Village™ Staff is wearing either MotoGP VIP Village™ Staff pass which is mainly used by Area Coordinators or Staff Bracelets which are used by waiters, cooks, driver and other personnel.
- **Allows access to MotoGP VIP Village™:**
 - **Access to MotoGP VIP Village™:**
 - ➔ Gold VIP elements pass allows access on Sunday
 - ➔ Silver VIP elements pass allows access on Saturday
 - ➔ Staff pass allows access during the whole Grand Prix week
 - ➔ Week Staff Bracelet (blue) allows access from Monday to Friday (both days included)
 - ➔ Weekend Staff Bracelet (pink) allows access on Saturday and Sunday
 - ➔ Paddock Tour pass gives access only to Paddock Tour
 - ➔ All Worker, Media and Premium passes with MotoGP VIP Village™ Sticker
 - ➔ Circuit Personnel wearing Cleaning Bib
 - **Access to Paddock:** prohibited at all times except of organized MotoGP VIP Village™ Paddock Tours. Appointed overseas Grand Prixes, Vip Village™ passes are allowed in the Paddock.
 - **Access to Service Roads:** prohibited at all times except of organized MotoGP VIP Village™ Service Roads Tours.
 - **Access to Pit Lane:** prohibited at all times except of organized MotoGP VIP Village™ Pit Lane Walks and organized visits to the MotoGP VIP Village™ Canopy.
- **Access to other areas:**
 - **Access to Pit Lane (including Signalling Wall), Starting Grid, Parc Ferné, Paddock, Media Centre and Television Areas is prohibited at all times (except of organized Visits and Tours as specified above).**
- **MotoGP VIP Village™ Visits and Tours:**
 - Holders of MotoGP VIP Village™ Passes may participate in organized Visits and Tours to various MotoGP™ areas during their stay.
 - Depending on the Circuit facilities, guests have to cross different paddock areas to complete their Visit or Tour. These are allowed only for organized groups by Dorna and MotoGP VIP Village™ Staff.
 - ➔ **MotoGP VIP Village™ Paddock Tour:** MotoGP VIP Village™ guests are given the opportunity to take a 30 minutes walk through the Paddock. All Paddock Tours are organized and guided by Dorna and MotoGP VIP Village™ Staff. Guests are not allowed to separate from the group, otherwise will be escorted out of the paddock.
 - ➔ **MotoGP VIP Village™ Service Road Tour:** MotoGP VIP Village™ guests are given the opportunity to take a ride along the service roads in MotoGP VIP Village™ Shuttle Buses. All Service Road Tours are organized and guided by Dorna and MotoGP VIP Village™ Staff. Guests are not allowed to leave the bus during the Service Road Tour.
 - ➔ **MotoGP VIP Village™ Pit Lane Walk:** MotoGP VIP Village™ guests are given the opportunity to take a closer look at the Pit Lane. All MotoGP VIP Village™ Pit Lane Walks are organized and guided by Dorna and MotoGP VIP Village™ Staff. The time schedule of all Pit Walks is also listed in the official time schedule.
 - ➔ **MotoGP VIP Village™ Canopy:** MotoGP VIP Village™ guests are given the opportunity to visit the MotoGP VIP Village™ Canopy at the Pit Wall. All Visits are organized and guided by Dorna and MotoGP VIP Village™ Staff.
- **Pass specifications:**
 - All MotoGP VIP Village™ Passes are only One-Event. There are not any Permanent MotoGP VIP Village™ Passes.
 - The design of MotoGP VIP Village™ Passes is different at each round of the Championship.
 - The design of the MotoGP VIP Village™ Staff Passes is the same for the whole season.
 - MotoGP™ Hologram is printed on the front side of all MotoGP VIP Village™ passes.
- **Others:**
 - Children above 2 years old must wear a MotoGP VIP Village™ Pass in order to access MotoGP VIP Village™.
 - The minimum age to participate at the MotoGP VIP Village™ Service Road Tour and MotoGP VIP Village™ Canopy visit is 15 years.

PASS ACCESSORIES

- No pass accessories can be used together with MotoGP VIP Village™ passes.

SPECIAL LOGOS

- No special logos apply to MotoGP VIP Village™ passes.

MotoGP VIP Village™ Sticker


- Can be attached to any Worker, Media and Premium or Guest Pass.

SERVICES PASSES

GENERAL DESCRIPTIONS

➤ **Services Passes specifications:**

- All Services Passes are One-Event only.
- All Services Passes have barcode printed in back side.
- Access to all buildings/ areas accesses related to MotoGP™ including Media Centre and Commentary Booths is granted.
- The access to the different MotoGP™ areas with this pass is exclusively for working purposes only.
- Due to security reasons only persons over 15 years old are allowed to enter the pit lane or service road, this rule will be applied disregarding the kind of the pass the person is wearing.
- A description of any type of Services passes explains the access allowed to different areas and shows the design of the pass and its specifications.
- Services Passes are issued to Circuit/Promoter working personnel at different MotoGP™ areas in the circuit premises.
- All Services Passes allow access to Paddock. Access to any other areas depends in the type of Services Pass.
- There are three types of Services Passes:
 - Control
 - Maintenance
 - Cleaning

CONTROL PASS



➤ Control Pass is exclusively used by security staff working in paddock, service road and pit lane.

- This pass allows access to paddock, service road and pit lane (these two areas persons over 15 years old mandatory rule).
- **Special rules applied in the pit lane during Saturday MotoGP Class sessions: Qualifying One and Qualifying Two and Sunday MotoGP™ Class Warm up, besides flag to flag and wet MotoGP™ races.**
- All buildings/ areas accesses related to MotoGP™ including Media Centre, Media Compound and Commentary Booths.
- The access to the different MotoGP™ areas with this pass is exclusively for working purposes only.
- Due to security reasons only persons over 15 years old are allowed to enter the pit lane or service road this rule will be applied disregarding the kind of the pass the person is wearing.
- A description of the Control pass explains the access to different areas and shows the design of the pass and its specifications.
- When riding a scooter, it is mandatory to wear a helmet.

MAINTENANCE PASS



➤ Maintenance Pass is exclusively used by staff performing maintenance at different areas of the circuit.

- This pass allows access to paddock, service road and pit lane (these two areas limited to persons over 15 years old mandatory rule).
- **Special rules applied in the pit lane during Saturday MotoGP Class sessions: Qualifying One and Qualifying Two and Sunday MotoGP™ Class Warm up, besides flag to flag and wet MotoGP™ races.**
- In case of problems or service emergency this pass allows access to restricted areas.
- The pass does not allow access to MotoGP Vip Village™ unless a job/repair needs to be done in this area.
- All buildings/areas accesses related to MotoGP™ including Media centre, Media Compound and Commentary Booths.
- The access to the different MotoGP™ areas with this pass is exclusively for working purposes only.
- A description of the Maintenance pass explains the access to different areas and shows the design of the pass and its specifications.
- When riding a scooter, it is mandatory to wear a helmet.

CLEANING PASS



➤ Cleaning Pass is exclusively used by cleaning staff.

- This pass allows access to paddock, all buildings, Media Centre, Media Compound and Commentary Booths.
- MotoGP Vip Village™ access is allowed.
- A description of the Cleaning pass explains the access to different areas and shows the design of the pass its specifications.
- The access to the different MotoGP™ areas with this pass is exclusively for working purposes only.
- When riding a scooter, it is mandatory to wear a helmet.

BIBS

GENERAL DESCRIPTIONS

➤ **Bibs specifications:**

- All Bibs are One-Event only.
- European G.P's and overseas Bibs have barcode tag.
- Bibs are made from white cloth and colours specify each type.
- The colours of the Bibs are the same for each type during the whole season. Title of the Event is printed on all Bibs.
- All Bibs have also printed a Bib number on the top.

PIT LANE BIB



- Pit Lane Bib is exclusively used by Marshals working in the Pit Lane.
- **Allows access to following areas for working purposes only:**
 - Paddock (for working purposes only) and Pit Lane.
 - Parc Fermé, Pit Wall - only a determinate number of Marshals will be appointed by the Race Direction.
 - No Building access is allowed.
 - **Special rules applied in the pit lane during Saturday MotoGP Class sessions: Qualifying One and Qualifying Two and Sunday MotoGP Class Warm up, besides flag to flag and wet MotoGP races.**
- **Bib specifications:**
 - The Pit Lane Bib is designed in blue colour.

TECHNICAL BIB



- Technical Bib is exclusively used by Marshals and all other staff working at the Technical Scrutineering.
- **Allows access to following areas for working purposes only:**
 - Paddock, Pit Lane and Technical Box.
 - No Building access is allowed (except of the Technical Box and its office).
 - **Special rules applied in the pit lane during Saturday MotoGP Class sessions: Qualifying One and Qualifying Two and Sunday MotoGP Class Warm up, besides flag to flag and wet MotoGP races.**
- **Bib specifications:**
 - The Technical Bib is designed in violet colour.

TRACK BIB



- Track Bib is exclusively used by Marshals working at the Track.
- **Allows access to following areas for working purposes only:**
 - Service Road and Paddock. When riding a scooter, it is mandatory to wear a helmet.
 - No Building access is allowed.
- **Bib specifications:**
 - The Track Bib is designed in orange colour.

MEDICAL BIB



- Medical Bib is exclusively used by Doctors, Paramedics and Ambulance Personnel.
- **Allows access to following areas for working purposes only:**
 - Paddock, Service Road and Pit Lane in designated access only. When riding a scooter, it is mandatory to wear a helmet.
 - All Buildings including Media Centre and Commentary Booths in case of medical emergency.
 - MotoGP VIP Village in case of medical emergency.
 - **Special rules applied in the pit lane during Saturday MotoGP Class sessions: Qualifying One and Qualifying Two and Sunday MotoGP Class Warm up, besides flag to flag and wet MotoGP races.**
- **Bib specifications:**
 - The Medical Bib is design in red colour.

GRID BIB

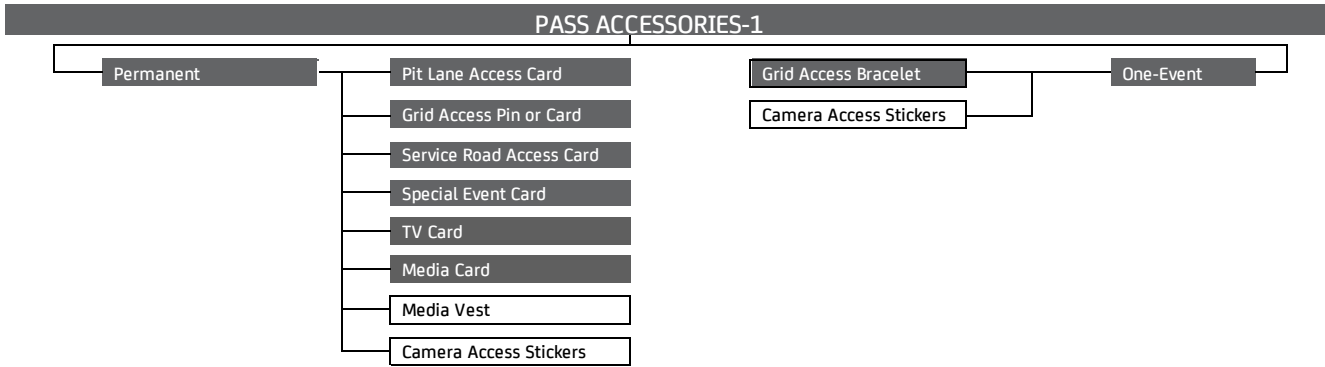


- Grid bib is exclusively used by marshals working in the Pit Lane for grid procedures.
- **Allows access to the following areas but for working purposes only:**
 - Paddock. The Pit Lane: On race day only and once the warm ups have finished. (Also on Saturday in case there are any support races).
 - **Special rules applied in the pit lane during Saturday MotoGP Class sessions: Qualifying One and Qualifying Two and Sunday MotoGP Class Warm up, besides flag to flag and wet MotoGP races.**
- **Bib specifications:**
 - The grid bib is design in Light blue colour.

PIT LANE CONTROL



- Pit Lane Control bib is exclusively used by security working in the Pit Lane sessions.
- **Allows access to the following areas but for working purposes only:**
 - Paddock and Pit Lane.
 - **Special rules applied in the pit lane during Saturday MotoGP Class sessions: Qualifying One and Qualifying Two and Sunday MotoGP Class Warm up, besides flag to flag and wet MotoGP races.**
- **Bib specifications:**
 - Pit Lane Control bib is design in black colour.



GENERAL DESCRIPTIONS

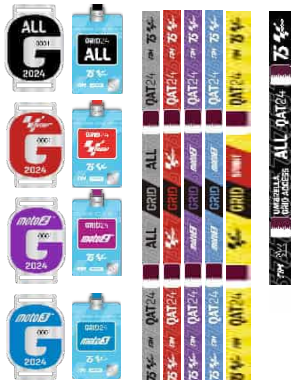
- **Pass Accessories may be used:**
- With any of Worker, Media, Premium or Guest Passes.
 - No Pass Accessories may be used with any MotoGP VIP Village™, except in Oversea races.

PIT LANE ACCESS PIN



- Pit Lane Pin allows temporary access to the Pit Lane and Signalling Wall when the person is accompanied by holder of a Full Worker Pass of the corresponding class during the whole stay in the Pit Lane.
- **Pin specifications:**
 - The Pit Lane Access Pin is a Permanent Accessory.
 - There are three types of Pit Lane Access cards: Moto3, Moto2 and All categories.
 - The Pit Lane Access Card must be accompanied with the pass.
 - **Special rules applied in the pit lane during Saturday MotoGP Class sessions: Qualifying One and Qualifying Two and Sunday MotoGP™ Class Warm up, besides flag to flag and wet MotoGP™ races.**

GRID ACCESS PINS, CARDS & BRACELETS



- Grid Access Pin, Grid Access Card, Bracelet and Umbrella Grid allow access to the Starting Grid.
- **Grid Access:**
 - ALL Grid Access: allows to its holder access to the Starting Grid for all categories.
 - MotoGP™ Grid Access: allows to its holder access to the Starting Grid for MotoGP™ class only.
 - Moto2™ Grid Access: allows to its holder access to the Starting Grid for Moto2™ class only.
 - Moto3™ Grid Access: allows to its holder access to the Starting Grid for Moto3™ class only.
 - Grid Access also allows to its holder to cross the Pit Lane in order to enter the Starting Grid 20 minutes before the Start of the Race.
- **Pin & Sticker specifications:**
 - The Grid Access can be Permanent (Grid Access Pin or Card) or One-Event (Grid Access Bracelet) Accessory. Both Accessories have the same level of access.
 - Grid Access Pin is made of metal, Grid Access Card is an accessory card and Grid access Bracelet is a wrist band.
 - One event passes; Worker, Media or Guest are allowed to use one event grid passes only, this is a mandatory rule.
 - **Special rules applied during Saturday MotoGP Class sessions: Qualifying One and Qualifying Two and Sunday MotoGP™ Class Warm up, besides flag to flag and wet MotoGP™ races.**

SERVICE ROAD ACCESS CARD



- Service Road Access Card is used to enter the Service Road. It is valid accompanied by any other MotoGP™ Pass (Worker, Premium, Guest and Media) only.
- This card is not valid to enter to Paddock, Pit Lane and any other MotoGP™ areas at any time.
- When riding a scooter, it is mandatory to wear a helmet.
- **Service Road Card specifications:**
- The Service Road Access Card is a Permanent Accessory.

SPECIAL EVENT CARD



- Special Event Card is used to enter the Paddock when there is an Special Event inside the Paddock Area
- This pass is valid only in a restricted time schedule.
- **Track Card specifications:**
 - The Special Event Card is a Permanent Accessory.
 - The Special Event Card ribbon is yellow.

TV CARD

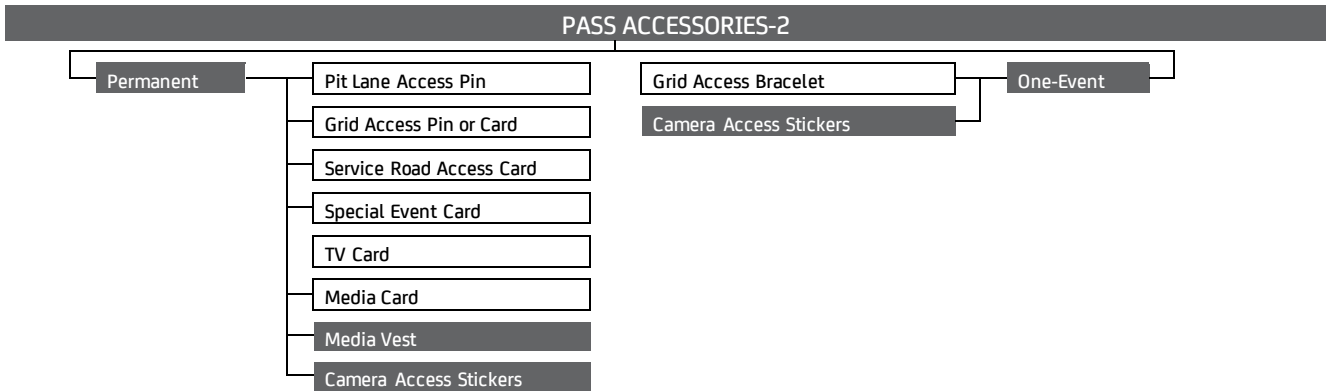


- TV Card allows temporary access to TV Compound and Commentary Booths and must always be used together with any other MotoGP™ Pass.
- **Card specifications:**
- The TV Card is a Permanent Accessory
- The TV Card ribbon is purple.

MEDIA CARD



- Media Card allows temporary access to the Media Centre and must always be used together with any other MotoGP™ Pass.
- **Media Centre Access:**
 - The Media Card allows access to the Media Centre but does not give to its holder a right to have a working place in the Media Centre.
 - Access to Press Conferences and Photo Shuttle Buses is not allowed.
- **Card specifications:**
 - The Media Card is a Permanent Accessory. The Media Card ribbon is green.

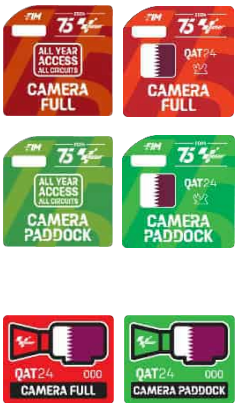


MEDIA VEST



- Media Vest is used exclusively by Media, TV Reporters and Technicians and allows unrestricted access to
- The Pit Lane, Signalling Wall and Starting Grid for all categories.
- **Special rules applied during Saturday MotoGP Class sessions: Qualifying One and Qualifying Two and Sunday MotoGP Class Warm up, besides flag to flag and wet MotoGP races.**
- **Vest specifications:**
 - The Media Vest is a Permanent Accessory.
 - All Media Vest are numbered in order to easy recognize each Media.
 - There are two different colours of media Vest to differentiate two groups of professionals: Violet for Reporter/photographers and Orange for TV Staff/Broadcasters.

CAMERA ACCESS STICKERS



- Camera Access Stickers allow filming at various Circuit areas.
- **Full Camera Access Sticker:**
 - The Full Camera Access Sticker allows filming at all Circuit areas including Pit Lane, Starting Grid etc. always when the Cameraman is wearing appropriate MotoGP Pass to determinate area.
 - **Special rules applied during Saturday MotoGP Class sessions: Qualifying One and Qualifying Two and Sunday MotoGP Class Warm up, besides flag to flag and wet MotoGP races.**
 - Filming is not allowed at the Medical Centre unless the Chief Doctor authorizes it.
- **Paddock Camera Access Sticker:**
 - The Paddock Camera Access Sticker allows filming in all Paddocks Areas only when the Cameraman is wearing appropriate MotoGP Pass to enter the Paddock
 - Filming is not allowed at the Medical Centre unless the Chief Doctor authorizes it.
- **Sticker's specifications:**
 - Both Full and Paddock Camera Access Stickers can be Permanent or One-Event Accessories.
 - Both Permanent and One-Event Camera Access are paper stickers and must be affixed on the camera. Full Camera Access is designed red colours, Paddock in green colours.

IPF VEST



- **IPF VEST** is strictly reserved for Dorna TV personnel only usually broadcasting live.
- This vest is a distinctive for the Dorna TV personnel as mentioned above and has no meaning as far as pass access in any MotoGP areas concerns.

SPECIAL LOGOS**GENERAL DESCRIPTIONS**

- **Special Logos may be used:**
 - With any of Worker, Media, Premium and Guest Passes.
 - No Special Logos may be used with any MotoGP VIP Village™ and/or Vendor Passes.
 - All Logos are always visible on the reverse side of the Pass.

MEDIA LOGO**Sticker**

- Media Logo or sticker allow access to the Media Centre.
- **Media Centre Access:**
 - The Media Logo allows access to the Media Centre but does not give access to other Media Areas (Press Conferences and Photo Shuttle Buses) when printed on any Worker or Premium Pass.
- **Logo specifications:**
 - The Media Logo can be printed on the reverse side of the pass or can be a paper sticker affixed on the reverse side of the pass. Both Logos have the same level of access.

TV LOGO**Sticker**

- TV Logo or sticker allows access to the Media Compound and Commentary Booths.
- **Logo specifications:**
 - The TV Logo can be printed on the reverse side of the pass or can be a paper sticker affixed on the reverse side of the pass. Both Logos have the same level of access.

RACE CONTROL STICKER**Sticker**

- Race Control Sticker allows access to the Race Control.
- **Logo specifications:**
 - The Race Control Logo is a paper sticker affixed on the reverse side of the pass.

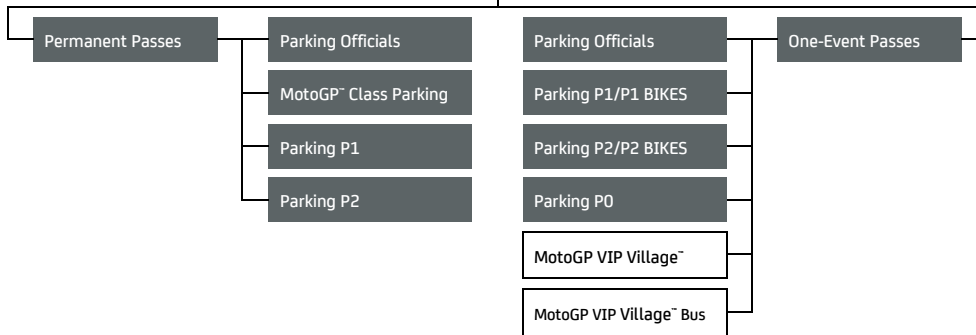
MotoGP VIP VILLAGE™ STICKER**Sticker**

- MotoGP VIP Village™ Sticker allows access to the MotoGP VIP Village™.
- **Logo specifications:**
 - The MotoGP VIP Village™ Logo is a paper sticker affixed on the reverse side of the pass.

MotoGP™ CLASS MOTORHOMES AREA STICKER**Sticker**

- MotoGP™ Class Motorhomes Sticker allows access to the MotoGP™ Class Motorhomes Area for guest passes only.
- **Logo Specifications:**
 - The MotoGP™ Class Motorhomes Area Logo is a paper sticker affixed on the reverse side of the pass.

MotoGP™ VEHICLE PARKING PASSES - 1



PARKING OFFICIALS



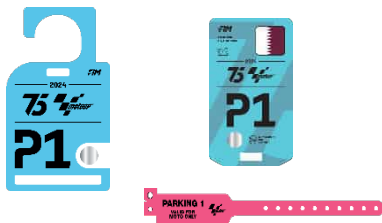
- Parking Officials is an exclusive parking area reserved for Race Direction members and other Authorities.
- **Allows access to:**
 - Permanent Parking Officials grants access to all MotoGP™ areas within Circuit facilities including all Parking areas, Paddock, Track and Pit Lane.
 - One-Event Parking Officials grants access to Parking Officials only.
- **Pass specifications:**
 - Permanent Pass is laminated hanger. All passes are personalised.
 - One-Event Pass is sticker and must be affixed on the front windshield.
 - The design of the One-Event Pass is different at each round of the Championship.

MotoGP™ CLASS PARKING



- MotoGP Class Parking is an exclusive parking area reserved for MotoGP™ riders and team managers.
- **Allows access to:**
 - Permanent MotoGP™ Class Parking Officials grants access to MotoGP™ Class Parking only.
- **Pass specifications:**
 - MotoGP™ Class Parking is only Permanent Pass.
 - This permanent Pass is a laminated hanger. All passes are personalised.

PARKING P1 AND PARKING P1 BIKES



- Parking P1 is a parking area reserved for teams, permanent media and other permanent staff.
- **Allows access to:**
 - Both Permanent and One-Event Passes grant access to Parking P1.
 - No motor homes are allowed to park at Parking P1, neither using this pass.
- **Pass specifications:**
 - Permanent Pass is laminated hanger. All passes are personalised.
 - One-Event Pass is sticker and must be affixed on the front windshield.
 - The design of the One-Event Pass is different at each round of the Championship.
 - Parking P1 Bikes is a bracelet and must be attached to the wrist of the holder.
 - Flag design on one event pass changes per GP.

PARKING P2 AND PARKING P2 BIKES

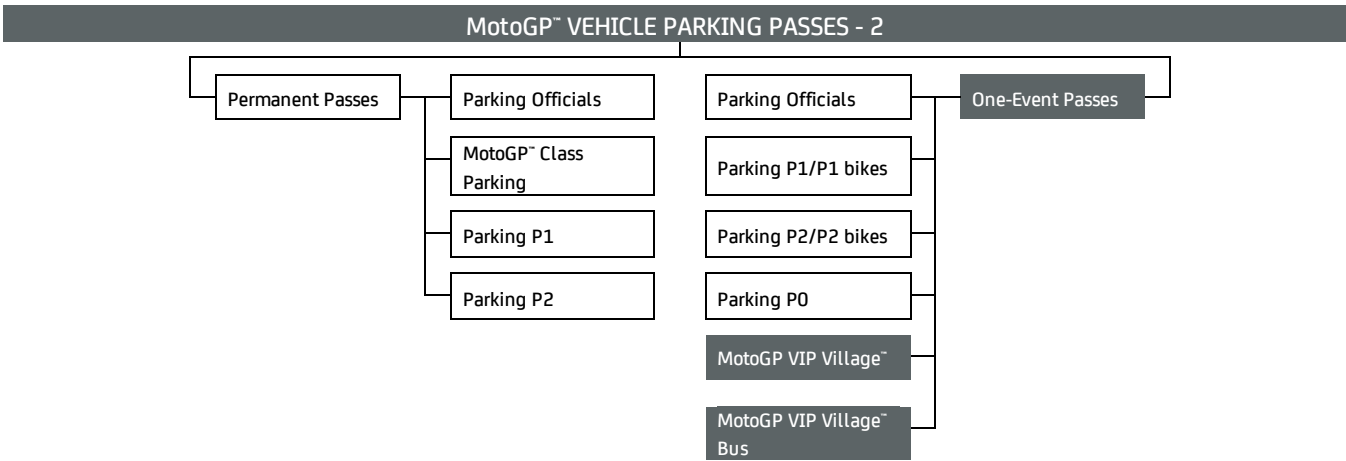


- Parking P2 is a parking area reserved for teams, permanent and one-event media, permanent staff and guests.
- **Allows access to:**
 - This Pass grants access to Parking P2.
 - No motor homes are allowed to park at Parking P2, neither using this pass.
- **Pass specifications:**
 - Permanent Pass is laminated hanger. All passes are personalised.
 - One-Event Pass is sticker and must be affixed on the front windshield.
 - The design of the One-Event Pass is different at each round of the Championship.
 - Parking P2 Bikes is a bracelet and must be attached to the wrist of the holder.
 - Flag design on one event pass changes per GP.

PARKING P0



- Parking P0 is a parking area reserved for Dorna staff and other needs of the event.
- **Allows access to:**
 - This Pass grants access to Parking P0 only (no Paddock access is allowed).
- **Pass specifications:**
 - Parking P0 is only One-Event Pass.
 - One-Event Pass is sticker and must be affixed on the front windshield.
 - The design of the One-Event Pass is different at each round of the Championship.
 - Flag design on this pass changes per GP.



MotoGP VIP VILLAGE™ PARKING - FRIDAY



- Parking MotoGP VIP Village™ is an exclusive parking area reserved for MotoGP VIP Village™ guests and MotoGP VIP Village™ staff and suppliers.
- **Allows access to:**
 - One-Event Friday Pass grants access to Parking MotoGP VIP Village™ on Friday only.
 - It is not allowed to access the Parking MotoGP VIP Village™ on Saturday or Sunday with this pass.
- **Pass specifications:**
 - One-Event Pass is sticker and must be affixed on the front windshield.
 - The design of the One-Event Pass is different at each round of the Championship.
 - Valid day is clearly visible on the front side of the Pass.

MotoGP VIP VILLAGE™ PARKING - SATURDAY



- Parking MotoGP VIP Village™ is an exclusive parking area reserved for MotoGP VIP Village™ guests and MotoGP VIP Village™ staff and suppliers.
- **Allows access to:**
 - One-Event Saturday Pass grants access to Parking MotoGP VIP Village™ on Saturday only.
 - It is not allowed to access the Parking MotoGP VIP Village™ on Friday or Sunday with this pass.
- **Pass specifications:**
 - One-Event Pass is sticker and must be affixed on the front windshield.
 - The design of the One-Event Pass is different at each round of the Championship.
 - Valid day is clearly visible on the front side of the Pass.

MotoGP VIP VILLAGE™ PARKING - SUNDAY

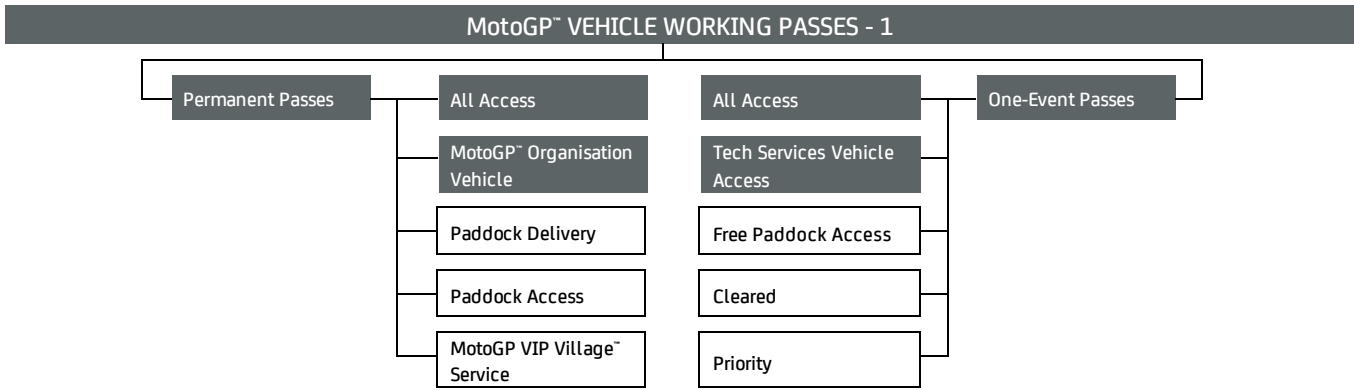


- Parking MotoGP VIP Village™ is an exclusive parking area reserved for MotoGP VIP Village™ guests and MotoGP VIP Village™ staff and suppliers.
- **Allows access to:**
 - One-Event Sunday Pass grants access to Parking MotoGP VIP Village™ on Sunday only.
 - It is not allowed to access the Parking MotoGP VIP Village™ on Saturday or Friday.
- **Pass specifications:**
 - One-Event Pass is sticker and must be affixed on the front windshield.
 - The design of the One-Event Pass is different at each round of the Championship.
 - Valid day is clearly visible on the front side of the Pass.

MotoGP VIP VILLAGE™ PARKING - BUS



- Parking MotoGP VIP Village™ Bus is an exclusive parking area reserved for MotoGP VIP Village™ guests coming to the Grand Prix in a bus.
- **Allows access to:**
 - One-Event Bus Pass grants access to Parking MotoGP VIP Village™ on, Saturday and Sunday (also on Friday on appointed GP's).
- **Pass specifications:**
 - One-Event Pass is sticker and must be affixed on the front windshield.
 - The design of the One-Event Pass is different at each round of the Championship and number of the Event is printed on the front side of the pass.



ALL ACCESS

Permanent

One Event



- ALL Access is a transit pass that allows access to the Track. It is used by the Race Direction members, Dorna Officials, Timekeeping, Television, Maintenance and other emergency vehicles.
- **Allows access to:**
 - Track and all MotoGP™ Areas necessary to cross to arrive to the Track (Pit Lane, Service Road, Paddock etc.). All passengers must wear appropriate MotoGP™ Personal Pass.
 - This pass does not allow park the car inside the Paddock.
 - Appropriate Parking Pass is needed to park the car in corresponding Parking Area.
- **Pass specifications:**
 - Permanent Pass is laminated hanger. All passes are personalised.
 - One-Event Pass is sticker and must be affixed on the front windshield.
 - The design of the One-Event Pass is different at each round of the Championship.

TECH SERVICES VEHICLE ACCESS



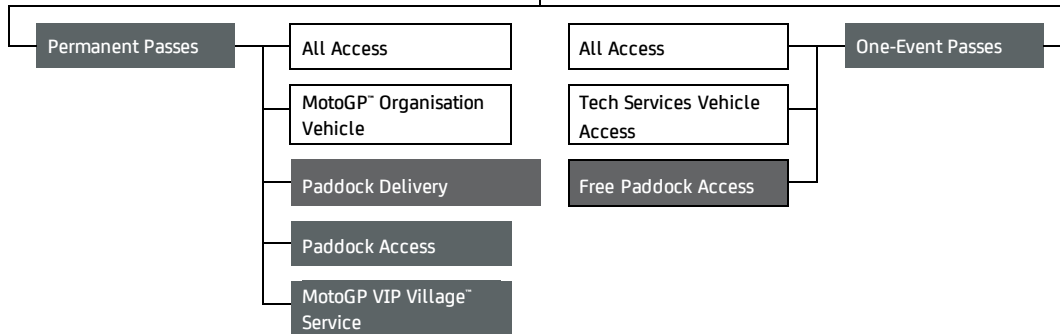
- Tech Services Vehicle Access is a transit pass that allows access the Service Roads. It is used by Ambulances, Firemen, Television, Photo Shuttle and MotoGP VIP Village™ Shuttle Buses.
- **Allows access to:**
 - Service Roads and all MotoGP™ Areas necessary to cross to arrive to the Service Roads (e.g. Paddock etc). All passengers must wear appropriate MotoGP™ Personal Pass.
 - This pass does not allow to park the car inside the Paddock. Only vehicles providing a service (Photo Shuttle and MotoGP VIP Village™ Shuttle Buses) will have a designate place to stop during the working hours.
 - Appropriate Parking Pass is needed to park the car in corresponding Parking Area.
- **Pass specifications:**
 - Tech Services is only One-Event Pass. It is sticker and must be affixed on the front windshield.
 - The design of the Pass is different at each round of the Championship.

MotoGP™ ORGANISATION VEHICLE



- The MotoGP™ Organisation Vehicle is a pass to some designated working trucks which need to entry the paddock to park earlier than any other trucks.
- **Allows access to:**
 - Paddock – these vehicles will enter the Circuit before than any other trucks according to IRTA and the circuit, in order to park in the designated area in the paddock to stay for the rest of the week.
- **Pass specifications:**
 - Permanent Pass is laminated and must be visible in the front windshield.

MotoGP™ VEHICLE WORKING PASSES - 2



PADDOCK DELIVERY



- The Paddock Delivery Pass is used to be able to deliver and unload items in specific areas of the circuit.
- **Unloading Procedures:**
 - With the Delivery Pass, we guarantee that the delivery service can reach the circuit.
 - If it is a small delivery, the unloading will take place at the Delivery office located at the main entrance of Paddock.
 - For larger deliveries, the Paddock Delivery pass allows access within the Paddock area to the unloading point for a limited period of time.
 - If entering the Paddock area, unloading must not take longer than 15 minutes and must follow standard procedures.
- **Types of Paddock Delivery Passes:**
 - Paddock Delivery Wednesday and Thursday: delivery is allowed during the whole day.
 - Paddock Delivery Friday, Saturday and Sunday: delivery is restricted and is only allowed until 8:30 h in the morning and from 17:30 h Fri and Sat, and from 18:00 h. on Sunday. Thus no delivery is allowed from 8:30 until 17:30 h. Fri and Sat, and 18:00 on Sunday.
- **Pass specifications:**
 - Paddock Delivery is only Permanent Pass.

PADDOCK ACCESS



- Paddock Access is a delivery pass for exceptional occasions and has no time restrictions.
- **Allows access to:**
 - Paddock Areas all days without any time restrictions.
 - This pass is used in case of any emergency.
 - Appropriate Parking Pass is needed to park the car in corresponding Parking Area.
- **Pass specifications:**
 - Paddock Access is only Permanent Pass.

MotoGP VIP VILLAGE™ SERVICE

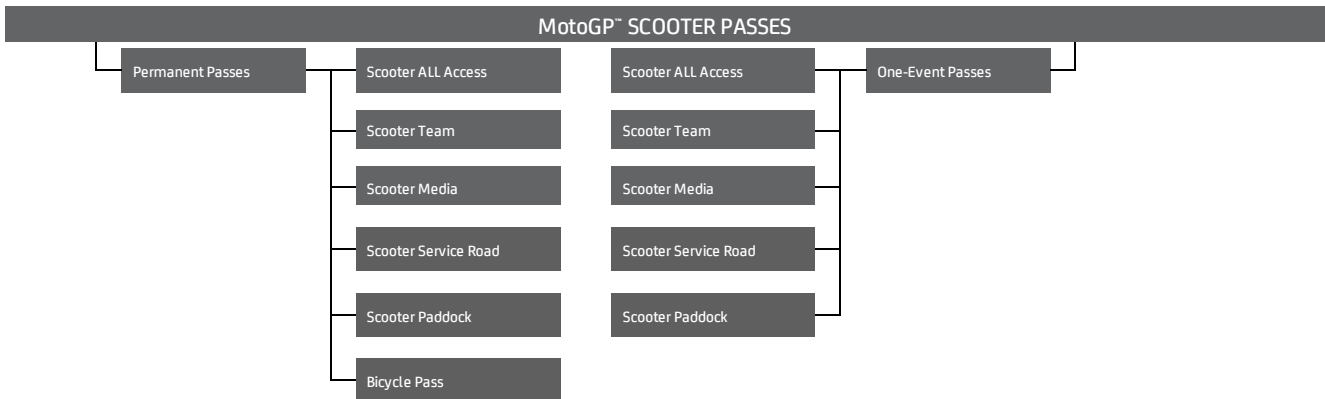


- MotoGP VIP Village™ Service Pass is used by suppliers of the MotoGP VIP Village™ when mounting its facilities.
- **Allows access to:**
 - MotoGP VIP Village™ Area until Thursday in case that the MotoGP VIP Village™ is located outside of the Paddock and any other MotoGP™ Area.
 - If the MotoGP VIP Village™ is situated inside the Paddock Areas, then the suppliers must use standard Paddock Delivery Pass and follow its regulations.
 - MotoGP VIP Village™ Parking until Friday. On Saturday and Sunday these vehicles must use standard MotoGP VIP Village™ Parking Passes.
- **Pass specifications:**
 - MotoGP VIP Village™ Service is a nominative pass and name of the supplier is written on the front side of the pass.

FREE PADDOCK ACCESS



- The Free Paddock Access pass is intended to restrict the access of vehicles in the Paddock during special times or situations, which require to minimize the flow of vehicles in this area. This pass must be accompanied by another working vehicle pass like the All Access (both Permanent and One-Event) or the Tech Services pass.
- **Allows access to:**
 - To inside the Paddock Areas all days, all the time.
 - Appropriate Parking Pass is needed to park the car in corresponding Parking Areas.
- **Pass specifications:**
 - The Free Paddock Access is only One-Event Pass. It is a sticker and must be affixed on the front windshield of the vehicle all the time.
 - The design of the Pass is different at each round of the Championship.



GENERAL DESCRIPTION

- All scooters inside all Paddock Areas, Service Roads and Track must carry the corresponding Scooter Pass.
- 2-stroke engine scooters are not allowed; only electric scooters are allowed to enter the Paddock or any MotoGP™ area
- No motorcycles are allowed to carry any Scooter Pass except of Riders' Moto Taxi that provides recovery service from the Track.
- The minimum age to enter Service Roads and Track is 15 years - this rule is superior to the type of pass.
- Motorized two wheels vehicles as electric-e- bicycles and other devices will fit into the scooter category. In order to be accepted as scooter any type of two wheels vehicle must carry handlebar and braking lever (compulsory), thus Segways, motorized skateboards/ platforms and similar vehicles are not allowed to use scooter pass, neither to enter the paddock or any other MotoGP™ areas.
- When riding a scooter, it is mandatory to wear a helmet.

SCOOTER ALL ACCESS

- Scooter All Access Pass is issued to workers that need to access the Track. Helmet compulsory.
- **Allows access to:**
 - Service Roads at any time
 - Paddock at any time
 - Track access is allowed only during periods of non-track activity. Helmet compulsory.
- **Pass specifications:**
 - Both Permanent and One-Event Passes are paper stickers designed in red colours.
 - Both Passes are nominative - name of the company must be written on the front of the pass.
 - The design of the One-Event Pass is different at each round of the Championship.

SCOOTER TEAM

- Scooter Team Pass is issued only to riders and team members.
- **Allows access to:**
 - Service Roads at any time
 - Paddock at any time
- **Pass specifications:**
 - Both Permanent and One-Event Passes are paper stickers designed in yellow colours.
 - Both Passes are nominative - name of the rider must be written on the front of the pass.
 - The design of the One-Event Pass is different at each round of the Championship.

SCOOTER MEDIA

- Scooter MEDIA Pass is issued to reporters, photographers and TV Cameramen that need to access the Service Roads
- **Allows access to:**
 - Service Roads at any time
 - Paddock at any time
 - Access to Track is prohibited at all times.
- **Pass specifications:**
 - Both Permanent and One-Event Passes are paper stickers designed in orange colours.
 - Both Passes are nominative - name of the company must be written on the front of the pass.
 - The design of the One-Event Pass is different at each round of the Championship.

SCOOTER SERVICE ROAD

- Scooter Service Road Pass is issued to persons or staff that need to access the Service Roads including photographers and TV Cameramen.
- **Allows access to:**
 - Paddock till Friday, no time restrictions. No access to the Paddock on Saturday and Sunday from 8:00 h to 18:00 h.
 - Service Road at any time.
 - Access to Track is prohibited at all times.
- **Pass specifications:**
 - Both Permanent and One-Event Passes are paper stickers designed in blue colours.
 - The design of the One-Event Pass is different at each round of the Championship.

SCOOTER PADDOCK

- Scooter Paddock Pass is issued to persons that need to access the Paddock Areas.
- **Allows access to:**
 - Paddock till Friday, no time restrictions. No access to the Paddock on Saturday and Sunday from 8:00 h to 18:00 h.
 - Access to Service Roads and Track is prohibited at all times.
- **Pass specifications:**
 - Both Permanent and One-Event Passes are paper stickers designed in green colours.
 - The design of the One-Event Pass is different at each round of the Championship.

BICYCLE PASS

- Bicycle is issued to persons or staff that need to access the Paddock and Service Roads.
- **Allows access to:**
 - Service Roads at any time
 - Paddock at any time
 - Access to Track is prohibited at all times.
- **Pass specifications:**
 - Bicycle Pass is Permanent Pass only.

PARC FERMÉ PROCEDURES

SCHEDULE:

- **Saturday:**
 - at 11:30h. - after MotoGP™ Qualifying 2 applies for the first three qualified MotoGP™ riders
 - at 13:30h. - after Moto3™ Qualifying 2 applies for the first three qualified Moto3™ riders
 - at 14:25h. - after Moto2™ Qualifying 2 applies for the first three qualified Moto2™ riders
 - at MotoGP™ Sprint end applies for the first three classified MotoGP™ riders

- **Sunday:**
 - at Moto3™ race end applies for the first three classified Moto3™ riders
 - at Moto2™ race end applies for the first three classified Moto2™ riders
 - at MotoGP™ race end applies for the first three classified MotoGP™ riders and first Independent

* Time schedule for the Grand Prix of Qatar could be different of the schedule shown above.

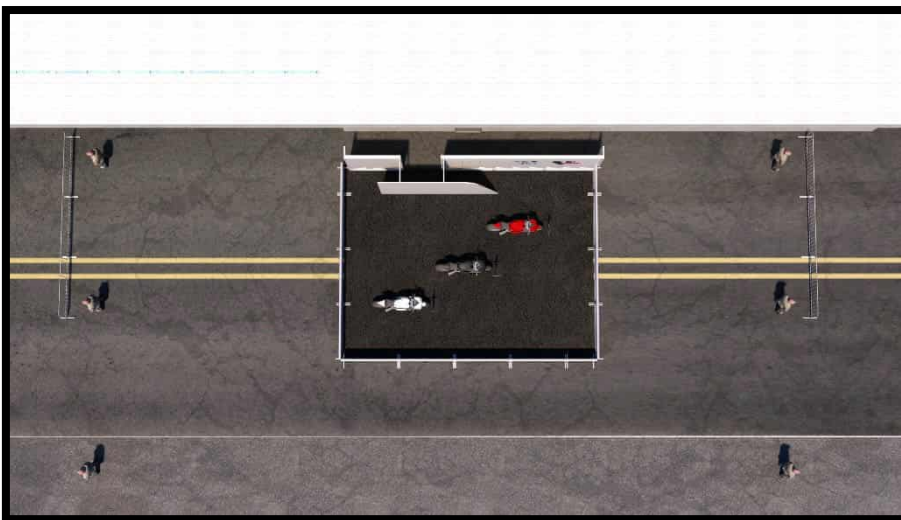
PARC FERMÉ:



On Saturday at the Sprint the first three MotoGP™ riders are directed by IRTA staff to the Sprint Podium area.

On Sunday First three MotoGP™ riders and first Independent rider are directed by IRTA personnel to the Parc Fermé Area.

All other riders are directed by the Circuit personnel to enter their Pit Boxes when going through the Pit Lane.



Dorna personnel allow enter the TV Cameramen to their reserved TV area.

The team members and photographers are instructed to take place in their reserved area.

It is very important to follow precisely instructions given by Dorna/IRTA personnel as the arrival of the riders to the Parc Fermé area is a crucial moment.

All Circuit personnel have to be very careful to prevent any possible accident when riders are passing in the Pit Lane.

SECURITY CONTROL SCHEDULE

Following Schedule is subject to any changes in the Official Time Schedule.

MotoGP™ AREA	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday Post GP
Circuit Access	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop 24 hours
Parking Officials Parking MotoGP™ Class			visual: 8:00-20:00	visual: 8:00-20:00	visual: 7:00-19:00	visual: 7:00-19:00	visual: 7:00-18:00	
Parking P1/P1 BIKES Parking P2/P2 BIKES Parking P0			visual: nonstop from 8:00	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop until midnight	
Parking MotoGP VIP Village™						visual: 7:30-17:30	visual: 7:30-17:30	
Pit Lane/ Pit Lane Patrol			visual: nonstop from 9:00	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop until midnight	
Race Track			visual: nonstop from 8:00	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop until midnight	
Service Road			visual: nonstop from 8:00	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop until midnight	
Main Paddock	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop 24 hours	bar code: nonstop 24 hours	bar code: nonstop 24 hours	bar code: nonstop 24 hours	bar code: nonstop 24 hours	visual: nonstop until 10:00
Paddock Patrol					visual: 8:00-19:00	visual: 8:00-19:00	visual: 8:00-19:00	
Special Busy Boxes				visual: 10:00-18:00	visual: 8:00-19:00	visual: 8:00-19:00	visual: 8:00-19:00	
Media Centre				visual: 9:00-21:00	visual: 07:45-22:00	visual: 07:30-23:00	visual: 7:30-24:00 ②	
Media Compound	visual: nonstop from 10:00	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop until 10:00
Commentary Booths			visual: nonstop from 10:00	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop until midnight	
MotoGP VIP Village™	visual: nonstop from 10:00	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop 24 hours bar Code: 8:30-17:30	visual: nonstop 24 hours bar Code: 8:00-17:30	visual: nonstop until dismantling is completed
Support Races Paddock			visual: nonstop from 10:00	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop 24 hours	visual: nonstop until midnight ③	
MotoGP™ Class Motorhomes Area				visual: 11:00-18:00	visual: 8:00-22:00	visual: 8:00-22:00	visual: 8:00-18:00	

② The Media Centre will remain open until the last journalist leaves on Sunday night.

③ The Support Races Paddock security schedule may be changed accordingly to the race day of these races

SECURITY PERSONAL REQUEST

Following table is subject to any changes in the number of accesses.

MotoGP™ AREA	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday Post GP
Circuit Access	2 security guards per access	2 security guards per access	2 security guards per access	2 security guards per access	2 security guards per access	2 security guards per access	2 security guards per access	2 security guards per access
Parking Officials			1 security guard	1 security guard per access	1 security guard per access	1 security guard per access	1 security guard per access	
Parking MotoGP™ Class			1 security guard	1 security guard per access	1 security guard per access	1 security guard per access	1 security guard per access	
Parking P1/P1 Bikes Parking P2/P2 Bikes			1 security guard per access	2 security guards per access + 2 parking controllers	2 security guards per access + 2 parking controllers	2 security guards per access + 2 parking controllers	2 security guards per access + 2 parking controllers	
Parking P0			1 security guard	1 security guard per access	1 security guard per access	1 security guard per access	1 security guard per access	
Parking MotoGP VIP Village™					1 security guard per access	1 security guard per access	1 security guard per access	
Pit Lane			1 security guard per access	2 security guards per access	2 security guards per access	2 security guards per access	2 security guards per access	
Pit Lane Patrol					4 Security guards	4 Security guards	4 Security guards	
MotoGP VIP Village™ Pit Lane Walk						15 Security guards	15 Security guards	
Paddock Pedestrian	1 security guards per access	2 security guards per access	2 security guards per access	2 security guards per access	2 security guards per access + Bar code guards	2 security guards per access + Bar code guards	2 security guards per access + Bar code guards	1 security guards per access
Paddock Vehicles	1 security guards per access	1 security guards per access	2 security guards per access	2 security guards per access +	2 security guards per access + Bar code guards	2 security guards per access + Bar code guards	2 security guards per access + Bar code guards	1 security guards per access
Paddock Patrol					4 Security guards	4 Security guards	4 Security guards	
Race Control Tower				1 security guard per access	1 security guard per access	1 security guard per access	1 security guard per access	
Special Busy Boxes				4 Security guards	4 Security guards	4 Security guards	4 Security guards	
Race Control Room					1 security guard per access (only during activity on the track)	1 security guard per access (only during activity on the track)	1 security guard per access (only during activity on the track)	
Service Road				2 security guards per access	2 security guards per access	2 security guards per access	2 security guards per access	
Media Centre				1 security guard per access	1 security guard per access	1 security guard per access	1 security guard per access	
Medical Centre					1 security guard per access	1 security guard per access	1 security guard per access	
Media Compound	1 security guard per access	1 security guard per access	1 security guard per access	1 security guard per access	1 security guard per access	1 security guard per access	1 security guard per access	1 security guard per access
Commentary Booths				1 security guard per access	1 security guard per access	1 security guard per access	1 security guard per access	
MotoGP VIP Village™	1 security guard per access	1 security guard per access	1 security guard per access	1 security guard per access	1 security guard per access	1 security guard per access	1 security guard per access	1 security guard per access
MotoGP™ Class Motorhomes Area				1 security guard	1 security guard	1 security guard	1 security guard	
Support Races Paddock			1 security guard	1 security guard	1 security guard	1 security guard	1 security guard	



PADDOCK DELIVERY REGISTRATION

GRAND PRIX:				DATE:			
PASS NUMBER	TIME IN	TIME OUT	NAME OF SUPPLIER	RECIPIENT	PHONE NUMBER	NUMBER OF PERSONS	PLATE NUMBER

For any problems contact the National Security Manager, Dorna Security or IRTA Personnel.

ACCESS CONTROL TERMINAL



Bar Code Control Position - Paddock Entrance and Paddock Exit



Bar Code Control Terminal

Dorna Sports

Barcelona Office
Núria Montaner, 2
C/IBEC Sureda just D'Avant
Barcelona, Spain

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FIM

75  motogp



FIM STANDARDS FOR CIRCUITS

2024

NORMES FIM POUR LES CIRCUITS

FIM Standards for Circuits

EDITION 2024

update 27 December 2023

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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.

ARTICLE 1 - OBJECT

The FIM Standards for Circuits will be used by FIM Representatives of the FIM CCR Circuits Homologation Committee for circuit homologation.

Course designers can also use these standards as initial guidance for the construction of new circuits. Practical criteria concerning conception and use are included in these standards to assist the designer of a new circuit in the presentation of a project to the FIM. Circuits that plan modifications to a course can also use these standards as guidelines and have to apply for homologation of the changes.

Exceptions to the following articles may be granted according to the grade of circuit licence.

A study of the circuit drawings will be made for each circuit and FIM Representatives of the FIM CCR Circuits Homologation Committee will issue specific requirements. The circuit will have to apply these requirements to achieve homologation.

These standards are subject to interpretation depending on each individual case and on local conditions, laws and inspections.

The operators of a circuit are responsible for the safety conditions prevailing within its precincts.

The current FIM standards come into force on 1 January **2024**. They cancel and replace all prior editions.

Changes may be made to these standards, each time the FIM, on the basis of experience or technical evolutions or for safety reasons, deems it necessary.

Please note that circuit designers should use these standards as guidance to build the racetrack (up to the second line of protection), the Pit Lane, the Medical Centre and the Race Control room. Basically, these standards deal with all safety-related matters at a circuit.

For all other aspects, please consult the Promoter's Manual of the event's organisers, if existing. For example for MotoGP™, please consult Dorna's Promoter's Manual.

ARTICLE 2 - DEFINITIONS

Circuit: A closed course, permanent or non-permanent, where the course itself starts and finishes at the same point, built or adapted specifically for motorcycling racing.

Circuit Licence:

- A certificate attesting that a circuit has been homologated by the FIM.
- It stipulates the conditions under which the circuit may be used and the categories of motorcycles and events that can be admitted.

Commission: In these Standards, the term "Commission" refers to the Commission of Circuit Racing of the FIM (CCR).

FIM Homologation Label: A FIM Homologation Label is a special recognition granted to products when specific high performance and quality standards set by the FIM are met.

FMN: National Motorcycle Federation (Fédération de Motocyclisme Nationale).

Homologation Procedure: The procedure to be followed in order to issue a circuit licence.

Inspection: A visit by the Commission delegates in order to:

- Make recommendations in accordance with these standards
- Verify or approve works performed on the basis of the recommendations made previously.
- Verify all the conditions and services required for the circuit to host an international event.

- Issue the circuit licence on the final circuit visit if conditions are met.

New circuit: For the purposes of the application of these standards and any FIM texts concerning circuit safety and/or construction, the term “New Circuit” means:

- A non-existent circuit
- An existing circuit which has not been used for international racing
- An existing circuit that undergoes substantial modifications may also be considered by the Commission as “new circuit”

Service Areas: The areas between the first and the second line of protection

Track:

- The area defined by the outer edges of the racing surface, delimited by white lines, and the parts of a track between the pit lane entry and pit lane exit lines, and the track itself.
- These Standards do not refer to FIM Track Racing. Standards for Track Racing Circuits are to be found in a different manual.

Track surroundings: The area between the edges of the track and the first protection lines

World Championship and Cups acronyms:

- MotoGP™: Whenever the word “MotoGP™” is used during these Standards it refers to the FIM Grand Prix World Championship.
- WorldSBK: Whenever the word “WorldSBK” is used during these Standards it refers to the FIM Superbike World Championship.
- Endurance: Whenever the word “Endurance” is used during these Standards it refers to the FIM Endurance World Championship.
- Sidecars: Whenever the word “Sidecars” is used during these Standards it refers to the FIM Sidecar World Championship.
- MotoE: Whenever the word “MotoE” is used during these Standards it refers to the FIM MotoE World Championship.
- JuniorGP: Whenever the word “JuniorGP” is used during these Standards, it refers to the FIM JuniorGP World Championship.

ARTICLE 3 - INSPECTIONS AND HOMOLOGATION PROCEDURE

3.1 CIRCUIT LICENCE GRADES

FIM circuit licences are issued in grades from A to F according to the categories and groups of motorcycles for which the circuit is considered suitable and are issued with the sole purpose of permitting the registration of races in the FIM Calendar for the categories of motorcycles specified.

The types and groups indicated below correspond to the classification established in the relevant FIM regulation. Each licence grade is also valid for all categories of motorcycles in the grades below it, except Grade F for Sidecars.

They are:

Grade	Grand Prix	Superbike Supersport	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 means that this circuit is also homologated for night races for motorcycles not equipped with lights. A small “t” attached to the grade means that this circuit is homologated for TESTS only. The grade will be stated on the circuit licence.

The granting of a homologation licence is a prerequisite for the organisation of an FIM Championship, Prize or Cup event.

The homologation licence is valid for FIM World Championships, Prizes and Cup events only. The operators of a circuit are responsible for the safety conditions prevailing within its precincts.

3.2 PROCEDURE FOR NEW HOMOLOGATION

This article concerns the homologation procedure for new circuits ONLY.

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

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

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

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

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

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

For new circuits, in order to obtain a FIM homologation, the circuit must have previously or simultaneously received a national homologation.

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

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

3.3 PROCEDURE FOR HOMOLOGATION RENEWAL (existing circuits)

To see with the FIM/CCR Administration.

3.4 PROCEDURE FOR FUTURE PROJECTS

Preliminary consultations with the FIM on future projects or modifications may be requested through the FMN.

Recommendations/assistance for the improvement of existing circuits which have not been subject to prior FIM homologation may be requested from the FIM through the FMN, to organise international/national sporting events safely for motorcycles.

FIM Representatives of the CCR Circuit Homologation Committee will only respond to requests for consultations or site visits where they are mandated to do so as part of the FIM homologation procedure.

3.5 OBLIGATORY CIRCUIT DOSSIER

The circuit dossier should include the following information:

- Circuit layout to scale 1:2000 (minimum), with an indication of orientation, pit buildings, race direction, buildings, installations, access roads, service roads, services and light panels (if applicable) as requested in the relevant FIM Codes and Regulations.
- Plan of pits and paddock area and medical centre to scale 1:500 minimum.
- Detailed plan of all buildings (including medical centre and helipad), to scale 1:200 minimum.
- Profile of track centreline, to scale 1:2000 (length)/1:200 (altitude) minimum.
- Cross-sections of track and lateral spaces (track, track surroundings and service areas) at the start line, centre of principal corners, points of minimum and maximum width of the track, bridges and other singular points, to scale 1:200 minimum.
- A study of local climatic conditions and the design of the drainage system.

The circuit dossier should be supplied in digital format (to be requested to the FIM, including dwg and pdf).

The digital plans shall comply with the FIM circuit drawing standards (available on request).

The whole dossier should be revised and sent to the FIM each time the circuit is modified and will be the essential reference for the homologation process and the issuing of the circuit licence.

3.6 INSPECTIONS

Mandatory circuit inspections by the FIM and their fee categories:

TYPE OF MANDATORY CIRCUIT INSPECTION	FEE CATEGORY	FIM FEE
New circuits intended for first licence Grades A and B: with necessary simulations and inspections up to final	1	FIM Representative of the FIM CCR Circuits Homologation Committee costs + Necessary simulation costs + Fees
New circuits intended first licence Grades C, D, E & F: with necessary simulations and inspections up to final	2	FIM Representative of the FIM CCR Circuits Homologation Committee costs + Necessary simulation costs + Fees
For the renewal of FIM circuit licence, Grades A, B, C, with inspection(s)	3	FIM Representative of the FIM CCR Circuits Homologation Committee costs + Fees
For the renewal of FIM circuit licence, Grades D, E & F with inspection(s)	4	FIM Representative of the FIM CCR Circuits Homologation Committee costs + Fees

FIM consultation about safety of a non-homologated circuit	5	FIM Representative of the FIM CCR Circuits Homologation Committee costs + Fees
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The fee will be determined each year by the FIM. When a circuit receives different grades of homologation, the fee payable will be the one corresponding to the highest fee category.

Simulation results remain the property of the FIM.

For new circuits and future projects the FIM charges the applicant 50% of the fee on receipt of the dossier and 50% after the final inspection. For existing circuits, 100% of the fee will be charged after the inspection. The rate applied to each category will be fixed by the FIM each year.

Inspections may also be decided on for other reasons - by the Commission or at the request of circuit representatives through their FMNs.

During the final inspection of a new circuit, the circuit operators must ensure that the FIM Representative of the FIM CCR Circuits Homologation Committee, when carrying out his/her duties, does not encounter obstruction or obstacles in the form of persons whose presence is not essential. It is recommended that no vehicle be allowed on the track during the inspection, except when works are under way on the track and its surroundings.

For inspections at existing circuits the FIM, the FMN, the FIM Representative of the FIM CCR Circuits Homologation Committee and the circuit operators will agree on a date and time for the inspection for the homologation renewal.

3.6.1 FIM Inspection Reports

After each inspection, a report will be issued with the relevant requirements of the FIM Representative of the FIM CCR Circuits Homologation Committee (this can include works to be carried out to obtain the circuit license).

After the final inspection, the homologation will be issued as well as a report including the safety measures to be taken for each FIM event.

The homologation report is valid for FIM World Championships and FIM Prize events only.

3.7 CONSEQUENCES OF INSPECTION

After the issuing of an inspection report, the circuit must comply with the requirements stated in the report in order to continue with the homologation process. If the circuit fails to comply with such requests, the homologation process will stop.

After the issuing of the report following the final inspection, if all the works have been completed to the FIM's satisfaction, a circuit license may be issued.

The organisation of a FIM World Championship or Prize event may not be allowed if the required works have not been fully carried out according to the FIM inspection reports.

Should a circuit combine more than one layout, the approval is valid only for the inspected configuration(s).

Circuits are accepted for the running of events entered in the FIM Calendar only in the same configuration and with all the same installations as are indicated in the circuit homologation report within a maximum period of validity of:

- Two calendar years from the date of the final inspection report for existing circuits
- One calendar year from the date of the final inspection report for new circuits

3.8 SUSPENSION OF THE HOMOLOGATION LICENCE

The FIM Representative of the FIM CCR Circuits Homologation Committee can suspend a homologation licence in the following cases:

- Failing to comply with the FIM requests for improvement of the permanent safety measures.
- Failure to report any modifications affecting the existing homologation license.
- Any deterioration that affects any of the elements in the existing homologation license.
- Insufficient maintenance of the circuit

3.9 NUMBER OF MACHINES ADMITTED

The maximum number of solo bikes that are allowed in a group start will be defined during the homologation process and will depend on the track's widths and lap time. The final number of machines allowed for the race will be indicated in the final inspection report.

The maximum number of sidecars that are allowed in a group start will be 60% of the solo bikes.

The absolute maximum will be 60 bikes for solo and 36 for sidecars.

For official practices, an additional 20% of machines are allowed.

For Endurance, the absolute maximum will be 65 bikes for practices and race.

3.10 PROTOCOL FOR HOMOLOGATING CIRCUITS FOR NIGHT RACE

In order to receive an FIM homologation for competitions run at night (in darkness), a circuit must be equipped with a permanent lighting system ready to deliver a sufficient light intensity to run during a "night" event and in relation to the homologation grade that the circuit is looking for.

For instance, for a Grade A homologation, the light intensity must be appropriate to run a MotoGP™ race under the light flow in safe and comfortable conditions for the riders, for pit lane and track marshals, and for rescue services.

The FIM Representative of the FIM CCR Circuits Homologation Committee in charge of such homologation will decide if the conditions are enough to deliver the "Night" homologation.

A small letter "N" attached to the grade on the homologation report will specify if the course is night homologated. If the layout of an "homologated" circuit is modified and the changes affect the lighting system (e.g. If a new loop was created and this loop must be lit), it will be necessary to keep the same quality and intensity of light all along the different circuit loops.

The following protocol must be strictly applied:

- Before the start of any work, an external and independent laboratory must conduct a survey to measure the different parameters of the existing light (quality, intensity, colour, lumens).
- These measures must be taken at least at two different points of the course: One point must be chosen at approximately 100 meters before the start of the new loop. A second point must be chosen at the same distance after the point where the new loop will join the existing course.
- Average of the values measured at these two different points will be calculated and the light flow provided on the new loop must fit with this average.
- During this process, the FIM Representative of the FIM CCR Circuits Homologation Committee must be kept informed about the development of the work and all data and technical information must be made available for him/her at all times.
- The results of the survey must be provided to the FIM Representative of the FIM CCR Circuits Homologation Committee before the start of the works.
- At the end of the work, a final inspection will determine if the conditions are suitable to deliver a new “N” homologation.

ARTICLE 4 - CIRCUIT DESIGN

4.1 GENERAL PRINCIPLES

The elements in this article are meant to be of aid in the basic approach to circuit design. In order for circuits to obtain FIM homologation it is recommended that they follow the points described herein. Circuits that want to obtain Grade A or B licences will find that some points are mandatory.

Every circuit must also comply with the laws established by the public authorities of the country where the circuit is located.

4.2 CIRCUIT LAYOUT

There are no restrictions to the form of the course in the plan. However, the FIM may recommend alterations in the interests of good competition, practical necessity and safety.

For the purposes of planning new permanent circuits, the track width should be at least 12 m excluding the starting grid straight where the minimum width required will be 14 m.

The transition between the different widths of the track should be made as gradually as possible. The recommended transition is a 1 m difference for every 20 m section.

Existing circuits requesting international recognition but which are narrower may be homologated (by going through the homologation procedure) if national events have regularly been organised on them.

The centre line is the geometrical shape of the layout: half way between the outer and inner edges of the track.

The racing line and not the centre is the factor that will be used when referring in these standards to straights and curves and in order to calculate the average speed of a circuit and to design the layout. The racing line (which is represented by the ideal trajectory of competition motorcycles in a complete lap) will generally have the effect of reducing the straights and elongating the curves.

The length of the circuit should be between 3.5 km and 10 km.

For Grade A, the ideal layout of a circuit will have a total length between 4.2 km and 4.5 km with a minimum number of 10 turns.

4.3 TRANSITION OF BANKING

Banking is the transversal gradient or slope of the track, which is measured perpendicularly to the centre-line of the latter.

On a straight the track must be banked in order to allow for the drainage of surface water.

The transition of the different gradients around the track should be carefully checked in order to guarantee the following points:

- Proper lateral drainage of water.
- Avoidance of any sudden variation in transversal acceleration, which is no longer compensated by banking (dynamic).
- A suitable line of sight for the riders.

4.4 DRAINAGE SYSTEM

A proper drainage system must ensure that the Race Track, Pit Lane, verges, run-off areas and gravel beds are cleared of any surface water.

When calculating the possible flow of water (dependent upon the intensity of rainfalls, their duration and the coefficient of flow) local climatic conditions must be respected.

A study of these local climatic conditions and the design of the drainage system must be submitted in the Circuit Dossier.

All the required drainage channels at the sides of the Race Track and between the verge and the first line of protection should be installed in such a way that the covers do not represent any step or bump for the motorbikes and riders that have lost the racing line: i.e. they must be covered by a smooth metal wire mesh, or an absorbent well must be used, in order to maintain, without any interruption, the normal surface of the verge and/or of the run-off area. (Cf. Art. 4.11.3 For the drainage marking).

It is recommended that the complete drainage system is checked one week before any FIM event in order to ensure that there are no obstructions.

To make emergency drainage in case of heavy rain, it is recommended (compulsory for MotoGP™) that the circuit has the following minimum drainage equipment available:

- 4 x electric-powered pumps capable of pumping water at 200 litres/minute,
- 2 x electric or petrol-powered pump capable of pumping water at 800 litres/minute,

- 50 metres of hose of 45 mm diameter per pump. Such hoses must have the same connections in order to be used with any of the pumps.

4.5 STRAIGHT SECTIONS

The maximum recommended length for straight sections will be 1 km.

On a straight, the track must be banked in order to allow proper drainage of the surface water. The transversal incline along the straights should be maintained between 1.5% and 3%.

4.5.1 Start / Finish Straight

Except for Endurance races, the starting zone must be compulsorily situated on a straight with a minimum length of 250 m.

The starting line must be located at a minimum distance of 200 m from the first curve.

Particular measures for Grade A Homologation:

The minimum length for the straight where the starting grid will be located is 400 m.

The starting line will be located a minimum of 250 m before the first corner.

Jump Start System Requirement: Please refer to the Promoter's Manual (if existing) for information on how to comply with this requirement.

4.6 CURVE SECTIONS

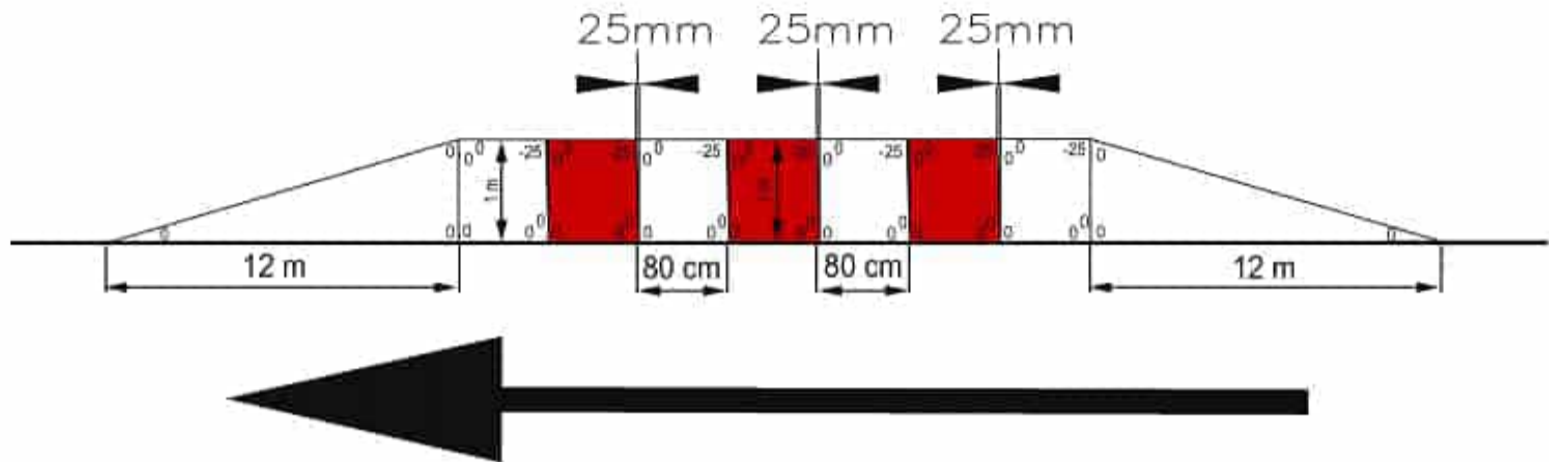
A curve (corner) will be defined by a number of different characteristics. Each circuit's curves will be defined on a case-by-case basis. Using simulation software for each circuit, the number of curves will be established. The total number of turns and their numbering will be decided by the FIM Homologation Report.

Banking in curve sections will always be calculated from the outside to the inside of the racetrack. In curve sections banking should not exceed 5%.

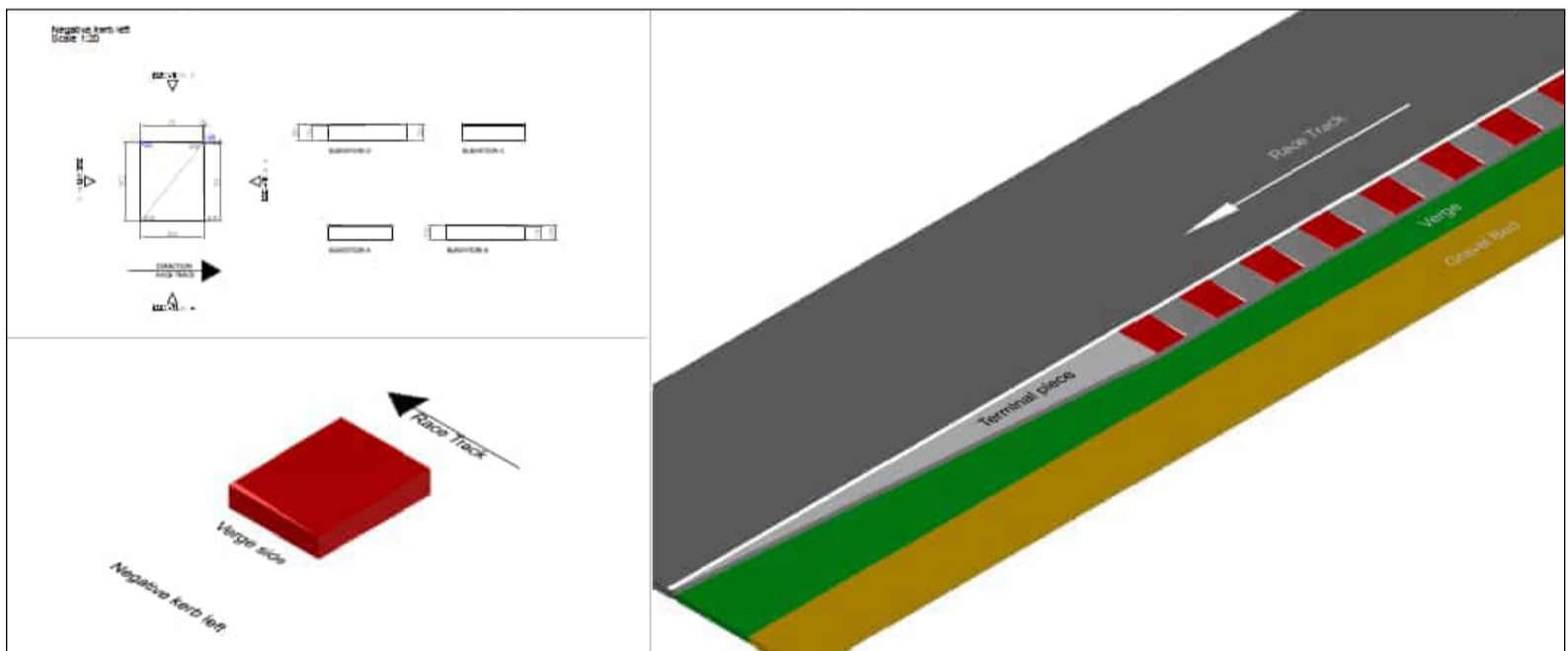
4.7 KERBS

The ideal types of kerbs approved for the FIM Championships, Cups and Prizes should be constructed according to the following parameters and recommendations of the FIM Representative of the FIM CCR Circuits Homologation Committee:

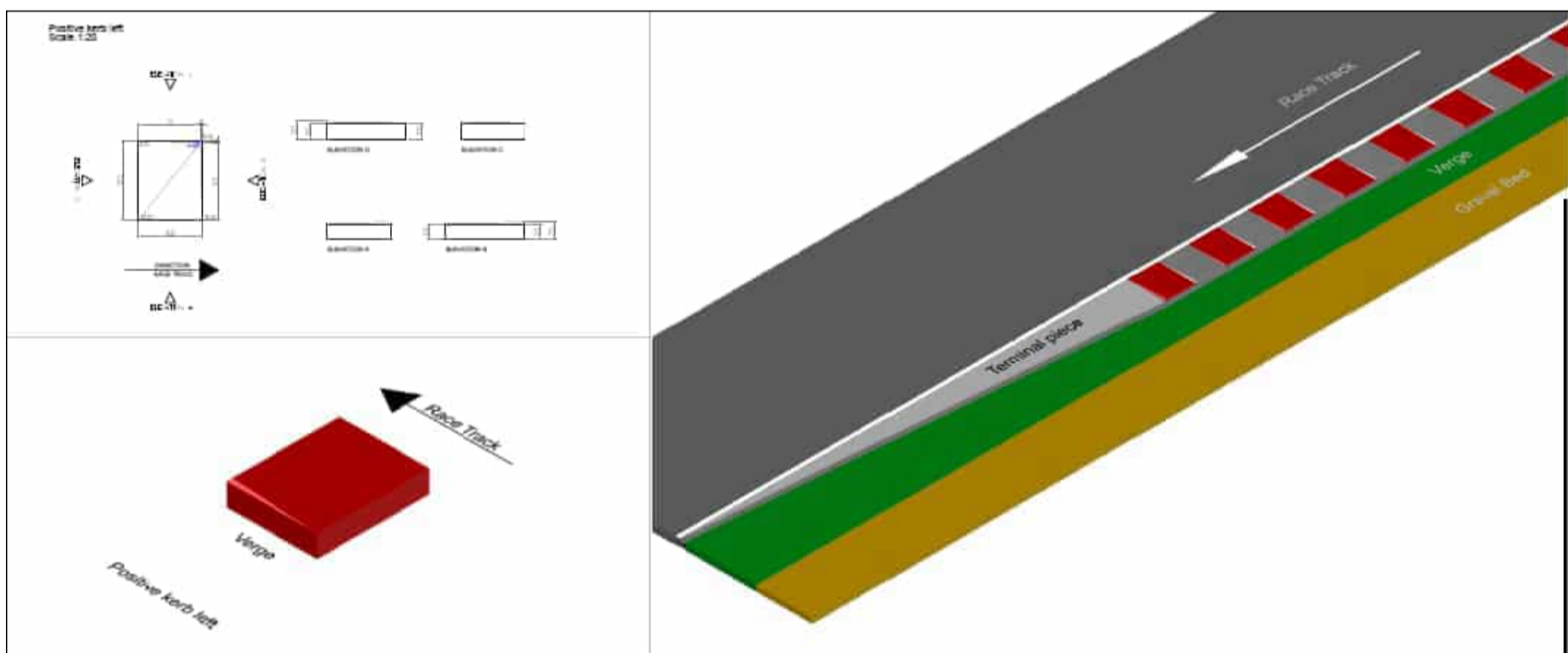
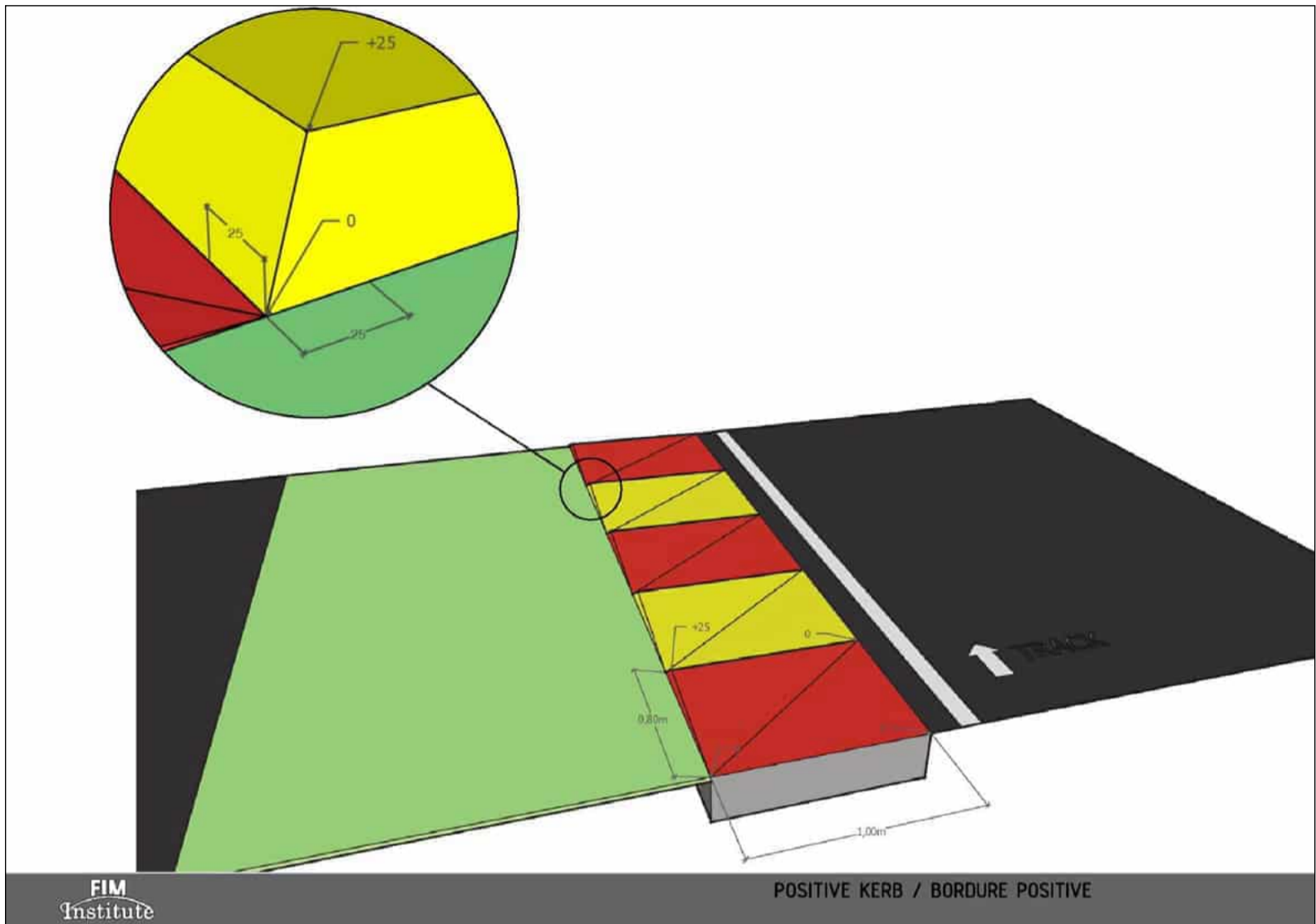
4.7.1 FIM (negative) kerb



The 12 m triangle kerb at the beginning and the end of the kerb must be painted in white colour.

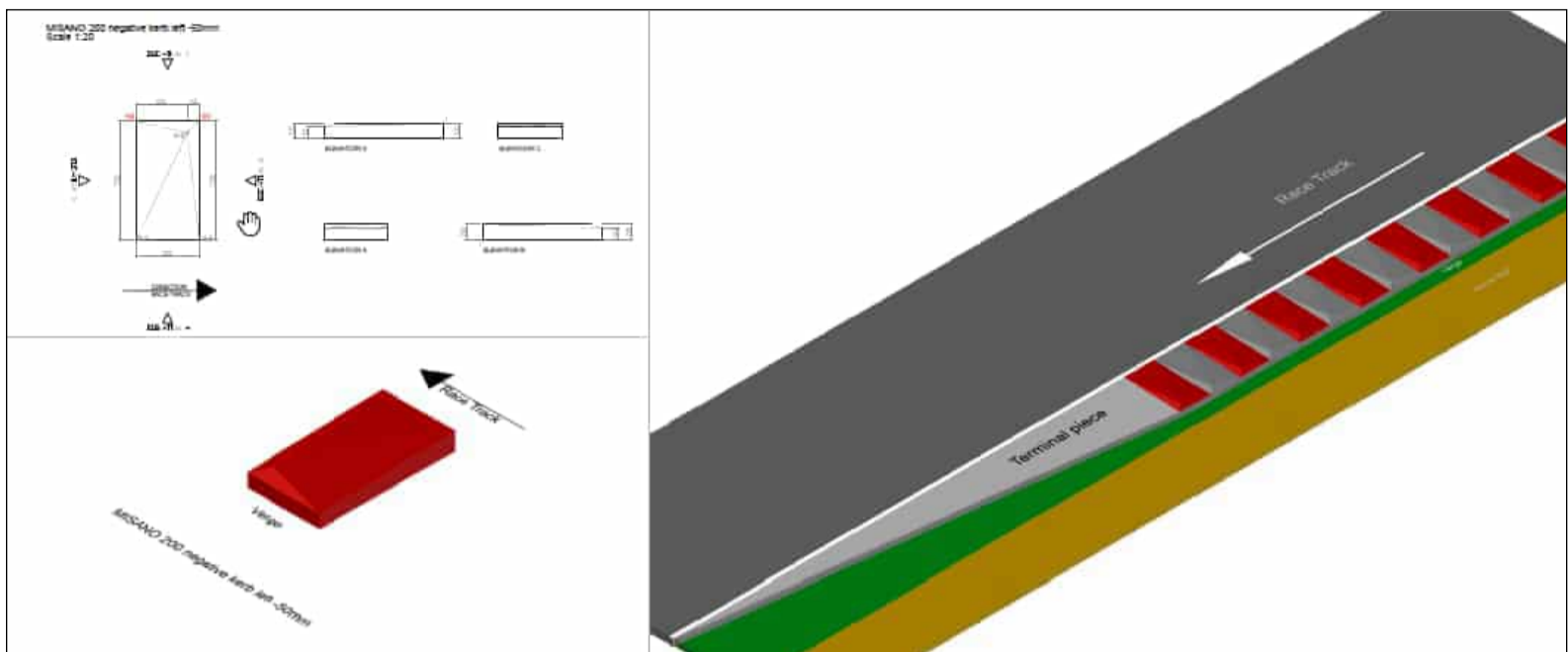


4.7.2 FIM Positive Kerb (only on internal turns)



Other kerbs can be approved during the homologation process.

4.7.3 New FIM “Misano” 200 N (Negative) Kerb



Kerbs' designs/drawings may be asked to the FIM Administration or to the FIM Representatives of the FIM CCR Circuits Homologation Committee.

4.8 VERGES AND RUN-OFF AREAS

4.8.1 Definition and Purpose

Verges are the outer parts of the transversal profile of the track.

Run-off area is the ground between the verge and the first line of protective devices.

Both are absolutely necessary from the construction point of view as they serve as a limit and shoulder for the superstructure of the track.

They contribute to higher safety by improving visibility and the possible use of the track over its whole width. If they are of sufficient range, they may serve as an area in which motorcycles can be brought to a halt.

4.8.2 Characteristics

Verges should be at the same level as the racetrack asphalt or the lower side of the kerbs avoiding any kind of positive step.

Negative steps are permitted with a maximum of **2.5 cm**. They have a flat surface but which is less even than that of the track itself.

They must be kept free of any debris and stones of a higher diameter than those of the grains of the gravel beds.

Verges should be completely flat without any kind of obstruction and it is recommended that they should have a surface different from the racing surface.

The width of the verges will vary along the track according to the circuit layout. A minimum of 1 metre should be maintained around the complete racetrack.

To prevent the erosion of a natural grass verge, bringing earth and stones onto the track, the transition from the kerb to the run-off area, where the racing line is tangent to the track edge, should be made with a band of concrete (or asphalt) of 1 meter large, unless expressly stated otherwise by the FIM Representative of the FIM CCR Circuits Homologation Committee (due to contrary requirements for different disciplines).

The transition from the verge to the run-off area should be very smooth.

In addition to the speed at every point of the racetrack, the final length of the run-off areas will be defined bearing in mind the racetrack layout, topography, racing trajectories and gradients.

In case the run-off area slopes, it is recommended that this should not exceed 10% upward or 3% downwards. In case the run-off area is covered with a gravel bed, additional calculations should be considered.

4.9 GRAVEL BEDS

The surface of the gravel beds must be completely flat without undulations. It should be levelled with the racetrack or the lower side of the kerb.

It is also strictly recommended that the gravel level be 1 cm or 2 cm lower than the edge of the circuit.

The depth of the gravel bed will vary according to the type of gravel available in the region and the type of run-off area. As standard, the height of the gravel bed should be 25 cm and the diameter of the grains must be between 8 mm and 20 mm. Mono-grain is strongly recommended.

The first 5 m of the gravel bed should grow gradually until we reach the exact gravel bed height required.

In order to maintain the effectiveness of the gravel beds, a mixing (countersinking) should be carried out before every FIM event and all debris and stones of a diameter superior to the grains must be taken out.

It is also recommended to have:

- A verge of approximately 2 m in width between the edge of the track and the gravel beds.
- A path of at least 3 m between the gravel bed and the first line of protection.

4.10 ADDITIONAL PROTECTIVE DEVICES

When deciding what measures will be used for the protection of riders, race officials, service personnel and spectators during competitions, the characteristics of the course should be taken into consideration. These include track layout and profile, topography, racing trajectories, adjacent areas, buildings and constructions, as well as the speed reached at any point of the track.

There will be a first line of protection at the edge of the verges and run-off areas around the complete Circuit Layout.

Most frequently it is necessary or preferable to contain an accident in relative proximity to the trackside by absorbing the bike's energy and/or providing conditions for the rider to regain control. In order to achieve this, various deceleration systems and energy-dissipating and stopping barriers may be installed to constitute an additional protection. In other circumstances, it may be appropriate to provide sufficient obstacle - and spectator - free spaces for the energy of a bike leaving the track out of control to be completely dissipated.

The type of additional protection devices to be installed will have to take into account the available space from the racetrack edge to the first line of protection, the possible impact angle and the type of facility behind of the first line of protection.

During events under the aegis of the FIM, a dedicated team must be available for rapid intervention, with all the necessary equipment to repair or replace any of the protection devices installed that may be damaged following an impact.

The homologation protocol can be obtained from the FIM administration.

4.10.1 CCR / FIM Additional Protective Devices (APDs)

The FIM Racing Homologation Programme for barriers (FRHPba-01) was launched in 2020. The main objective of these new standards is to have a better control on all the parameters regarding the FIM Homologation for barriers and to facilitate the labour of the scrutineers on the circuits. The homologation will allow the FIM to ensure a more complete and high-end protection for its riders and in particular to better track and control barriers used in FIM competitions.

To be eligible for FIM World Championships and Prize events Racing Circuits, barriers shall be homologated in conformity with the FRHPba-01 as of 2032.

Homologated barriers will have to be clearly marked and labelled with FIM Homologation Label, which includes a FIM hologram sewn/sticked on the barrier.



(Note a new FIM hologram will be created soon)

APDs that are already installed in FIM World Championships and Prize events Racing Circuits will be tolerated until the December 2031.

Accordingly, circuit managers may use their existing stock to replace them when needed.

In case of new installations, only FIM barriers homologated through FRHPba-01 can be provided by barrier manufacturers.

4.10.1.1 FIM Homologated Barriers (FRHPba-01)

For any new acquisition of barriers, and mandatory as of 2032 in all FIM competitions, please refer to the following list of barriers manufacturers.

More details can be found on

<https://www.frhp.org/barriers/homologated-barriers-for-ccr-events>.

CCR Type A – FRHPba-01

- ALPINA SUPER DEFENDER 3 TYPE A
- SPM Type A
- **LISKI SAFETY A**

CCR Type B – FRHPba-01

- LISKI SAFETY 3
- SPM Type B

CCR Type C – FRHPba-01

- **ALPINA BIG BALE 2**
- LISKI SAFETY 4
- **SPM Type C1**
- SPM Type C4

4.10.1.2 Existing Additional Protective Devices (APDs)

The APDs listed below already installed/stocked on circuits are tolerated until the 31/12/2031.

Type A (homologated devices)

- **Air Active Protective Devices**
 - Airprotek - Racing Safety Wall – Type A
 - Alpina Air-Module AA
 - Liski Air Safety Mattress
 - SPM AirPADS - type AA

- **Air Protective Devices**
 - Alpina Air-Module
 - Airfence Type IS and Airfence IIS
 - SPM AirPADS
 - Trackcare Inflatable Barrier

- **Foam Protective Devices**
 - Alpina Super Defender and Alpina Super Defender 2
 - Airfence Bike and Airfence Bike Evo
 - Archem (ex-Bridgestone) Module 1000 and Archem (ex-Bridgestone) Module 1300
 - Liski Safety 1
 - Recticel Safeguard barrier 1 and Recticel Safeguard RR
 - SPM Energy Absorber Type A
 - Trackcare Hi-Lite
 - PKS Modele 1

Type B (homologated devices)

- Airfence Type I and Airfence Bike B
- Alpina Defender Barrier
- Archem (ex-Bridgestone) Urethane Barrier
- Liski Safety 3
- Recticel Safeguard barrier 2
- SPM Energy Absorber Type B1

Type C (homologated devices)

- Air Protek – Racing Safety Wall – Type C
- Alpina Synthetic bales & “Big bales”
- Filling Italiano Protection System (ONDA 27/33 - 20/26),
- Liski Safety 4
- PKS Modele 5
- Recticel Safeguard barrier 3 and Safeguard barrier 4
- SPM Energy Absorber Type C2
- Trackcare barrier
- At the sole discretion of the FIM Representative of the FIM CCR Circuits Homologation Committee, horizontal tyre barrier built and installed according to FIM Specifications and assembly instructions for tyre barriers (available on request to the FIM Secretariat).

- At the sole discretion of the FIM Representative of the FIM CCR Circuits Homologation Committee, vertical tyre barrier built and installed according to FIM Specifications and assembly instructions for tyre barriers (available on request to the FIM Secretariat).

Manufacturers' and/or distributors' details of such APDs can be found in the Appendix.

4.10.1.3 Other devices

The protective devices listed below are not concerned by FRHPba-01 and are still allowed beyond 2032.

Type D

- Car tyre barriers covered with conveyor belt.

Type E

- Car tyre barriers.

Type F

- Various plastic protection modules.

All homologated additional protective devices must be placed against the rigid obstacle (no free space).

All homologated additional protective devices must be used and installed according to the manufacturer's indications and requirements.

It is recommended that screws securing conveyor belts to tires, barriers or walls have a round and flat head.



4.10.2 Track Openings

Several openings at each sector of the racetrack will have to be prepared along the first line of protection in order to allow all the track and medical services standing at the service road to enter the race track. The required number of accesses and the distance between them will have to be defined during the homologation process according to the racetrack layout. The recommended width for the racetrack accesses from the service road will be 3 m. All racetrack accesses in the first line of protection should be clearly marked by being painted in Pantone 17-1350 TPX Orange Popsicle.

Some of the openings may be required to have a compact surface that links the Service Road with the racetrack. This will be defined during the homologation process.

4.10.3 Advertising Pads

Only approved advertising pads can be placed in front of any approved protective devices. MotoGP™ and WorldSBK advertising pads produced by Dorna are approved for this purpose.

Any other advertising pads to be placed in front of homologated protective devices must be approved by FIM/CCR.

4.10.4 Supplementary Measures

In addition to the protective devices described in the previous points, supplementary measures for the protection of public areas, which should be placed at the same level as or higher than the track edge, may be required.

Protective devices located beyond the service road are referred to as the second line of protection. Although these standards provide guidance up to the second line of protection, the FIM is not responsible for the placement (or not) of the barriers in the second line of protection.

FIA-approved fences can be used in the second line of protection.

The FIM/CCR can provide advice on these protection devices, after examination of the proposed layout.

The admission of the public to any areas and the conditions existing in those areas must obey the laws of the country of the circuit.

4.11 TRACK MARKING

4.11.1 FIM Homologated Paints

The paint to be used for the white lines and the kerbs along the track, for the starting grid and for any other marking on the track, in the pit-lane and on the asphalt run-off areas must be homologated by the CCR/FIM.

For the Sidecar class, the use of the CCR/FIM homologated paint is recommended.

The CCR/FIM homologated paints are the following:

AXIMUM INDUSTRIE	Racing Mark
COLORIFICIO SAMMARINESE	Samoline Antiskid paint (8550.0500)
DREW PAINTS, INC.	09NS-Series W/B Circuit Marking Paint
GREENFORD	Anti-slip
GEVEKO (ex ORÉ PEINTURE)	Race Line
MAPEI	Mapecoat TNS Race Track
PRISMA PAINTS	Prisma Racetrack Paint (WB260)
SWARCO LIMBOROUTE	Circuit line WBP

(cf. the manufacturers' contact details in the appendices)

Circuits shall keep at the disposal of the Safety Officer, the FIM Representative of the FIM CCR Circuits Homologation Committee or the Jury President, the paint order forms and invoices, so that it can be proved at any time that the paints used are the FIM homologated ones.

The paint application method defined by the manufacturer shall be scrupulously followed.

The homologated procedure can be obtained from the CTI/FIM Administration.

4.11.2 Race Track edge

The complete Racetrack surface (and possible variants) will be bordered on both sides by continuous 10 cm wide white lines, excluding:

- The entrance and the exit of the Pit Lane where an interrupted white line must be painted.
- The entrance and the exit of the Long Lap where an interrupted white line must be painted.

The length of this white line will be fixed by the FIM Representative of the FIM CCR Circuits Homologation Committee during the homologation.

No decoration or advertising is permitted on the track surface with the exception of the run-off areas.

For MotoGP™ and WorldSBK events, Dorna has the exclusive right to allocate advertising in the run-off areas, with the agreement of the FIM safety officer.

For EWC events, EEL has the exclusive right to allocate advertising in the run-off areas, with the agreement of the FIM safety officers.

If necessary, it is also recommended that the protection device at the first line of protection be painted with a white line one (1) metre wide aligned with the marks at the edge of the track (cf. Breaking Marks Art. 4.11.7).

4.11.3 Drainage

Drain Grates must be painted with FIM homologated paint the same colour as the surface attached to it.

4.11.4 Kerbs and Track Edges

Track edges (verges) must be painted in a uniform green colour (Ref. RAL 6029) whenever it is estimated that a rider can gain an advantage if he infringes track limitations. If it is felt that no advantage can be gained, the track edges (verges) **must** be painted in any other uniform colours. FIM officials **should** define the areas to be painted in green (Ref. RAL 6029).

For FIA-FIM Double Kerb, the second part of the FIA-FIM kerb should be painted in green and white, starting with a white triangle on the side of the darkest part of the standard kerb. The track edges should be painted with a uniform green colour (Ref. RAL 6029).

4.11.5 Openings

The openings in the first line of protection allowing access to the run-off area must be indicated by a “fluorescent” orange (recommended color reference: Pantone 17-1350 TPX “Orange Popsicle”) line two metres wide minimum, painted on the first line of protection or on the protective devices.

Both sides of the opening must be painted.

4.11.6 Start Line

The Start Line will be marked with a white 10 cm-wide line across the Track.

If the Finish and Start Line are in the same position, the drawing will meet the specifications of the Finish Line Plan.

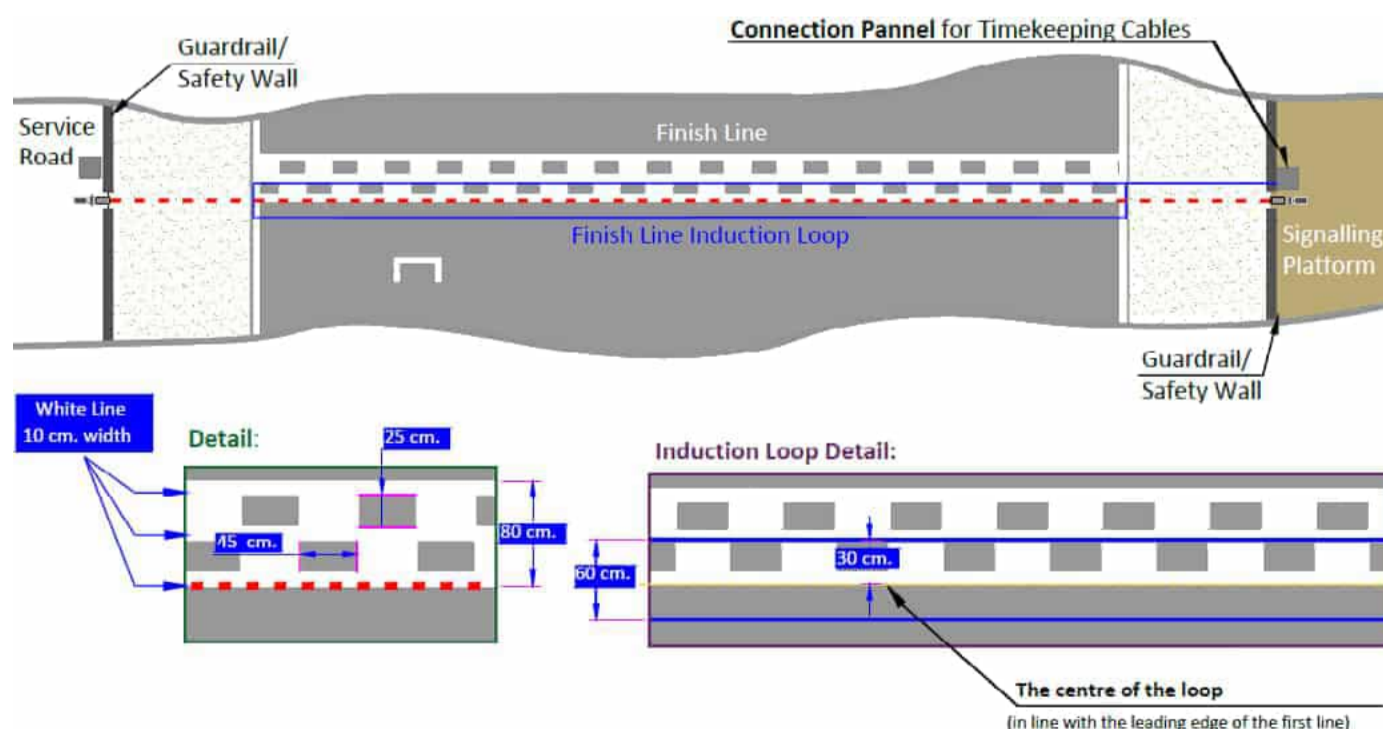
4.11.7 Finish Line

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

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

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

The Finish Line will have the following characteristics and dimensions.

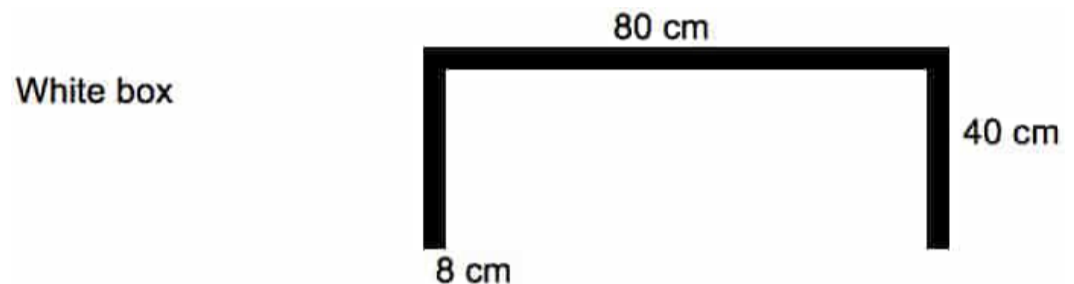


NB: Depending on the FIM disciplines, this finish line may have additional (but not contradictory) characteristics.

4.11.8 Starting Grid

The positions on the starting grid must be indicated on the track with an homologated paint as follows:

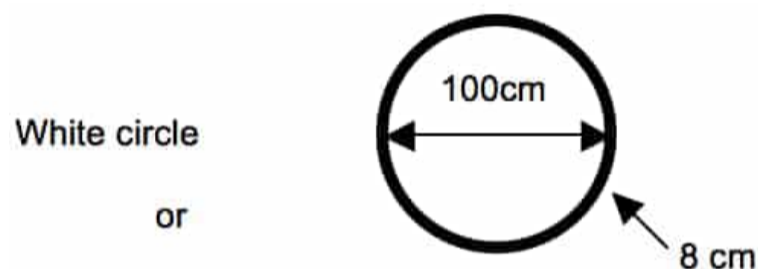
- **Solo and Sidecar “FIM”:**



- **Sidecar “FIA”:**

White box dimensions (FIA requirements).

- **Endurance:**



White dot  Circ. 10 cm

A red light connected to the starting light lever control should be installed at each of the rows of the starting grid. These lights must work simultaneously with the starting lights and shall be opposite the marshals in charge of the control of the start.

The starting grid shall be formed in the following way:

- The width available on the start line will be divided into lanes taking into consideration the number of riders per row, and the interval of the riders on the second row.
- The minimum width available must be:
 - for solo machines: lane of 3.00 m
 - for sidecars: lane of 4.00 m

Pole position: 1 m behind the start line.

The FIM Representative of the FIM CCR Circuits Homologation Committee will decide during the homologation procedure at which side the pole position will be located. As standard, the pole position will be at the side opposite the side corresponding to the direction of the first corner.

- Length of track available for each row: 9 m.
- Machines must be positioned “in echelon” on the grid in staggered lines, thus leaving the space in front of each machine free in the preceding row.
- For sidecars, the grid in echelon 2x2x2 is also permitted when a car grid is already drawn on the starting grid and provided that it meets the FIA requirements.

Particular measures for all solo machines except Endurance:

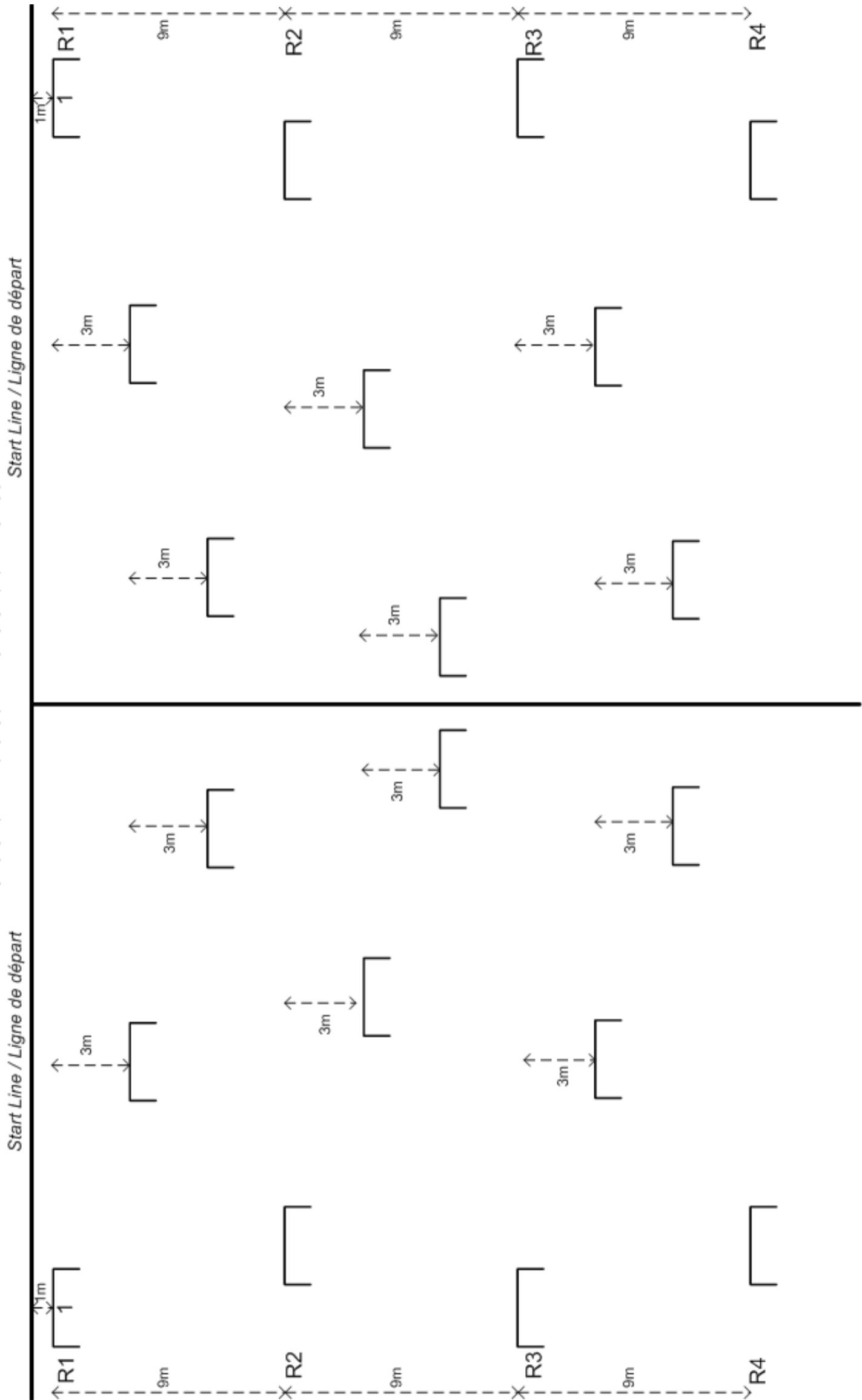
It is recommended to remove the old starting grids from other series before preparing the MotoGP™ starting grid.

There will be 9 metres between each row of the Starting Grid. A minimum of 14 rows should be painted.

The width of the Start/Finish straight should be divided into eight (8) equal corridors in order to separate the starting boxes as much as possible, always leaving free the two corridors at the sides.

The Starting Grid plan must be in accordance with certain requirements as per following simplified drawings:

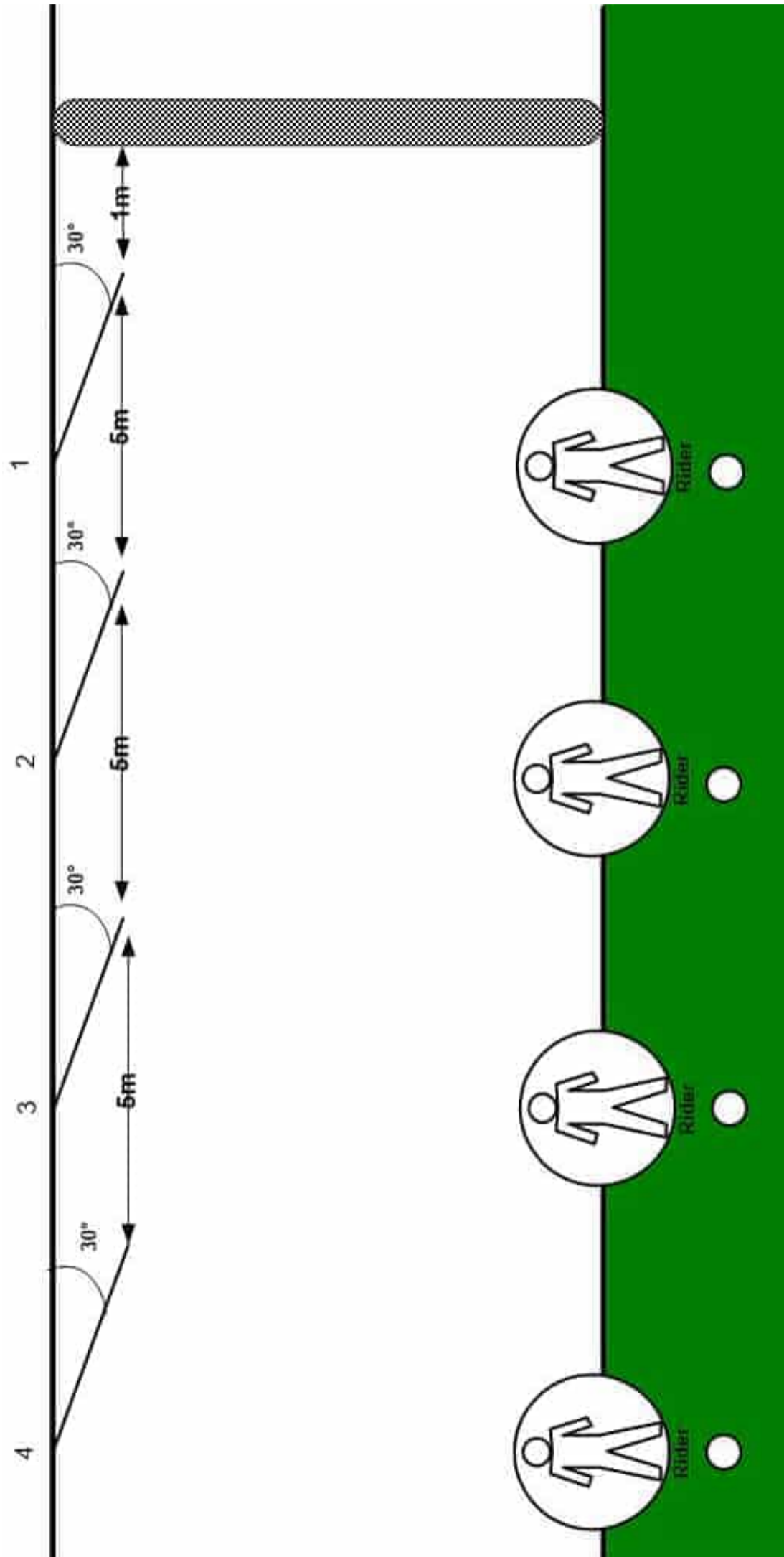
SOLO (3-3-3-3)
STARTING GRID / GRILLE DE DEPART
 Dimensions in meters / Dimensions en mètres



Pole position on the right side / Pole position à droite

Pole position on the left side / Pole position à gauche

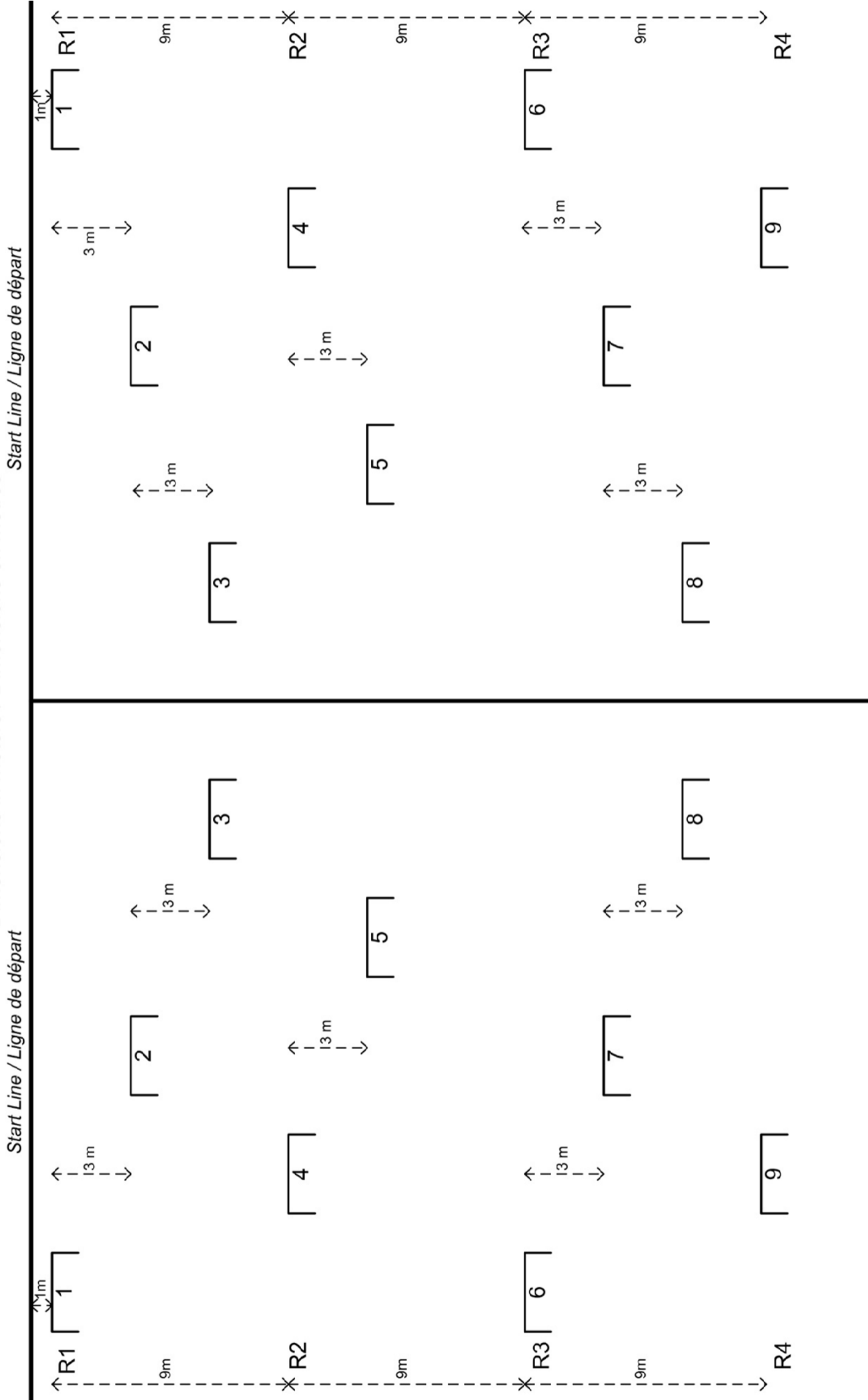
Endurance Starting Grid / Grille de départ



SIDECAR

STARTING GRID / GRILLE DE DEPART

Dimensions in meters / Dimensions en mètres



4.11.9 Breaking Marks and Turn Signals

There must be a white line (width: 1 m; length: minimum 5 m) painted at both sides on the verge at the edge of the racing surface or the kerb in order to be used for the riders as a breaking reference when approaching the turn.

This white line must also be painted on the first line of protection (guardrail or wall).

If necessary, it will be also required to paint the protection device at the first line of protection with a white line 1 metre wide aligned with the marks at the edge of the track.

The approach before a turn must be indicated. Boards indicating the distance to the turns can also be installed. The position, type and dimensions of these boards should be approved during the homologation process.

For Endurance races taking place partly at night, signs in reflective material must be installed.

4.11.10 Pit Lane Marking

4.11.10.1 Pit Lane Entry:

A continuous 10 cm-wide white line must be painted across the pit lane entry. The exact position of this line will be defined by the FIM Representative of the FIM CCR Circuits Homologation Committee during the homologation process. This line will coincide with the first speed control loop. 60 km/h speed limit boards must be placed on both sides of this line.

4.11.10.2 Pit Lane Exit:

A continuous 10 cm wide white line must be painted across the pit lane. This line will coincide with the last speed control loop. Crossed-out 60 km/h speed limit boards must be placed on both sides of this line.

4.11.10.3 Line defining the fast lane:

It is recommended to paint two parallel white lines of 10 cm wide with a 40 cm gap between them, along the pit lane in order to separate the pit lane working area from the fast lane.

ARTICLE 5 - SERVICE ROAD

5.1 DEFINITION AND PURPOSE

The internal and external rings running more or less parallel to the racetrack form the Service Road. These rings are located after the first line of protection and must be separated from public areas. It is recommended that both rings be in place.

The purpose of the Service Road is mainly to enable service motorcycles and other vehicles to circulate around the track without using the racetrack itself. These service vehicles include (amongst others):

- Ambulances
- Fire-fighter trucks
- Recovery vehicles
- Moto-taxi
- Medical (fast) cars
- Photographers shuttles
- VIP shuttles

In certain circumstances, the FIM Representative of the FIM CCR Circuits Homologation Committee (or FIM Safety Officer) may forbid the circulation of shuttles.

The marshals are placed along this Service Road to survey the track. For more information on marshal posts (cf. Art. 10).

5.2 CHARACTERISTICS

A complete internal and external ring for the emergency services will be required in order to guarantee easy and quick access to any point of the racetrack and run-off areas. This ring will have direct access to the Medical Centre as well as the quick exit from the circuit.

Preferably the ring will be a two-way road, if the circumstances do not allow this, several holding areas where emergency vehicles can stand by and allow overtaking should be planned around the Circuit. The surface should be in solid and stable material.

Particular measures for Grades A, B and C:

Scaffolding for the TV cameras will be placed at some points on the Service Road. Space for these should be planned in advance. Circuit designers should plan this with the event organisers during the design phases.

5.3 PROTECTION OF PERSONNEL

Personnel installed in a fixed place during an event (marshals, paramedics, doctors, cameramen, etc.) must be protected from possible debris or projectiles resulting from activity on the track.

If they consider the protections insufficient, the FIM Representative of the FIM CCR Circuits Homologation Committee (or FIM Safety Officer) may request additional protections.

ARTICLE 6 - TRACK ADVERTISING AND STRUCTURES

6.1 GENERAL REQUIREMENTS

All advertising boards must be perfectly stable. The position and characteristics of any advertisements placed on the circuit must neither reduce riders' or officials' visibility nor create an optical effect likely to obstruct or give a false impression. No form of advertising is permitted on the track surface (run-off areas excepted). The paint used for advertising on the asphalt run-off areas must be homologated by the CCR/FIM.

All advertising structures must be approved by the Safety Officer or Jury President in coordination with the possible promoter of the Event (i.e. for MotoGP™ they must be approved by Dorna Sports S.L.).

6.2 TRACK SIDE STRUCTURES

Circuits must provide any type of structure that protects from adverse weather conditions, either sun or rain, for marshals, medical teams and TV cameramen.

It is strongly recommended that these devices be in a grey colour.

ARTICLE 7 - RACE CONTROL

7.1 DEFINITION

The Race Control room is the center of supervision and control of the race.

It must provide the Clerk of the Course and his/her assistants, as well as the Race Direction if appropriate, with all the facilities necessary to perform these duties in suitable working conditions. It should be a room with suitable sound attenuation.

It will be accessible only to the authorised personnel.

The Clerk of the Course should remain in Race Control for the duration of all on-track activities.

A proper Race Control room must be spacious enough to hold (approx. 120 m²), in a comfortable manner, 26 working officials (National and International) including the relevant furniture and technical equipment.

7.2 LOCATION

Race Control has to be located in a permanent facility preferably on the ground floor of the Pit Box building, with direct access to the Pit Lane and as close as possible to the Start line.

7.3 EQUIPMENT

The following equipment must be installed in the control post:

- A telephone connected to the outside network available for international calls
- A radio transmitter/receiver for the internal network
- WiFi connection in a private network must be provided and sufficient for all of the members of the Race Control
- Closed-circuit television (CCTV) (cf. Art. 7.4)

- 1 TV screen for live feed and 1 or preferably 2 TV screens for timing (recommended size: 42 inch screens)
- A switch to turn on/off all the red lights around the track including the pit lane exit lights
- The Circuit must be equipped with an Uninterruptible Power System (UPS) (cf. Art. 7.5)
- Adequate heating or cooling facilities

7.3.1 Particular Measures for Grades A, B and C Circuits:

7.3.1.1 Radio Communications

Frequency Control system to interconnect the Race Control Room with the following Race Track services: Race Track Marshals, Scrutineering, Medical services, Recovery Bikes service, Security, Moto Taxi services and Race Track maintenance service.

All track-side personnel connected with the Race Control by radio should have head-sets to avoid noise interference. To avoid any interference among different services, at least 8 different frequencies must be provided.

7.3.1.2 Control of Red Lights along the track

The circuit must be provided with red lights (same meaning as the red flag) along the track. The lever or the push-button control to switch on these red lights must be located ONLY at the Race Control and NOT at the marshal posts along the track.

Red lights are not compulsory for circuits that are already equipped with led panels.

7.3.1.3 Cables

The Circuit/Promoter will have to provide a patch panel with several cable connections between the Data Processing Control room (DPC) at the Paddock and the Race Control. The best position for the Patch Panel inside the Race Control room will be near the working tables of the International Race Direction.

(When necessary, please refer to Dorna's Data Processing and Timing Manual for a detailed explanation of the cables and connections required)

There will be a temporary installation for intercom and data transmission between the TV Broadcasting Area and the Race Control room. Cable access has to have a clear unobstructed run from the TV Broadcasting Area to the Race Control room.

At each work station, various electric sockets should be provided.

7.3.1.4 Other Requirements

Comfortable chairs and large desks will be necessary for all the officials working in this area.

Toilets must be provided close to this area. It is important to keep this service in optimum condition.

7.4 CLOSED CIRCUIT TELEVISION (CCTV)

This installation can be permanent or provisional and must be in compliance with the following instructions:

- 1 small TV screen per track camera
- 2 larger TV screens to enlarge any of the track cameras
- A CCTV operator must be in the Race Control Room.
- All the TVs must be clearly visible from the last row of the Race Control Room (officials must be able to recognise incidents from the last row).
- The sizes of the TVs, the number and location of cameras will be decided during the homologation procedure.
- It is recommended that the size of the small screens should be 27 inches and the larger screens 42 inches.
- It is also highly recommended to use HD cameras and HD TVs.
- Each screen (camera) must be connected to a video or DVD recorder system.

- The control system of the recorders must be located in the Race Control room.
- The operating technician must be able to replay an incident in a very short time.
- The storage capacity of the recording system must be sufficient to record all the sessions of an event.
- The installation must be operational throughout the event from the first practice session.
- The cameras must be pivoting and be equipped with an efficient zooming system. If the installation is provisional, it must be completely independent of the installation for the TV broadcast of the event (different cameras, different cameramen, different control screens and different recording devices).
- If the installation is provisional, the presence of a crew coordinator who is in charge of passing the instructions of the officials to the cameramen all around the track and vice-versa is compulsory throughout the event at the Race Control Post.
- The cameras must be located in such a way that the officials at the Race Control Post can follow a rider for a full lap without missing him/her while all the cameras are stationary.
- The footage recorded should be kept at the disposal of the Race Direction and the FIM for a period of at least 6 months following the event.

7.5 UNINTERRUPTIBLE POWER SYSTEM (UPS)

It is compulsory to protect the mains power supply of the Race Control room with an Uninterruptible Power System 0,0 s (ON LINE).

The UPS must cover the following elements:

- The Telephone connected to the track network, the service posts and outside the network
- The radio transmitter/receiver for the internal network
- The WiFi connection

- The CCTV
- The 2 TV screens for live feed and timing
- The switch to turn on/off all the red lights around the track
- All of the signalling lights around the track including the start/finish line and pit lane entry & exit.
- An audible warning must be installed in this room to indicate when the UPS begins to operate. In addition, the system should specify the remaining autonomy time.

For new Grade A circuits, the Race Control Room must in the first instance protect its power supplies with a UPS for a minimum of 10 minutes following the start of the UPS.

7.6 CONSTRUCTION OR RENOVATION OF A RACE CONTROL ROOM OF A GRADE A CIRCUIT

For MotoGP™, a guideline for the construction of a grade A Race Control room (for new circuits or for circuits renewing its race control room) is available upon request made to the FIM.

ARTICLE 8 - PIT LANE

8.1 DESCRIPTION

The pit lane is part of the racetrack in terms of planning, designing and constructing a circuit. It is the area where the bikes can access the pit boxes.

The pit lane in front of the pits should have a minimum width of 12 m.

For new Grade A circuits, the pit lane should have a minimum width of 15 m.

The pit entry and pit exit white lines delimit the pit lane. The pit lane will be divided into two lanes. The lane closest to the pit wall will be designated the “fast lane” and must be a minimum 3.5 m wide and maximum 5 m wide.

The lane closest to the pit boxes will be designated the “inner lane”. This lane must be as wide as possible, fuel resistant and have similar anti-skid properties to the track.

It is recommended that the surface of the working lane can resist the deterioration caused by fluids such as fuels, brake fluids and any other liquids that are carried in a motorcycle or a car.

At the same time, the surface should resist to the use of hydraulic or air jacks.

Both lanes must be divided by a corridor. This corridor must be a minimum of one (1) metre wide and be delimited with white lines.

Both lanes must be clearly delimited with white lines on both sides of each lane.

All marking on the pit lane must be done with anti-skid paint homologated by the CCR/FIM.

The inner lane is the only area where any work can be carried out on a bike.

It is reminded that the pit lane represents a potentially dangerous area during the running of an event, not only because of the racing motorcycles using it but also in view of accidents that may occur owing to motorcycles being on the race track adjacent to it.

In all international circuit events, motorcycles using the pit lane in practice or racing should not exceed 60 km/hour: This must be applied and checked over the whole length of the pit lane (cf. Art. 8.4, 8.5 and 8.7).

8.2 SIGNALLING PLATFORM

A platform for teams’ and marshals’ signalling must be built between the Pit Lane and the verge at the Race Track edge. This platform will be used by the Teams to install their canopies. This temporary set-up will be the main information point for all the team personnel during practice and the race. It will also be the only point of contact between the rider on the track and his/her team during all sessions.

This platform should respect the following minimum dimensions:

- Width of the verge trackside (2 metres).
- Width of the platform (minimum 1.5 metres).
- Length of the platform should cover all the Pit Boxes and it should be extended 25 metres at the Pit Entry side and another 25 metres at the Pit Exit side.
- Level of the ground in the lane (35 cm higher than the Pit Lane asphalt level).
- Protective concrete wall with a thickness of 25 cm.
- Pit Lane Wall (high 1 metre above ground of the platform).

A protection barrier of 65 cm in height is necessary between the platform and the Pit Lane. There must be openings of approximately 80 cm, located at a maximum of every 25 m.

There must be two openings of at least 2 m wide in the wall and the whole infrastructure of the signalling platform. One of these openings must be located at the level of the Start/Finish Line. It is indispensable that this passage is fitted with a sliding door that must be joined to the wall.

8.3 PIT LANE WALL

8.3.1 Required Facilities

8.3.1.1 Electricity

It must be equipped with electrical outlets at regular intervals of a minimum of 4 sockets in front of each pit box.

Particular measures for Grade A, B and C circuits:

- There should be a minimum of thirty low amperage 220 v double electricity outlets (Schuko), evenly spaced along the Pit Wall (it is recommended that every outlet has its own trip switch - 16 A/300 mA).
- It is highly recommended to install a UPS system in order to protect the power supply in this area.

8.3.1.2 TV Signal

The signalling wall should be cabled in order to allow Teams to receive the TV/ Timing feed in their canopies at the signalling wall (two RF outlets close to every electricity outlet).

8.3.1.3 Cable Tray

It is highly recommended to fit out a cable tray along the complete Pit Wall for the temporary cabling installations the event organisers may need.

8.3.2 Additional Debris Protective Devices

It is compulsory to install a debris fence or another protective device on the Pit Wall for the protection of the people working in the signalling platform and Pit Lane areas.

The structure of this fence/protection should be divided into sections (gaps) through which the teams are able to show the info panels to the riders. Devices other than the debris fence must be previously approved by the FIM.

The fence or protective device must be installed throughout the whole pit lane wall.

8.3.3 Lap / Time Counter

An electronic counter above the Pit Wall at the Finish Line and linked with the official Timekeeping service must be installed for rider information during practices and races.

8.4 PIT LANE ENTRY

A continuous white line must be painted across the Pit Lane entry where the pit entry detection loop is installed. The exact location will be decided by the FIM Representative of the FIM CCR Circuits Homologation Committee during the homologation of the circuit.

60 km/h speed limit boards must be placed on the ground on both sides of the white line that delimits the Pit Lane entry.

8.5 PIT LANE EXIT

The Pit Lane exit must be controlled with a set of lights. The light sequences that will be needed are steady red light, flashing blue light and steady green light.

It is recommended that these lights are also controlled from the Race Direction.

8.6 STARTER'S ROSTRUM

The starter's rostrum has to be located between 20 and 50 metres after the Start Line. A structure of at least 2 m higher than the signalling platform, surrounded by a handrail, must be installed. This structure must be built so that the Starter can easily see the complete Starting Grid. The control of the starting lights must be made from here.

Access to this platform is strictly reserved for the Starter and, possibly, his/her deputy.

8.6.1 Starting Light Control

The Starting Light Control System should be allocated in the Starter's Rostrum. The Starting Light Control should be with a lever and not with push button (cf. Art. 10.1.1 Start Lights).

The Starting Light System operated from the Starter's Rostrum must have a separate switching circuit, independent from any connected with Race Control.

As the Starter has to observe the motorcycles on the grid, he/she cannot look at the push-buttons at the same time, and therefore the lever control system is much safer because the Starter knows, without looking, that turning the lever in a clockwise direction the progression will be, without error, red-off.

The only lights sequences that we will be needed for the Starting Lights are:

- Steady Red Lights on or off: To indicate the start of the race.

The electrical line for the whole system including starting lights and controls should be protected with UPS.

8.7 SPEED CONTROL SYSTEM

Particular measures for Grade A, B and C circuits:

Several induction loops along the Pit Lane will be required in order to control the speed. The organisers' Timekeepers will install and prepare the system and leave them permanently for future events. If the circuit should re-asphalt the Pit Lane before the Event, the organisers must be informed so that they can arrange for the requisite personnel and material. (Please, check Dorna's Data Processing and Timing Manual for more information).

8.8 CLOSED PARK AREA

This closed park, with a 300 m² minimum surface area, must be fenced off and must only have one controlled entrance/exit point.

For Endurance this area must be 600 m².

ARTICLE 9 - MARSHAL POSTS

9.1 DEFINITION

Marshal post staff provides surveillance of the track and its immediate surroundings. These posts will be located behind the first line of protection close to the service roads. In their simplest form, these posts should provide an adequate, stabilised area for the staff and equipment protected from competing motorcycles, flying parts and sheltered from adverse weather conditions.

In the interests of visibility for riders and marshals, these posts should be raised in relation to the service road level.

9.2 NUMBER AND LOCATION

The number of personnel (track marshals, flag marshals and paramedics) at each marshal post and its exact location will be defined during the homologation of the Circuit, by the FIM Representative of the FIM CCR Circuits Homologation Committee.

Two maps of the circuit (one for the flag marshals and one for the track marshals) with the location of the posts and the number of marshals per post, will be attached to the homologation report.

It is recommended to attach also a combined table with the position (turns location, numbers and kind of (track or Flag) marshals).

The number of flag and track marshal posts will be decided during the homologation process.

The number of marshal posts for each circuit will be defined in accordance with the racetrack layout and its characteristics.

For MotoE events, the minimum number of track marshals at specific “MotoE” positions cannot be less than 5. The FIM Safety Officer will define in the homologation report the positions and number of specific MotoE posts where additional equipments and personnel will have to be provided.

Also the following conditions should be taken into consideration:

- No section of the road should escape observation.
- Each post should be able to communicate by sight with the preceding and the following one.
- The distance between consecutive posts should not exceed 250 m.
- Each post must be able to communicate verbally with race control.
- Each post should be marked with a sign-board bearing the number of the post.
- The FIM must be notified of any modification in the number or location of the posts.

For new circuits, it is recommended that the posts be numbered in the following way:

The posts will be numbered in the direction of the track and according to the turn numbers.

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 at this turn.

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.

For existing circuits, the above form of numbering the posts is a recommendation.

9.3 FLAG MARSHAL POST

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

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

Each board must have a white background where the number of flag marshal post must be indicated in black writing as per the following example: “F1.A”.

An additional board (width 40 cm and height 30 cm) is required. Each board must have a white background where the letters “LC” followed by the number of the panel being controlled by the led panel controller marshal must be indicated in black writing as per the following example: “LC1”.

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

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

9.3.1 Equipment

At each post, the following equipment must be available:

9.3.1.1 General Equipment

- A reliable two-way radio communications system with race control including headsets and microphones.
- 1 set of official flags:
 - The flag dimensions should be 80 cm vertically and 100 cm horizontally.
 - The “Pantone” reference for the colours mentioned in brackets must be respected:
 - 1 green (348 C)
 - 1 with 3 yellow and 2 vertical red stripes (Yellow C, Red 186 C), each stripe with the same width.
 - 1 blue (298 C)
 - 1 white
 - 2 yellow (C)
 - 1 red (186 C)
 - 1 black (black C)
 - 1 black with orange disk (Ø 40 cm) (Black C, Orange 151 C)
 - 1 white with a diagonal red cross (Red 186 C) whose stroke width is between 10 cm and 13 cm
- 1 black board 70 cm wide and 50 cm high that enables the race number of a rider to be attached.
- 3 sets of white numbers whose stroke width is a minimum of 4 cm and height of 30 cm minimum.

9.3.1.2 On the Starter rostrum and at the finish line level the following equipment is needed

- 1 “drop of position” yellow board (100 cm horizontal x 80 cm vertical) which enables the race number of a rider to be attached and which can indicate the number of positions to be dropped. A “+” sign as well as one set of black numbers, whose stroke width is a minimum of 4 cm and height minimum of 30 cm, must also be provided.
- 1 ride through yellow board (100 cm horizontal x 80 cm vertical) which enables up to 4 rider’s race numbers to be attached.
- 2 yellow flags
- 1 green flag
- 1 red flag
- 2 Chequered flags
- 1 or 2 blue flag(s)
- Boards – 5 min / 3 min / 1 min / 30 sec
- Boards for remaining practice time – 3 min / 2 min / 1 min
- “Wet/dry race” board
- “Start delay” board

9.3.1.3 Equipment for Pit Lane Exit

- Whistles
- 1 set of official flags:
 - The flag dimensions should be 80 cm vertically and 100 cm horizontally.
 - The “Pantone” reference for the colours mentioned in brackets must be respected:
 - 1 green (348 C)
 - 1 red (186 C)
 - Yellow (C) depending on the number of pit lane marshals

- Boards for remaining practice time – 5 min / 4 min / 3 min / 2 min / 1 min
- “Wet/dry race” board
- “Start delay” board
- A countdown clock

9.3.1.4 Equipment for the Starting Procedure

- Flags:
 - The flag dimensions should be 80 cm vertically and 100 cm horizontally.
 - The “Pantone” reference for the colours mentioned in brackets must be respected:
 - 1 yellow (C) per row
- Number boards row by row
- Ground numbers for starting positions

9.3.1.5 Additional Equipment for Endurance races

- SC board at each marshal post: white board with black letters. Minimum dimensions of the board: 80 cm x 60 cm. Minimum dimensions of the letters: 40 cm high.
- 1 yellow board with the word “Push” in black (Black C, Yellow C). For races taking place partly at night, this board must be retro-reflective.
- Yellow flashing lights
- A set of official retro-reflective boards.

All the boards must have the following dimensions: 100 cm horizontal x 80 cm vertical.

The “Pantone” reference for the colours mentioned in brackets must be respected:

- 1 green (348 C)
- 1 with 3 yellow and 2 vertical red stripes (Yellow C, Red 186 C), each stripe with the same width.

- 1 white
- 1 red (186 C)
- 1 white with a diagonal red cross (Red 186C) whose stroke width is between 10 cm and 13 cm.
- 1 white board with the letters “SC” in black (black C).

9.3.1.6 Additional Equipment for the Sidecar Races

On the Starter rostrum and at the finish line level the following equipment is needed:

- 1 per-bend black/white flag

9.3.2 Presentation of the Flag Marshals’ Equipment

During the inspection lap on each day before the first practice session or warm up, the flag marshals must stand at their post, presenting a waved yellow flag and a board indicating a number. The FIM Safety Officer (MotoGP™, Superbike, Endurance events) or the Jury President (other FIM World Championship and Prize events) may require extra equipment to be also presented.

9.4 TRACK MARSHAL POST

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

The suitable sizes for this board will be: width 40 cm and height 30 cm.

It is mandatory that each board has a white background where the number of track marshal post should be indicated in black writing as per the following example: “T1 A”.

9.4.1 Equipment

At each post, the following equipment must be available:

- A reliable two-way radio communications system with race control including headsets with microphone.
- 2 rigid brooms and shovels.

- 1x 15 liter recipient and 2x 4 liter recipients filled with calcium carbonate or similar substance that can absorb oil (cf. Art. 13.2 for recommended products).
- 5 litres of detergent or products disaggregating oil on hand, with sufficient further supplies available at the circuit (cf. Art. 13.2 for recommended products).
- Absorbent Towels/Roller
- Fire-fighting service:
 - Preferably 2 fire extinguishers of polyvalent powder or ABC type of 6 Kg.
 - 1 fire extinguisher of 1 liter of “AFFF foam spray unit” type is recommended.
- Straps for lifting the motorcycle.
- For wide gravel beds it is recommended to have sledges to move the bikes.
- Minimum of 2 “Doctor barriers”: (cf. Art. 4.10.1).

Further recommendations for “Doctor barriers”:

- Recommended dimensions: 100 x 70 x 30 cm
- Recommended weight: Approx. 10 kg
- These Doctor Barriers should be covered with a fire resistant material whose colour is recommended to be grey with the word “DOCTOR” in retro-reflective orange.

9.4.2 Supplementary Requirement for MotoE Events or other Electric Series

In the pit lane:

- One 9 litres lithium-ion extinguisher (also valid for class ABC fires and including F500 encapsulate agent) located at every pit box in front of which will stand an electric motorcycle;
- One insulated emergency hook (Norm CEI 61230) located at every pit box in front of which will stand an electric motorcycle;

At each track marshal MotoE post:

- Two 9 litres lithium-ion extinguishers (also valid for class ABC fires and including F500 encapsulate agent) at track marshal posts defined by the Safety Officer during the homologation;
- One firefighter or fire marshal with appropriate PPE;
- One insulated emergency hook (Norm CEI 61230) at track marshal posts defined by the Safety Officer during the homologation;
- Each track marshal must be equipped with insulated rubber gloves (Class 0 certified to CEI 60903-2003 or CEI 60903-2002). It is recommended that marshals have long-sleeved gloves and wear standard working gloves on top in order to offer protection when handling equipment to avoid damage that can affect the effectiveness of the insulated gloves. It is also recommended that these marshals wear a protective helmet with a protection mask.
- The minimum number of track marshals at the specific “MotoE” positions cannot be less than 5.

9.4.3 Presentation of the Track Marshals’ equipment

During the inspection lap at each day before the first practice session or warm-up, the track marshals must stand at the edge of the track, in line with their post.

On the first day, 2 units of “Doctor Barriers” have to be displayed at the edge of the track at each post with the presentation on their top of absorbent towels/rollers and a recipient of absorbent powder. After the inspection, they must be removed behind the first line of protection.

9.5 MARSHALS’ UNIFORMS

Marshals should not wear clothing similar in color to any signalling flag, particularly yellow and red. The uniform must cover the whole body. It is strongly recommended that the marshals’ uniforms be white or orange (Ref. Pantone: 151 C) and that the raincoat be transparent.

ARTICLE 10 - TRACK SIGNALLING

10.1 BASIC SIGNALLING INSTALLATIONS

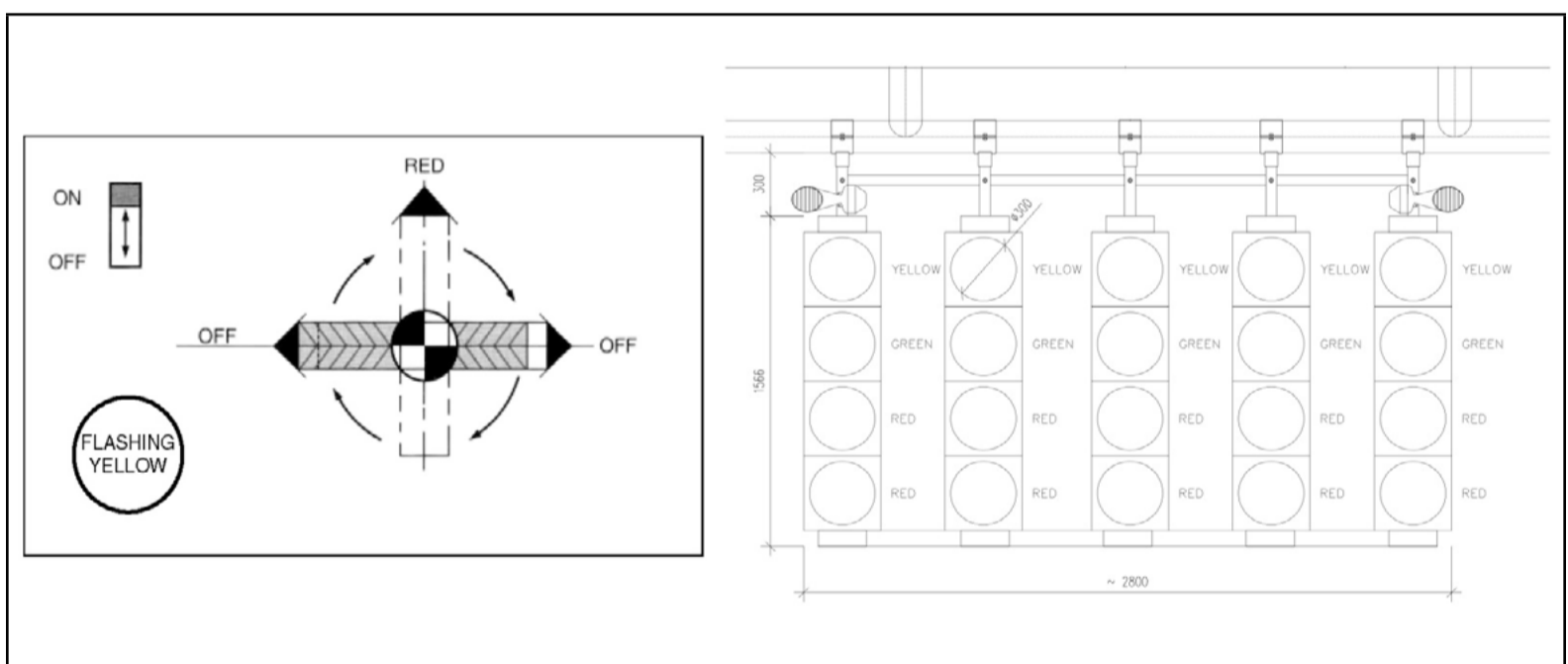
10.1.1 Start Lights

An installation of a minimum of 5 red lights and 5 yellow lights is recommended. The following combinations must be possible:

- All Red lights on
- All Red lights off

For information, the following combinations are requested by FIA and are also accepted by FIM provided that the FIM regulations are followed:

- Yellow flashing light only
- Red light



These Start Lights have to be protected by UPS.

The Start Lights are placed on a gantry. The gantry must be placed approximately 25 metres in front of the Start line. The exact height of the gantry will be decided during the homologation procedure. In any case, the minimum height must allow a truck to pass under it (according to local truck dimensions). The lights will be placed on the gantry with a minimum clearance of 5 metres from the ground level. If the gantry is taller than 5 metres the lights will be hung so that they are at a height of 5 metres. The final position of the gantry and the lights will be decided during the homologation procedure. It is recommended to place the lights in a central position.

10.1.2 Red Lights around the Circuit

Only the Clerk of the Course or the Race Director (for MotoGP™, WorldBSK and Endurance) can switch on Red Lights to signal that the practice or race is stopped. They will be complemented by the marshals' red flags.

The luminous intensity must ensure good visibility of the lights. In order to avoid sun reflection, it is desirable to cover the top. There must be a minimum of 3 lights around the circuit (plus the start lights). The distance between these lights should be about equal.

10.1.3 Pit-Lane Exit Lights

The pit exit lights are red, flashing blue and green. These signs must be controlled by an official at the pit-lane exit continuously. Each light must work independently. Two lights cannot work simultaneously.

It is recommended that these lights are also controlled from the Race Direction room.

10.1.4 Yellow Flashing Lights around the Circuit

Each circuit on which races taking place partly at night are organised must be equipped with light signals fixed to each marshal post.

These signals must be controlled by the post on which they depend and by the following post.

This installation may be made of flashing lights, i.e. two lamps that switch on alternatively or by light or LED panels that flash alternately.

10.1.5 Light / LED Pannels

Light panels could be used in addition to the flag presentation with the prior approval of the Safety Officers. The Colors of the panels used will remain at the discretion of the Safety Officers. In any case, when applied, the red light can only be operated from the Race Control.

A joint FIA-FIM Homologation program has been developed.

The use of FIM homologated light panels is mandatory for GP, WorldSBK and EWC disciplines.

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

This standard defines different homologation Grades as follows:

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

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

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

The homologation protocol can be obtained from the FIM administration.

The current FIM homologated light/led panels homologated are:

Grade 1

DZ ENGINEERING - DZeF-01

EM MOTORSPORT - T1

PIXELCOM (PIXELMOTORSPORT) - 768-G1

SPORTOTAL - FLPG1

Grade 2

DZ ENGINEERING - DZeF-02

EM MOTORSPORT - T2

MYLAPS SPORTS TIMING – LP Grade 2

PIXELCOM (PIXELMOTORSPORT) - 768-G2

Grade 3

DZ ENGINEERING - DZeF-03

EM MOTORSPORT – T3

MYLAPS SPORTS TIMING - LP Grade 3

ARTICLE 11 - RESCUE SERVICES**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.

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 litres, manned with 3 firefighter, 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.**
- For MotoE events or other electric Series, fire-fighting vehicles should be located less than 2 minutes from from the E-paddock and ready to intervene for the duration of the event.
- In any case all of the fire-fighting equipment around the circuit (including track, pit boxes and paddock areas) must comply with national laws.

Medical:

- Please refer to the specific FIM Medical Codes.

Recovery vehicles:

- Recovery vehicles must be able to transport a damaged bike from the service road to the pit boxes.
- Recovery vehicles will not enter the racetrack or the run-off areas.
- The marshals will take the bike from where it has crashed/stopped to the Service Road. From there it will be loaded onto the recovery vehicle and taken to the pits.

Moto-taxi:

- Moto-taxis are used to take uninjured riders back to the pit boxes.
- Injured riders will be taken in ambulances or medical cars to the Medical Centre.

The number and location of all these vehicles will be decided during the homologation process.

11.2 EQUIPMENT IN THE REFUELLING PITS

Each pit must have at least one (1) portable extinguisher. It is also compulsory that in the pit lane in front of every second pit a high volume extinguisher is placed.

11.3 EQUIPMENT IN THE PADDOCK

The paddock area should be provided with sufficient portable extinguishers as well as be easily accessible to fire-fighting vehicles. These should comply with national rules and laws.

ARTICLE 12 - MEDICAL SERVICES

Please refer to the specific FIM Medical Codes.

ARTICLE 13- OTHER SERVICES

13.1 CIRCUIT MAINTENANCE

All of the circuit installations and structures must be maintained in good operating conditions. This must be done before and during FIM events.

It is recommended that the complete drainage system is checked one week before any FIM event in order to ensure that there are no obstructions.

To make emergency drainage in case of heavy rain, it is recommended (compulsory for MotoGP™) that the circuit meets the minimum requirement for drainage equipment stated in art. 4.4.

13.2 TRACK MAINTENANCE

The circuit must be equipped with at least one cleaning/washing truck with sweeping and vacuuming functions and/or at least 2 mobile high-pressure washers with water tanks in order to remove detergent after cleaning.

This vehicle must be also equipped with 5 litres of ready-mixed detergent on hand in a spray applicator.

For a Grade A homologation, a minimum of six blowers with the following specifications must be provided:

- Minimum air flow 380 CFM
- Minimum blowing force 9N

It is recommended that each circuit have a quick sweeping system, preferably towed by a vehicle to pick up easily various debris from rubber, gravel, glass, fairings, etc.

Some recommended quick sweeping systems, having proved their efficiency, are:

- WIEGEL Transport Equipment “FOD*BOSS Kehrmatten”

The Promoter’s Manual of the event’s organisers, if existing, could require supplementary equipment.

13.2.1 Wet conditions

The circuit must be equipped with sufficient detergent to be able to quickly dissolve and/or deteriorate the mixture of oil/fuel in case of oil spill on track over an extended length of the circuit.

It is recommended that each marshal post has 5 litres of ready-mixed detergent on hand in a spray applicator, with further supplies available at the circuit.

Such detergent must be a mild general purpose detergent containing:

- No less than 25% Sodium Laureth Sulphate.
- 5-15% cationic surface active.
- No more than 5% silicates.
- No more than 5% agent making balanced water (neither too hard nor too soft).
- 5-15% inorganic salts.

A good liquid detergent like the one used for hand washing wool sweaters is suitable for this purpose. This detergent must NOT contain any alcohol or solvents.

Once the detergent has dissolved the mixture, that part of the tarmac should be washed with water.

Some products are not simply detergents; they break down and “digest” the oil.

Some recommended products, having proved their efficiency, are:

- Arbos Co. Japan “Abusu”,
- Buzil-Werk Wagner GmbH “Indumaster Fast IR14”,
- CSA Italy “RbeO+”,
- 7 d’Armor “SYNER J”.

(Details available from the FIM Safety Officers)

The above detergents must be used only when requested by the Race Director or FIM Safety Officer. Marshals may not use detergent on the track surface without permission.

In order to effectively handle these products, the FIM Safety Officer may request an oil spill cleanup simulation during the Track Safety Inspection, the day before the first practices.

13.2.2 Dry conditions

Some recommended absorbent powders, having proved their efficiency, are:

- CSA Italy “Sorb&Go2”,
- Minerals I Derivats S.A “Sepiolita”.

(Details and suppliers available from the FIM Safety Officer)

This product and any other absorbent powders can ONLY be applied with the express permission of the FIM Safety Officer or Race Director. Marshals CANNOT apply these to the track surface without permission.

In order to effectively handle these products, the FIM Safety Officer may request an oil spill cleanup simulation during the Track Safety Inspection, the day before the first practices.

13.3 COMMUNICATIONS SERVICE

The following communications networks must be installed:

- A telephone connection with the outside network from the Race Control post.
- An internal network linking up the race control with:
 - Flag and track marshal posts
 - The medical centre
 - Medical personnel
 - Recovery vehicles and moto-taxi
 - Medical/safety cars
 - Any other personnel required during the homologation process - or in the promoters manual (if existing).

- The communication must be efficient. Preferably radio communication must be used. But the exact type of communication will be established in the homologation process or with the event promoters.
- A public address system. The paddock area must be able to be disconnected without disconnecting the rest of the areas.

ARTICLE 14 - CIRCUIT BUILDINGS AND INSTALLATIONS

A circuit includes various elements and buildings. These can be divided into the following:

Pit Boxes Building: It is highly recommended that this Building include:

- Pit Boxes
- Race Control
- Timekeeping room
- Safety Officer room

It also may include:

- Podium
- Media Centre
- One Commentary Booth
- One FIM Official Room
- Offices for permanent circuit staff
- Hospitality suites

Medical Centre:

- It must contain all of the items described in the specific FIM Medical Codes.
- The medical centre together with its helicopter pad must be separated from the paddock and spectator areas with a fence.

Paddock:

- The paddock is the area where the teams' offices, teams' hospitalities and organisation's offices are located.
- Showers and toilets will also need to be provided in this area.
- The circuit will need to provide a sufficient area for all of this.

Parking areas:

- It is highly recommended that a circuit plan some areas for parking, especially if it wants to host international events.

Spectator areas:

- Grandstands and general viewing areas are highly recommended.
- They can be permanent or temporary.
- Giant screens are also recommended so that spectators can follow the whole race.
- These areas must be separated from the service roads by the second line of protection.
- They must comply with national laws and regulations.

Accreditation centre:

- This is the place where organisation guests and staff as well as journalists collect their accreditations.
- An accreditation centre is highly recommended, especially at international events.

All of these areas have to have toilets, and it is also highly recommended to put in place dining facilities.

Please note that for more specific explanations for all of these elements, circuits should ask for the Promoter's event organisers manual (if existing):

- MotoGP™: Dorna Sport S.L.
- World Superbikes: Dorna Sport S.L.
- Endurance World Championship: EEL

Also, please consult FIM environmental code.

14.1 PIT BOXES

The specifications and conditions laid down hereafter may vary upon request of the Championships' promoters.

For new circuits requesting a FIM MotoGP™ Homologation (or for existing circuits renewing their pit boxes), the minimum specifications are:

- Minimum number of Pit Boxes: 40
- Minimum width: 7 m (6 m door clearance)
- Minimum length: 18 m

14.1.1 Security

Each box should be lockable front and back with a barrier or partitions preventing access from both sides of the boxes. However, it is preferable that these partitions can also be removable to allow teams occupying more than one box to remove them.

The boxes should also be protected from natural elements so that the wind does not blow through and rain and stagnant water do not seep in.

14.1.2 Electricity and Lighting

Boxes should be equipped with at least 8 electricity outlets per 50 m² of box space. The outlets should be of at least 16 amps, and should be capable of meeting the current electrical specifications of devices such as tyre warmers etc. It is also desirable that electrical outlets be provided on the Pit Lane side of boxes to allow teams who do not have access to electricity from their boxes to use it during practice or the race.

It is highly recommended to have a 380 v (32 amp) sockets outside, at the back of the pit boxes for the teams' working trucks, and at the front.

All boxes should be well lit, with good quality lighting (minimum 500 lux) throughout the whole boxe and be cabled to receive timekeeping and television signals.

It is highly recommended to have a TV socket per pit box connected to the Closed Circuit Television (CCTV) signal, in order to receive footage of the races and timekeeping results.

14.1.3 Water, Drainage

Each Pit box should have individual access to water and drainage.

14.1.4 Compressed air

Each Pit Box should also be equipped with a compressed air supply equipped with a humidity extractor in order to release water built up from the compressed air.

14.1.5 Fire-fighting

Each Pit Box shall be equipped with fire-fighting supplies (extinguishers, etc.).

14.2 PODIUM

The Podium must be visible and protected at the prize giving ceremony by installing a temporary protection line a distance away from the podium, in order to allow a large number of photographers to work efficiently.

14.3 TIMEKEEPING ROOM

The specifications and conditions laid down hereafter may vary upon request of the Championships' promoters (see promoters' or timekeeping company manual if existing).

The timekeeping post must be sound-proofed as much as possible and must allow perfect viewing conditions. It must be equipped with adequate heating or cooling facilities.

The timing equipment must be able to record times on each lap and be accurate to 1000th of a second.

The results office must be arranged in such a way that the time of each rider for each lap may be calculated immediately.

The results office which, if possible, will be situated in a nearby but separate room from the timekeeping room, must contain at least one photocopier machine and a backup photocopier.

14.4 MEDIA CENTRE (FOR NEW CIRCUITS)

The specifications and conditions laid down hereafter may vary upon request of the Championships' promoters (see promoters' manual, if existing). The press centre must be equipped with adequate heating or cooling facilities.

14.4.1 Location

It is recommended that the press centre be located above the stands so that the start and arrival of the races are visible, together with the activity in the pit lane. If the press centre is not above the stands, it must be located in the paddock.

14.4.2 Opening Hours of the Press Centre

The minimum opening hours of the press centre are the following:

Thursday: 14h00 – 21h00

Friday: 08h00 – 22h00

Saturday: 08h00 – 23h00

Sunday: 08h00 – midnight

The opening hours of the press centre must be clearly mentioned on a professional board in front of each press centre's entrance.

14.4.3 The Press Officer's Office

This office must be equipped with:

- 1 desk with drawers (preferably lockable)
- 1 piece of furniture with a lock
- 2 tables measuring together at least 8 m long by 1 m wide
- 1 direct telephone line
- 1 telephone cable (two pairs cased, 4 cables in total) as from the timekeeping room. The cable must be connected to each end. Ways through a generator or amplifier together with connections must be absolutely avoided.
- 1 photocopier
- 1 small refrigerator

- 1 TV monitor at least (preferably a set of 4 TV screens) with enough electric outlets for a computer, a charger for walkie-talkie and two printers.

14.4.4 Space for Internet

It must be equipped with:

- 2 telephone lines (1 line must be of ISDN type in the countries where such service exists).

Both lines must be installed in the timekeeping room.

14.4.5 Space for Teams' Information

Space for teams' information must be provided in the press centre (a table of a minimum of 10 m long by 1 m wide). This space must be clearly marked with a "teams' information" board.

14.4.6 Reception Desk

One reception desk, as near as possible to the press centre's main entrance, near the trays for the results and the official information board (cf. Art. 14.4.8.6) must be provided.

14.4.7 Working Places

- A minimum of 200 working places (tables/desks) must be available. The minimum dimension for each place must be: 100 cm long and 60 cm deep.
- 200 chairs

14.4.8 Equipment

14.4.8.1 Electricity

The press centre must be equipped with the equivalent of one (1) electric multiple adaptor and at least 3 working places. The best way is to install outlets on the ground and to fix extensions under the tables with a multiple adaptor every two metres. The extensions must not lay on the floor for security reasons.

For events outside Europe, a sufficient number of adaptors for European outlets (at least 50) is required.

14.4.8.2 TV Monitors

Each group of monitors includes 5 units.

The minimum size of the TV screen must be: 54 cm (21 inches). A lower dimension will not be accepted.

All TV monitors must be placed so that the channels can be changed with a simple remote control.

The number of TV monitors depends on the size of the press centre. It is recommended that the monitors be hung up on the ceiling.

A connection with the timekeeping room must be provided.

14.4.8.3 Connection with the National TV

The installation of a cable which goes from the TV centre, from which signal comes, to the press centre is necessary.

14.4.8.4 Photocopier

Three (3) photocopiers should be able to produce at least 60 copies per minute.

One of these machines at least must be equipped with a sorting machine for a minimum of 10 copies and if possible with an automatic stapler.

A big table must be installed near the photocopiers.

14.4.8.5 Official information/messages board

- 1 official information board (dimensions of minimum 2 m²).
- 1 board for messages (dimension of 1 m²).

14.4.8.6 Trays for Result Sheets

Sufficient trays for result sheets of each class must be placed as close as possible to the official information board.

14.4.8.7 Telecommunication Installations

3 telephone lines minimum.

It is important that the whole telephone area be suitably isolated to soundproof.

A certain number of converters for telephone/computer connections must be available upon request.

All the lines must be of optic fibres of very high quality and equipped to ensure transmissions via modem.

14.4.8.8 Direct Telephone Lines at the Working Places

It must be possible to install direct telephone lines at the working places if such is the wish of the journalists. All such telephones must be equipped in order to ensure transmissions via a modem.

14.4.8.9 Services for the Photographers

An area for photographers must be created near the press centre, but separately. Such area must be equipped with tables and chairs for at least 40 people.

An official information board and a board for messages must be provided together with a total of 4 TV monitors.

14.5 COMMENTARY BOOTHS

The specifications and conditions laid down hereafter may vary upon request of the Championships' promoters (cf. promoters' manual, if existing).

A minimum of 12 booths must be provided, i.e.:

- A direct and wide view of the track at the start/finish line.
- Commentary boxes spacious enough for two people.
- Two monitors, one for the TV broadcast and the other for the lap-by-lap positions from the leader to the last rider.
- An immediate relay of press information, simultaneously transmitted to the commentary boxes and the press room.
- Direct information (by telephone or radio) from the pit lane, paddock or medical centre concerning riders who have abandoned. The press officer at the circuit should appoint a few people to relay this sort of vital information as soon as possible during the race.

- Adequate heating or cooling facilities per booth.
- At least 2 chairs and one table per booth.
- At least 2 electric sockets of 200-220 Volts per commentary position.

14.6 OFFICIAL ROOMS

The specifications and conditions laid down hereafter may vary upon request of the Championships' promoters (cf. promoters' manual, if existing). These rooms must be near the race control post. The rooms must be accessible to riders during the event.

The following equipment must be installed as well:

- 1 TV screen connected (via normal antenna) with the host broadcaster
- 1 monitor connected with the timekeeping
- 1 telephone (direct line with outside national and international calls)
- Enough ADSL internet connections or Wifi
- Table and chairs
- Lockers labelled with the name of the persons present
- One refrigerator with soft drinks
- Adequate heating or cooling facilities

14.7 PADDOCK

The specifications and conditions laid down hereafter may vary upon request of the Championships' promoters (cf. promoters' manual, if existing). The surface of the paddock must allow heavy motorcycles to circulate on it.

Any demarcation of roadways, unauthorised zones and parking spaces must ensure that motorcycles occupying the paddock are positioned rationally. If the paddock is situated on the inside of a race track, it should be possible to gain access via a bridge or tunnel (clearance: 4,5 metres) for private cars, ambulances, heavy trucks etc. at all times.

The following minimum installation requirements must be met:

- WCs: 30 including 10 for ladies and 2 for disabled persons (and in any case following local legal requirements)
- Showers with hot water 12 including 4 for ladies and 1 for disabled person (and in any case following local legal requirements)
- A riders' information office
- A first aid post
- A medical service post or Medical Centre (in accordance with the FIM Medical Code).
- Fire-fighting post
- Bars and restaurant facilities are recommended.

14.7.1 Usable Areas

• Tractor Unit Park	700 m ²
• Teams Working Area (Minimal Box Space)	5000 m ²
• Major Service Companies	2000 m ²
• Secondary Service Companies	1000 m ²
• Hospitality	5500 m ²
• Living Area	4500 m ²
• Roads	5000 m ²
• Total	23700 m ²

This is only to be regarded as a guideline, as it is almost impossible to account for and utilise every square metre of a paddock.

14.7.2 Electricity Outlets

The minimum totals of electricity in the following areas should be:

	220 v (16 amp)	380 v (32 amp)
• Teams Working Area (Minimal Box Space)	55	15
• Major Service Companies	15	5
• Secondary Service Companies	15	5
• Hospitality	40	20
• Living Area	70	20
• Total	195	65

These figures are only guidelines. The greater the number of outlets, the easier access can be. It is desirable that no vehicle should ever be further than 50 metres away from an electricity supply. The further leads have to stretch through a paddock, the greater the power loss through the cables, as well as a the chance of cable damage and accident.

The total amount of KVA needed is difficult to ascertain, but on average a minimum of 7.5 KVA should be assigned to every vehicle in the paddock making a maximum of 1300 KVA. (This does not take into account electricity used within the pit boxes).

14.7.3 Water Outlets

Teams Working Area (Minimal Box Space)	50
Major Service Companies	10
Secondary Service Companies	10
Hospitality	40
Living Area	70
Total	180

Enough water pressure must be guaranteed at every water outlet distributed along the paddock.

Water should also be available adjacent to the Medical Centre (according to the FIM Medical Code).

14.7.4 Drainage

The used water must be evacuated, without atmospheric contact, through a flexible pipe to the device provided for this evacuation.

14.7.5 Waste Oil / Fuel Containers

A total of 8 x 200-litre containers located evenly throughout the working area should be easily accessible to teams area according to the FIM Environmental Code and at least according to the local legal requirements.

14.7.6 Waste disposal units

Waste disposal unites should be located evenly throughout the paddock area. Special attention needs to be paid to the hospitality area according to the FIM Environmental Code and at least according to the local legal requirements.

14.7.7 **Maintenance**

Waste oil/fuel containers and waste disposal units must be emptied or replaced at least once a day. It is recommended to be done before 8 am and/or after 7.30 pm. The toilets and showers must be kept clean and serviced throughout the event.

A technician for all the main services should remain on site throughout the event and be easily reachable.

14.8 **SCRUTINEERING AREAS**

Inside or near the paddock, a zone must be set aside for personnel carrying out administrative checks and scrutineering. This zone must have the following specifications:

- It must be fenced and covered
- The surface must be flat
- The area must have a minimum of 100 m²
- Weighing material must be provided
- Access must be strictly controlled.

A board for official notices must be set up on the edge of this zone. The board must have a surface of at least 3 m². Any official notices must be suitably protected from inclement weather.

APPENDICES

The homologation procedure of new additional protective devices is available on request from the FIM Administration.

**COORDINATES OF MANUFACTURERS & SUPPLIERS OF HOMOLOGATED
ADDITIONAL PROTECTIVE DEVICES:****Airfence I, IS, IIS, Bike, Bike B & Bike Evo**

AIRFENCE SAFETY SYSTEMS
Harim Industrial Corporation, M. Andy Coffey
P.O. Box 7161 Geelong West
Vic 3218 – AUSTRALIA
Tel.: +61 (0) 417 500 852
Fax: +61 (0) 3 8660 2577
airfence@airfence.com
www.airfence.com

Airprotek - Racing Safety Wall Type A & C

AIRPROTEK SAS
ZI Combe de Bramefond,
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**Alpina Air-Module, Air-Module AA, Defender, Super Defender,
Super Defender 2, Super Defender 3 Type A, Synthetic Bales & Big bales**

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Filling Italiano Protection System (ONDA 27/33-20/26)

FILLING TECHNOLOGIES S.r.l.
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Liski Air Safety Mattress, Safety 1, 3 and 4

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PKS Modele 1 & Modele 5

PKS PROMOTER SERVICE
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Recticel Safeguard Barrier 1, 2, 3, 4 & RR

THE AWNING COMPANY
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www.theawningcompany.co.uk or
www.safeguardbarriers.co.uk

SPM AirPADS & Energy Absorber Type A, B1 and C2

SPM SpA
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Trackcare Barrier, Inflatable Barrier & Hi-Lite

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SAMOLINE ANTISKID PAINT 8550.050**SAMOLINE STARTING GRID (WHITE 8555.0050 ou BLACK 555.0099)**

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**FIM GRAND PRIX
WORLD CHAMPIONSHIP REGULATIONS**

2024

***RÈGLEMENTS DU CHAMPIONNAT
DU MONDE FIM DES GRANDS PRIX***



Articles amended for the season 2024 are in bold type
Articles amended since 31.01.2024 are in red and bold type

FIM GRAND PRIX WORLD CHAMPIONSHIP REGULATIONS



This book (hereinafter collectively referred to as the “FIM Grand Prix World Championship Regulations”) has been printed on **31.01.2024**. Successive editions can be printed for supplementing and/or amending. The new editions will be numbered (2nd edition, 3rd edition, etc.), dated and issued to all relevant Bodies.

THIS BOOK PREVAILS OVER ALL OTHER FIM RULE BOOKS EXCEPT THOSE REFERRED TO AS AN APPENDIX.

EDITION 2024

update 6 August 2024

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YEAR 2024		
Version	Applicable as from	Modified paragraphs / Articles n°
2	06.02.2024	<u>SPORTING REGULATIONS</u> Art. 1.11.10 <u>TECHNICAL REGULATIONS</u> Art. 2.4.2.6, Art. 2.5.4.2.12, Art. 2.5.4.7.7, Art. 2.6, Art. 2.6.4.2.12, Art. 2.6.4.7.7, Art. 2.6.4.7.10.c)
3	18.03.2024	<u>SPORTING REGULATIONS</u> Art. 1.11.5, Art. 1.11.6
4	24.04.2024	<u>SPORTING REGULATIONS</u> Art. 1.26.6.A.3
5	03.05.2024	<u>SPORTING REGULATIONS</u> Art. 1.30.2
		<u>TECHNICAL REGULATIONS</u> Art. 2.5.4.9.3
		<u>SPORTING REGULATIONS</u> Art. 3.2.1; Art. 3.3.2.3; Art. 3.3.3.2; Art. 3.4.1.3; Art. 3.4.2.4
6	13.05.2024	<u>TECHNICAL REGULATIONS</u> Art. 2.4.4.7
7	11.07.2024	<u>SPORTING REGULATIONS</u> Art. 1.15.1.2 A)
		<u>TECHNICAL REGULATIONS</u> Art. 2.6.4.9.3
8	03.08.2024	<u>TECHNICAL REGULATIONS</u> Art. 2.4.3.5; Art. 2.4.5.2; Art. 2.4.5.2 3. c) ii); Art. 2.4.5.2 3. c) vi); Art. 2.5.4.4; Art. 2.5.4.8; Art. 2.5.5.2; Art. 2.5.5.2 3. c) ii); Art. 2.5.5.2 3. c) vi); Art. 2.6.4.4; Art. 2.6.4.8; Art. 2.6.5.2; Art. 2.6.5.2 3. c) ii); Art. 2.6.5.2 3. c) vi);
9	12,08.2024	<u>SPORTING REGULATIONS</u> Art 1.21.20

Articles amended for the season 2024 are in bold type
Articles amended since 31.01.2024 are in red and bold type

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AMENDMENTS TO THE FIM GRAND PRIX WORLD CHAMPIONSHIP REGULATIONS

The FIM, through the Grand Prix Commission and the Grand Prix Permanent Bureau, may at any time amend any or all provisions of the Regulations.

Any subsequent changes that take place after the printed versions are completed will be made electronically, and the on-line versions will be the prevailing versions.

The Permanent Bureau consists of:

- One Representative of the Fédération Internationale de Motocyclisme (FIM).
- One Representative of DORNA.

Which shall meet on a regular basis to discuss and decide on all issues of the FIM Grand Prix pertinent to the respective interests of the members.

The procedures for the calling of meetings of the Permanent Bureau and for procedures during such meetings (which may be held by telephone or other electronic means) and for the appointment and/or vacancy of representatives and all procedures for their deliberations shall be as mutually agreed by the members from time to time provided always that a decision of the Permanent Bureau shall only be effective with and upon the unanimous vote of the members.

The Grand Prix Commission is competent to study any proposal of changes to the FIM Grand Prix World Championship Regulations.

The Grand Prix Commission consists of:

- One Representative appointed by the Fédération Internationale de Motocyclisme (FIM).
- One Representative appointed by the manufacturers, through MSMA.
- One Representative appointed by the teams and riders, through IRTA.
- One Representative appointed by DORNA who will be the Chairman of the Grand Prix Commission.

Any resolution voted by the Grand Prix Commission shall require the simple majority and the Chairman will have the casting vote in case of a tie. The resolutions of the Grand Prix Commission shall be effective subject to the approval of the Permanent Bureau. The parties shall procure that the meetings of the Grand Prix Commission take place no later than fourteen (14) days following the request of any Representative for that meeting.

GENERAL UNDERTAKINGS AND CONDITIONS

These Regulations derogate and supersede all and any other previous regulations in place before the date of publication of these regulations.

Any references to the male gender in these documents are made solely for the purposes of simplicity, and refer also to the female gender except when the context requires otherwise.

All riders, team personnel, officials, promoters/organizers and all the persons involved in any capacity whatsoever participating in the FIM Grand Prix World Championship (hereinafter collectively referred to as the “Championship”) undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

1. SPORTING REGULATIONS
2. TECHNICAL REGULATIONS
3. DISCIPLINARY AND ARBITRATION CODE
4. CIRCUIT STANDARDS
5. MEDICAL CODE
6. ANTIDOPING CODE
7. ENVIRONMENTAL CODE
8. CODE OF ETHICS

as supplemented and amended from time to time (hereinafter collectively referred to as the “Regulations”).

All the persons mentioned above may be penalised in accordance with the provisions of the Regulations.

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

It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the Regulations. The responsibility of the rider, or any other person having charge of an entered machine during any part of the Event with respect to observance of the Regulations is joint and several with that of the team.

All persons concerned in any way with an entered machine or present in any capacity whatsoever in the Paddock, Pits, Pit lane or Track, must wear an appropriate pass at all times during the Event.

ANTIDOPING CODE

All the persons concerned must at all times observe the FIM Anti-Doping Code and may be penalised accordingly.

1. SPORTING REGULATIONS

1.1 Introduction

1.1.1

A series of motorcycle races counting toward the FIM **Grand Prix** World Championships for Riders, Teams and Constructors (engine for Moto3 and MotoGP; frame for Moto2) will be organised.

When applicable, Riders and Teams will also compete for Trophies.

1.2 Events

1.2.1

The Event shall be deemed to commence at the scheduled time for Technical and Sporting Checks and finish after all the races at the expiry of the deadline for the lodging of a protest and the time at which technical or sporting verifications have been concluded, whichever is the latest.

The race control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit available to the Race Direction and FIM Stewards during that period.

1.2.2

Events must be staged on race circuits that have been homologated by the FIM for the Championship.

1.2.3

Events must not include any other races except for support races approved by the FIM and DORNA.

1.2.4

Any activity involving 4 wheeled racing vehicular use of the track during the event, including “demonstrations”, displays or the suchlike must receive prior approval from FIM and Dorna.

1.2.5

Event Promoters (hereinafter “Promoter”)* will be nominated by the FIM and DORNA.

* “Promoter” in this Sporting Regulations section refers to the organiser and/or promoter of that individual Event.

1.2.6

The Promoter is responsible for providing the facilities and personnel to ensure the smooth and efficient running of the event.

1.2.7

The Promoter will arrange third party liability insurance including cover for all participants, teams, sponsors, service companies, officials, FIM, DORNA, IRTA, etc.

The cover provided for each event shall be at least €10 million, with the exception of the USA and Canada, where the cover shall be different.

The Organiser will send a copy of such liability insurance to Dorna by courier or telefax, at least 30 days prior to its event. At least 15 days prior to the event; Dorna shall let the Promoter know if some amendments must be made to the aforesaid liability insurance to meet the insurance laws of the organiser’s country.

The validity of the insurance must start at 00:00 hrs, on the Monday (or Sunday in the case of Saturday races) before the race and finish at 24:00 hrs on the Monday (or Sunday in the case of Saturday races) after the race.

1.2.8

At least 90 days prior to the Event, the Promoters of the event must submit the following information to the FIM and DORNA:

- a) Confirmation of the name and address of the Promoters, including email, telephone and facsimile numbers for correspondence.
- b) The date and place of the Event.
- c) A detailed plan of the circuit, its direction, clockwise or anticlockwise, and length.

- d) The location at the circuit of the rider information centre and the official notice board.
- e) The name and address of the company providing the third party liability insurance cover and the number of the policy.
- f) Name and address of FMNR.
- g) The name of the Clerk of the Course (with FIM Grand Prix Clerk of the Course Superlicence).
- h) The name, address and telephone number of the Chief Medical Officer (with FIM Grand Prix CMO Superlicence).
- i) The name, address and telephone number of the hospitals designated for the event.

N.B. The Promoter is not required to produce or publish any Supplementary Regulations for the event.

1.2.9

At least 60 days before the Event, DORNA must publish the above information and post it to IRTA for distribution to all teams with an entry for the Event.

1.3 The Paddock

1.3.1

The Paddock, pit boxes and all other facilities must be available to teams at least on the Wednesday prior to a Sunday race and remain available to competitors for at least one day and, if possible, two days after the event.

1.3.2

Access must be available for teams arriving to set up between the hours of 08:00 and 22:00.

1.3.3

At all times that the Paddock is occupied there must be 24 hour attendance at the gates providing vehicular access to the circuit and paddock.

1.3.4

When the Paddock is occupied there must be an adequate medical and fire fighting service available to all riders, teams, manufacturers, sponsors, service companies, officials, FIM, Dorna, IRTA, etc.

At minimum the services must be available from 08.00 – 18.00 hrs on the two days prior to the “setting up of teams day”, and on a 24 hour basis for the remainder of the event, ending at midnight on the day after race day.

1.3.5

Full security must be supplied to the Paddock area from at least midnight of the Wednesday prior to a Sunday race until midnight of the Monday following the race.

1.4 Officials

All the following Officials must be present and available at the time necessary to ensure smooth and efficient running of the Event:

1.4.1 Permanent Officials

All permanent officials shall be appointed for the Championship by the Permanent Bureau.

The following officials will be appointed to perform supervisory and executive roles. Except in cases of illness or Force Majeure the officials will be expected to be present at each event.

Race Director

Responsible for ensuring proper observance of the Regulations and efficient running of the practice and races. The Race Director is also responsible for all communications between the Event Management Committee and the FIM MotoGP Stewards Panel.

The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:

- a) The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the Race Direction to modify the timetable in accordance with the Sporting Regulations.
- b) The stopping of practice or the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
- c) The starting procedure.
- d) The use of medical cars/fast interventions vehicles.

Deputy Race Director

Responsible for all duties of the Race Director in the event that the Race Director is unavailable.

Technical Director

Responsible for ensuring that technical Regulations are correctly enforced and supervising scrutineering and protests of a technical nature. The Technical Director has the power to disallow the use of any parts based on safety concerns at his/her sole judgement and discretion. The Technical Director may from time to time issue and update general design guidelines which are considered as part of the technical regulations.

Medical Director

Responsible for liaison with the Chief Medical Officer who is appointed by the Promoter to ensure compliance with the Medical Code.

FIM Safety Officer

Responsible for the supervision of all aspects of safety, **including circuit inspection and homologation.**

Starter

Responsible for the start procedure.

1.4.2 Individual Event officials

All individual Event Officials shall be appointed for each event by the FMNR/Promoter and shall be approved by the FIM.

They are:

i) Clerk of the Course

Responsible for:

- a) Ensuring that the circuit is suitably prepared for and maintained during the Event and that all legal requirements applicable for the running of the event have been complied with.
- b) Ensuring that all officials and services are in place.

The stationing of all track personnel and equipment (i.e. marshals, fire-fighting services, Moto-Taxi, recovery and intervention vehicles, flags, etc.) alongside the Circuit no later than 30 minutes prior to the beginning of all practice sessions and warm-ups.

The groups of Medical personnel and Track Marshals should be separated by approximately 5 metres in order to clearly identify the different groups.

The Race Director, the FIM Safety Officer, the Clerk of the Course and the Medical Director will make the final inspection of the Circuit to ensure this regulation is complied with, 30 minutes prior to the beginning of the day's first practice sessions and/or warm up.

During the final inspection lap, **the waved flags, LED panels and other equipment requested by the FIM Safety Officer must be displayed at each marshal post.**

- c) Taking decisions to ensure the smooth and efficient running of the event.
- d) Ensuring that the event is run within the Regulations.
- e) Notification of protests to the FIM MotoGP Stewards Panel.
- f) Immediate approval and signature with time of provisional results (practices, warm-ups, starting grids and races) and presentation of reports to the Event Management Committee.

ii) **Secretaries**

Responsible for:

- a) During the event effecting communications between the various officials.
- b) Providing secretarial support for the Event Management Committee, the Race Direction and the FIM Stewards.

iii) **Other Officials**

Marshals, Technical Scrutineers, Security Personnel, Medical personnel etc., as required for the efficient running of the event.

All communications between the individual Event Officials must be made via the relevant Permanent Officials.

1.4.3 The Race Direction

The Race Direction shall be appointed for the Championship by the Permanent Bureau.

1.4.4 The FIM Stewards

The FIM Stewards shall be nominated by the FIM and approved by the Permanent Bureau.

1.5 Event Management

1.5.1

The management of the event will be carried out by the Event Management Committee which will comprise the following delegates:

The Race Director - who will chair the meetings

The Technical Director

The FIM Medical Officer

The Clerk of the Course

The Delegate appointed by DORNA

The FIM Safety Officer

The FIM MotoGP Chief Steward

1.5.2

At any time the duties of the members of the Event Management Committee are:

- a) To ensure the smooth and efficient running of the event.
- b) To make recommendations to the Race Direction concerning any organisational matter that is in contradiction to the Organiser's protocols or the Regulations.
- c) To report to the FIM MotoGP Stewards Panel any infringements of the Regulations.

1.5.3

The Event Management Committee will meet, **either in person or electronically**, at any time required during the event, but at least:

- a) Prior to the first practice session.
- b) At the end of each practice day.
- c) At the end of the event.

1.5.4

The quorum for a meeting of the Event Management Committee is three persons.

1.5.5

All of the members have one vote. Decisions are based on a simple majority. In the case of a tie, then the Race Director will exercise a casting vote.

1.5.6

The Race Director may invite the participation of Officials or other persons to assist in the **Event Management Committee** meetings. However, these invited officials or other persons will have no right of vote.

1.5.7

The duties of the Event Management Committee are:

- a) To receive reports from the various Officials concerning scrutineering, practice and races.
- b) To make recommendations to the Promoter to improve the smooth and efficient running of the event.

1.6 Race Direction

1.6.1

The Race Direction will comprise the following persons

- The FIM Representative
- The DORNA Representative
- The IRTA Representative (who is the Race Director)

These persons can perform other functions during the event.

1.6.2

The quorum for a meeting of the Race Direction is two persons.

1.6.3

Each member has one vote. Decisions are based on a simple majority.

1.6.4

The Race Direction will meet at any time required during the event.

1.6.5

The duties of the Race Direction are:

- a) To take decisions as provided in the Regulations.
- b) To oversee operational matters to ensure the safe, efficient, and timely running of the event according to the FIM Grand Prix World Championship Regulations.
- c) To make changes in the conduct and/or format of a race and/or a practice session based on safety considerations, provided that such decision is absolutely necessary to resolve a situation not foreseen in the FIM Grand Prix World Championship Regulations. In such exceptional cases, such decision may prevail over specific provisions of the FIM Grand Prix World Championship Regulations.
- d) Provided that it is absolutely necessary to resolve a situation not foreseen in the Regulations, the Race Direction may issue pre-race instructions or clarifications and in specific cases even create pre-race regulations (e.g. to take into account the local conditions at a particular circuit). However, such actions may only be taken within the limits set out by the FIM Grand Prix World Championship Regulations.

1.7 The FIM MotoGP Stewards Panel

1.7.1

There will be a panel comprised of three persons holders of an FIM GP Superlicence; Two FIM Stewards will be nominated by the FIM, the third one will be nominated by IRTA, who will be a permanent member and the Chairman.

Each FIM Steward **will** be a permanent appointment, and **any change of Stewards must be** approved by the Permanent Bureau.

1.7.2

The quorum for a meeting of the FIM MotoGP Stewards Panel is two persons.

1.7.3

Each member has one vote. Decisions are based on a simple majority. In the case of a tie, the Chairman will exercise a casting vote.

1.7.4

The FIM MotoGP Stewards Panel will meet at any time required during the event.

1.7.5

The FIM MotoGP Stewards Panel is responsible for:

- a) Taking decisions as provided in the Regulations.
- b) Imposing penalties for any infringements of the Regulations.
- c) Adjudicating on any protest relating to infringements of the Regulations.

1.7.6

All decisions of the FIM MotoGP Stewards Panel must be communicated in writing to the Race Direction and all affected parties.

Decisions of the FIM MotoGP Stewards Panel taken during track activities (practice and races) may be communicated on monitors. Such communications on public screens are considered valid notification.

1.8 The Calendar

1.8.1

The calendar of races counting for the Championships will be, in principle, published by no later than 31st October of the preceding year.

1.8.2

The season is defined as starting on the day after the final race of the year, and finishing on the day of the final race of the following year.

1.8.3

The date of an event may be rescheduled due to force majeure, in consultation with FIM, Dorna and the Promoter, under the powers of Race Direction detailed in Art. 1.6.5.c).

1.9 Classes

1.9.1

Classes will be for the following categories:

Moto3	250cc 4 stroke, single cylinder
Moto2	Moto2 – official engine
MotoGP	1000cc 4 stroke, maximum 4 cylinders

1.9.2

Technical Regulations governing the three classes are provided in the FIM Grand Prix Technical Rules for the FIM Championship.

1.10 Eligible Competitors

1.10.1

In order to compete in the Championship, riders must be officially entered by a member team of IRTA (with the exception of wild card riders, see Art. 1.11.5/6).

The rider must be in possession of an “FIM Grand Prix Licence” issued by a FMN. Riders are designated by IRTA/Grand Prix Commission. Licences can, in certain circumstances, be for a single event.

FIM does not oblige a GP rider to be in possession of a national licence. However, a mandatory application for a national licence through the concerned FMN is reserved (depending inter alia on the National Legislation applicable). Should it be the case it will be at no additional cost to the rider.

The rider will only represent one Nation listed as per his/her passport.

In case of multiple nationalities, the rider chooses which Nation he/she will represent at the beginning of his/her career when ordering his/her first FIM licence.

In case of loss or change of nationality or force majeure, the rider can request a change in sport nationality to the FIM, only before the start of a season (when he/she orders his/her new FIM licence).

The rider will compete during the whole season under his/her national flag, earning poles, sprint victories, podiums, wins and titles for that nation only.

The constructors must be in possession of the appropriate “FIM Manufacturer Licence”.

1.10.1.1 Minimum age

Licences for riders are issued only when the minimum age has been attained as below:

- Moto3: 18 years
- Moto2: 18 years
- MotoGP: 18 years

The limit for the minimum age starts on the date of the rider’s birthday.

In order to ensure a smooth transition, an exception **is** granted to the riders who **participated** in the **2023 Moto3 or Moto2** World Championship at the age of **17** so that they can continue with the **2024 Moto3 or Moto2** World Championship.

In the Moto3 class, an exemption applies to the **top three riders classified** in the FIM JuniorGP Championship Moto3 Class or the Red Bull Rookies Cup to compete in the Moto3 class of the FIM Grand Prix World Championship, as a contracted, Wild Card, or substitute/replacement rider, even if the rider has not reached the minimum age for the class (however a minimum age of 17 years will apply). **The exemption applies from the time the rider is guaranteed to be classified in the top three of the relevant championship or cup.**

In the Moto2 class, an exemption applies to the winner of the FIM European Moto2 Championship to compete in the **2024** Moto2 class of the FIM Grand Prix World Championship, as a contracted, Wild Card, or substitute/replacement rider, even if the rider has not reached the minimum age for the class (however a minimum age of 17 years will apply).

1.10.1.2 Maximum age MotoGP

For the MotoGP contracted riders, the limit for the maximum age finishes at the end of the year in which the rider reaches the age of 50.

1.10.1.3 Maximum age Moto2

For the Moto2 riders, the limit for the maximum age finishes at the end of the year in which the rider reaches the age of 50.

1.10.1.4 Maximum age Moto3

The maximum age is 28 years (25 years for new contracted riders participating in the Moto3 Grand Prix for the first time and for wild cards) at the 1st of January of the corresponding Championship year.

1.10.2 Definition of a Rookie Rider

To be classified as a Rookie, a rider must not have competed in six or more events, in the same class, in any one previous season.

1.11 Entries

1.11.1

Teams must submit their proposed entries to the Secretariat of IRTA by the absolute deadline of the last event of the preceding season. Each application must indicate the riders designated and the class in which they will participate.

The Selection Committee, comprising delegates of FIM, Dorna and IRTA will select the teams and riders accepted for participation in the following season which commences on the day after the last event of the preceding season. Once accepted for participation each team and its contracted riders are subject to the testing restrictions that apply in each class.

The maximum number of permanent riders allowed in the Moto3 class is 30 (to which may be added a maximum of 2 wild cards per event).

1.11.2

Every team accepted for participation is required to become a member of IRTA and conclude a Participation Agreement with IRTA prior to 28 February in the relevant season.

1.11.3

Every accepted team must complete an entry form in respect of each rider and submit this to the Secretariat of IRTA by 28 February of the relevant season.

Except when special dispensation is granted each entry commits the team to designate a rider to compete in all the events of the Championship in the chosen class. Exceptions can only be made as follows:

- i) A team may withdraw a rider from an event which has already started, due to injury of the rider, irreparable damage to the motorcycle(s) or in case of “Force Majeure” including rider changes in consultation with the Selection Committee. A withdrawal for medical reasons must be supported by a letter from the Chief Medical Officer of the meeting or the Medical Director.

The team may choose to substitute another rider for the withdrawn rider, with the deadline for substitution of the entered rider being four hours after the end of the **P1 timed practice** session for all GP classes, except in the MotoGP class when the limit is 2 hours before the qualifying practice.

A substitute rider may not be a rider currently contracted in the Championship, unless approved by the Grand Prix Commission to avoid that such substitution may be motivated by reasons other than sporting or medical (circumventing engine allocation rules, etc.). If approved, the team from which the substitute rider is taken must fulfil their current entry obligations.

Substitute riders are subject to approval by the Selection Committee.

- ii) A team may withdraw a rider from additional events in the Championship only for medical reasons or other reasons of “Force Majeure” including rider changes in consultation with the Selection Committee. Withdrawals for medical reasons must be supported by a letter from a qualified Doctor and are subject to verification by another medical practitioner appointed by IRTA at its own expense. DORNA shall then have the right to require an additional examination and verification by at least two other medical practitioners appointed by DORNA for that purpose. In the event that the

medical practitioners appointed by DORNA do not support the opinion of the medical practitioner appointed by IRTA, the following shall apply:

- a) the opinion of the medical practitioners appointed by DORNA shall be deemed to prevail;
and
- b) IRTA shall pay all costs incurred in the examination and reporting by the medical practitioners appointed by DORNA.

Teams must make every reasonable effort to provide a qualified substitute rider to fulfil their entry obligations within 10 days of withdrawal. However the deadline for substitution or replacement of the entered rider is four hours after the end of the **P1 timed practice** session for all GP classes, except in the MotoGP class when the limit is 2 hours before the qualifying practice.

A substitute rider may not be a rider currently contracted in the Championship, unless approved by the Grand Prix Commission to avoid that such substitution may be motivated by reasons other than sporting or medical (circumventing engine allocation rules, etc.). If approved, the team from which the substitute rider is taken must fulfill their current entry obligations.

Substitute riders are subject to approval by the Selection Committee.

- iii) For reasons not being medical reasons and not being reasons of “Force Majeure”, and subject to the Team obtaining the approval of IRTA and then subject to IRTA obtaining the approval of DORNA/FIM (neither of whom shall be obliged to give reasons for any refusal to approve), a Team may replace a rider which that Team has entered in the Championship with another rider (“replacement rider”) for remaining rounds of the Championship.

A replacement rider may not be a rider currently contracted in the Championship, unless approved by the Grand Prix Commission to avoid that such substitution may be motivated by reasons other than sporting or medical (circumventing engine allocation rules, etc.). If approved, the team from which the replacement rider is taken must fulfill their current entry obligations.

Replacement riders are subject to approval by the Selection Committee.

Only one replacement of a rider will be permitted per season. Exceptional circumstances will be examined by IRTA and DORNA/FIM.

If a team is unable to provide a substitute rider, then IRTA may decide to allow another team to enter a rider, on an event by event basis, to reach the required number of entries. Article 1.10.1 will apply to all replacement and substitute riders.

1.11.4

Every rider accepted for participation must comply with the requirements to participate in certain promotional activities as defined in the Participation Agreement with IRTA:

- a) Riders must, if requested by Dorna, attend any pre-Event press conference on the Thursday afternoon prior to the Event subject to reasonable prior notice from Dorna. Both the current leader and the winner in the preceding race will be required to attend the pre-Event press conference. The rest of the riders and members of the Teams Management are the decision of Dorna depending on their results.
- b) Riders must comply in full with the podium procedures as designated in the Grand Prix Regulations.
- c) Riders must make themselves available for such promotional activities as may reasonably be designated by Dorna and, subject to 30 days notice, on the Wednesday or Thursday prior to each Event, for a period of three hours i.e. between 1300 hours and 1600 hours. Each Rider may be required to undertake a maximum of two promotional activities during each season.
- d) All riders must make themselves available, (subject to any prior professional commitments provided that reasonable evidence of the same is provided), for promotional purposes, subject to sixty days prior notice, at times and places unconnected with any particular Event. No rider will be required to participate in more than two activities per calendar year or to take part in such activities for an aggregate period in excess of three hours (excluding travel time). Dorna will reimburse all reasonable business class travel expenses and other reasonable out of pocket expenses.
- e) Riders must, when requested and unless given specific dispensation by IRTA or Dorna, participate in a maximum of one of any autograph signing sessions included in the schedule of events. Riders must attend the signing session for a minimum of 20 minutes.
- f) Riders must, when requested and unless given specific dispensation by IRTA or Dorna, take part in a parade lap in open cars included in the schedule of events.

- g) All of the riders must be aware of the utmost importance of full compliance with the designated procedures for promotional activities, press conferences, podium ceremonies and prize giving ceremonies and be fully aware that sanctions for non-compliance include financial sanctions and the imposition of other penalties laid down in the Grand Prix Regulations.
- h) Riders may be granted permission by Dorna or IRTA to not attend any particular promotional activity only due to injury or the requirement to be receiving medical attention at a time that coincides with such promotional activity. Requests for non-participation must be submitted to Dorna or IRTA in writing.

1.11.4.1 Public Pronouncements by Teams and Riders

- a) Teams and Riders must avoid any public declaration or press release which could damage or negatively affect the MotoGP World Championship. Accordingly, it is an obligation for all Riders, Teams and Teams' directors and/or personnel and/or representative thereof, to refrain from releasing any public pronouncement which may irresponsibly harm the lawful interests of the MotoGP Members or which may be contrary to the integrity of MotoGP or the sport.
- b) Public pronouncements which harm irresponsibly the lawful interest of MotoGP or which are contrary to the integrity of MotoGP or the sport shall include, but not be limited to:
 - public statements or comments to the media that irresponsibly attack, disparage, disrepute or damage the MotoGP™ Members.
 - Public comments that members and Riders of the Team know, or should reasonably know, will irresponsibly harm the reputation, image or best interests of the sport and/or any of the MotoGP Members are expressly covered by this regulation.
 - It is understood that responsible expressions of legitimate disagreement with the MotoGP Members and/or MotoGP policies are not prohibited.

1.11.5 Moto2 and Moto3 wild cards

Moto2 Wild Card entries must be submitted and operated by an existing Moto2 team currently competing in the Championship.

Moto3 Wild Card entries must be submitted and operated by an existing Moto3 team currently competing in the Championship.

In each class there may be a maximum of two wild card entries.

Wild Card entry applications will be made by the operating team, via IRTA to the Grand Prix Commission (GPC), at least **45 50** days before the event (**as from 2024 90 days for events outside Europe**).

The GPC will decide which, if any, of the entries will be accepted, and inform the FIM of all entries accepted in order that licences can be issued.

Wild card riders must be holders of an FIM “one event Grand Prix” licence issued on behalf of any FMN.

No wild card entry will be granted to a rider who has ridden in the event as a wild card on 3 previous occasions in the same class. (For the purpose of this regulation the Moto3 class is considered as being the same as the 125cc class and the Moto2 class is considered as being the same as the 250cc class).

Accepted entries will be required to pay to IRTA a fee to cover the costs of materials provided for their participation and for the FIM one event/wild card licence.

For **2024** the fee will be:

13,000 Euros for a Moto2 entry, plus the FIM licence fee,
3,800 Euros for a Moto3 entry, plus the FIM licence fee.

If after acceptance and payment a rider withdraws their entry, only 50% of the IRTA fee will be refundable. A full refund may be applied in the following cases:

- a) the withdrawal is solely and verifiably due to rider injury,
- b) the withdrawal is due to the rider being taken as a substitute rider for a contracted team for that event,
- c) the FIM via their local Federation appoints another rider to take over the accepted wild card entry.

No financial compensation or reimbursement of expenses will be paid to wild card riders.

Wild card entries are covered by the IRTA insurance policy.

When a wild card licence is confirmed and issued, the cost of this licence will not be reimbursed to the rider who withdraws its participation to the race.

1.11.6 MotoGP Wild Cards

(Refer also to Articles 1.11.10 regarding Wild Card entries per manufacturer, **2.4.2 regarding Concessions**, and 2.4.6 regarding Technical regulations for Wild Cards.)

There may be a maximum of **three** MotoGP wild card entries per event.

Wild Card entry applications will be made by the operating team, via IRTA to the Grand Prix Commission (GPC), at least 90 days before the event.

In the case that the maximum number of wild cards for an event has not been reached, a late application for a wild card entry may be considered by the GPC, with an absolute deadline of at least 50 days before the event.

The GPC will decide which, if any, of the entries will be accepted, and inform the FIM of all entries accepted in order that licences can be issued.

In the case that more than three applications for wild cards are made for an event, the following criteria will apply:

- 1. The manufacturer with the lowest number of wild cards already approved for that season has the priority.**
- 2. In the case of manufacturers with the same number of wild cards approved for that season, priority will be given in reverse order of the Constructors Championship rankings (the manufacturer with the lowest position has the highest priority). For the first 3 events of a season, the Constructors Championship ranking of the previous season will be used to establish priority.**

Wild card riders must be holders of an FIM “one event Grand Prix” licence issued on behalf of any FMN.

Accepted entries may be required to pay to IRTA a fee to cover the costs of tyres provided by the official supplier for their use at the event and for the FIM one event/wild card licence.

If after acceptance and payment a rider withdraws their entry, only 50% of the IRTA fee will be refundable. A full refund may be applied in the following cases:

- a) the withdrawal is solely and verifiably due to rider injury,
- b) the withdrawal is due to the rider being taken as a substitute rider for a contracted team for that event,
- c) another rider is appointed to take over the accepted wild card entry.

No financial compensation or reimbursement of expenses will be paid to wild card riders.

Wild card entries are covered by the IRTA insurance policy.

When a wild card licence is confirmed and issued, the cost of this licence will not be reimbursed to the rider who withdraws its participation to the race.

1.11.7

A compulsory briefing will be held for all the riders who will be participating for the first time in the current Championship, at 16:00 hrs on the day preceding the day scheduled for the first practice session.

Failure to attend the briefing in full may result in a penalty.

A waiver can be granted to a rider by the Race Direction.

1.11.8

A rider competing in any class of the FIM Grand Prix World Championship at a MotoGP event is not permitted to participate in any other non-Grand Prix class practices or races at the same event.

However a rider entered in a non-GP class at the same event may be nominated as a substitute or replacement rider for a GP class under the following conditions:

If approved as a substitute or replacement, the rider may not continue with any further sessions of the non-GP class.

All conditions of Article 1.11.3 will apply including eligibility and deadlines for replacement, and the rider change being subject to approval by the Selection Committee.

1.11.9

A rider shall be deemed to have taken part in the event when he participates in, at least, one practice session.

A rider shall be deemed to have started a race when he participates in, at least, the first lap of the race.

1.11.10 MotoGP Class Manufacturers

In the MotoGP class, Motorcycle Manufacturers are permitted to participate with a maximum of two entries in their own team. Those Manufacturers may also lease motorcycles and equipment to Independent teams.

Wild Card entries are permitted for manufacturers subject to the Concessions regulations (Art. 2.4.2). The manufacturer's ranking in the Concessions system limits the number of wild card entries per season for each manufacturer, as follows:

Rank A: 0 wild cards per season,

Rank B: 3 wild cards per season,

Ranks C & D: 6 wild cards per season, not subject to engine approval regulations, maximum of 3 wild cards before the summer break and 3 wild cards after the summer break.

Manufacturers are permitted to have Wild Card entries at consecutive events, however no Manufacturer may have Wild Cards at more than 50% of the last 6 events of the season.

(Refer also to Art. 2.4.6 regarding Technical regulations for Wild Cards)

1.11.11 Moto3 Class Manufacturers

- In the Moto3 class, Manufacturers intending to participate must announce to the Grand Prix Commission by the deadline of 31 August that they will offer to supply Moto3 machines for the following season. By the same date manufacturers must publish their offer to prospective teams together with a parts price list. No manufacturers or “brands” will be accepted for participation in the following season after that deadline.
- Interested teams must confirm their requests for machines to the manufacturers by the deadline of 15 September. Manufacturers must then confirm the team orders by the deadline of 30 September, respecting the minimum supply numbers (refer to Art. 2.6.3.2.22). Details of accepted orders will be sent to IRTA who will inform the Grand Prix Commission. Teams who have placed orders that were not accepted can then negotiate with other manufacturers.
- Refer to Articles 2.6.3 and 2.6.4 for Moto3 engine and chassis approval, supply and price regulations.

1.12 Starting Numbers

1.12.1

Each rider accepted for the Championship will be allocated a specific starting number which will be valid for the whole Championship.

1.13 Schedule

1.13.1

The provisional event schedule will be as follows:

WEDNESDAY: Arrival and setting up of Teams

THURSDAY: Arrival and setting up of Teams

10:00 - 17:00 Technical and Sporting Checks
and other formalities

FRIDAY			
09:00-09:35	35 min.	Moto3™	Free Practice 1 not timed for Qualifying
09:50-10:30	40 min.	Moto2™	Free Practice 1 not timed for Qualifying
10:45-11:30	45 min.	MotoGP™	Free Practice 1 not timed for Qualifying
13:15-13:50	35 min.	Moto3™	Practice 1 timed for Qualifying
14:05-14:45	40 min.	Moto2™	Practice 1 timed for Qualifying
15:00-16:00	60 min.	MotoGP™	Practice timed for Qualifying
SATURDAY			
08:40-09:10	30 min.	Moto3™	Practice 2 timed for Qualifying
09:25-09:55	30 min.	Moto2™	Practice 2 timed for Qualifying
10:10-10:40	30 min.	MotoGP™	Free Practice 2 not timed for Qualifying
10:50-11:05	15 min.	MotoGP™	Qualifying 1
11.15-11:30	15 min	MotoGP™	Qualifying 2
12:50-13:05	15 min.	Moto3™	Qualifying 1
13.15-13.30	15 min.	Moto3™	Qualifying 2
13.45-14.00	15 min.	Moto2™	Qualifying 1
14:10-14:25	15 min.	Moto2™	Qualifying 2
15:00		MotoGP™	Sprint
SUNDAY			
09:40-09:50	10 min.	MotoGP™	Warm Up
10:00	30 min.	MotoGP™	Rider Fan Parade
11:00		Moto3™	GP Race
12:15		Moto2™	GP Race
14:00		MotoGP™	GP Race

1.13.2

The above schedule including the date of the event, can only be varied as follows:

- i) Prior to the event by Dorna;
- ii) During the event by the Race Direction.

1.13.3

The schedule may include an allotted time for riders and teams to make track laps by bicycle or on foot, scooters are forbidden. All traffic at this time must be in the circuit direction.

The use of scooters on track during the entire event is forbidden, including the set-up days prior to the official event start. Exceptions are made for Circuit and Organisation staff who are required to be on track for the purposes of set-up and maintenance of the facilities.

1.14 Technical Control – Medical Control – Alcohol Control - Doping Control

1.14.1

Teams in the MotoGP class may present a maximum of two motorcycles per rider for Technical Control which will be carried out according the published schedule, prior to the first practice.

In the Moto2 and Moto3 classes, teams may present only one motorcycle per rider for Technical Control.

Unless a waiver is granted by the Race Direction, teams who do not comply with the schedule for technical or medical controls will not be allowed to take part in the event.

1.14.2

The procedure for Technical Control is described in the Technical Regulations, Articles 2.x.5.2, 2.x.5.3, and 2.x.5.4.

The procedure for Medical Control is described in the Medical Code.

The procedure for the alcohol testing procedure is described in the Medical Code (appendix N).

1.14.3

All articles regarding anti-doping procedures are mentioned in the FIM Anti-Doping Code.

1.15 Practice & Testing

1.15.1 Practice and Testing Restrictions

- a) For all classes the season is defined as starting on the day after the final race of the year, and finishing on the day of the final race of the following year.

A Grand Prix “Event” is defined as starting at the scheduled time for Technical and Sporting checks (Art. 1.2.1), usually a Thursday. This time and date is used when determining 14 days before an Event in regard to testing restrictions.

- b) A contracted rider is defined as a rider designated by the team according Article 1.11.1.
- c) Rider Training and Track Familiarisation is permitted at any time at any circuit under the following conditions:
- i) Such on-track activity is not permitted within the 14 days before a GP event at a circuit unless authorised by Race Direction.
 - ii) For motorcycles of the same capacity class as the rider is entered in, only standard production road-homologated motorcycles may be used.

For safety it is permitted to make the following changes, which must be notified to the Technical Director in advance:

- Wheels
- Brake calipers, master cylinders, lines and discs (carbon discs are not permitted)
- Front and rear suspension
- Removal of existing parts (eg. mirrors, lights, etc.)
- MotoGP class only -Tyres: Commercially available tyres as approved by the Technical Director.

NB. current specification of championship tyres are not **permitted**.

- **Moto2 and Moto3 classes – Tyres: the tyre specification is not restricted for training and track familiarisation.**
- Footrests, handlebars and control levers
- Exhaust
- Replica Bodywork in a different material is permitted, but the design must be identical to the original (except for blanking areas for removed lights, etc.)

NB. Motorcycles of non-roadracing disciplines (eg. Motocross, Enduro, SuperMoto) and roadracing machines of a different capacity class, as approved by the Technical Director, may be used without restriction (note that here, “capacity class” refers to racing class designation not just the cubic capacity, and the Technical Director will be the sole judge of eligibility of machines to be used). According to Art. 1.15.1.2.B.d) the use of a roadracing machine from a different class may be counted as a test day for the team supplying that machine.

Race Direction may grant an exemption for specific events using race machines of the same capacity class the rider is entered in. Such authorisation must be requested in advance.

- iii) In the Moto2 class, when track familiarisation takes place on a Grand Prix circuit then the road-homologated motorcycle may not be the same brand and within 100cc of the same engine capacity as the current Moto2 official engine supplier (or an announced future supplier). That is, if the motorcycle is the same brand as the official Moto2 engine supplier, it must be of a different engine capacity by 100cc or more to the official Moto2 engine.

This capacity restriction does not apply to activity on non-Grand Prix circuits.

- iv) In the Moto3 class, when track familiarisation takes place on a Grand Prix circuit then the road-homologated motorcycle may not be the same brand and within 50cc of the same engine capacity as the rider’s current Moto3 machine. That is, if the motorcycle is the same brand as the rider’s current Moto3 machine, it must be of a different engine capacity by 50cc or more.

This capacity restriction does not apply to activity on non-Grand Prix circuits.

- v) In case of dispute regarding machine eligibility the decision of the Technical Director will be final.
- d) Wild Card riders and substitute/replacement riders are not subject to any testing restrictions (with the exception that they cannot participate in non-Grand Prix class practices or races at the same event where he has been accepted as a Wild Card (refer Art. 1.11.8).

1.15.1.1 **MotoGP Class**

For the purposes of this regulation separate test teams of manufacturers (includes complete motorcycle Manufacturers and chassis Manufacturers) involved in the Championship are considered as part of the contracted team.

Teams may substitute their contracted rider at a test, provided that the maximum number of test days is respected, and that the substitute takes the place of the contracted rider, ie. both cannot be on track at the same time. Such substitute riders must be approved the Selection Committee.

Practice and testing by contracted teams using MotoGP class machines is permitted as follows:

A. Contracted Riders

- a) Practice included in the schedule of the events.
- b) One 1-Day official test following the final event of the **2023** season, at the same circuit used for the final event.
- c) One 3-Day “Shakedown” test prior to the first official test after the winter test ban period, for factory test riders and MotoGP Class rookie riders. **Manufacturers in Rank D of the concessions ranking may also attend, using contracted or test riders.**
- d) One 3-Day official test, after the winter test ban period, and before the first event of the season.
- e) One 2-Day official test, after the winter test ban period and before the first event of the season.
- f) **Three** 1-Day official tests on the Monday or Tuesday after a GP event, at circuits to be agreed by the MotoGP teams and Dorna/IRTA.
- g) Any activity authorised by the Race Direction.

- h) Teams using machines from manufacturers who **are in Rank D** for Concessions (refer to Art. 2.4.2) are permitted to test with their contracted riders (except during the test ban periods, refer to Art. 1.15.1.1.A.i) below) or with test riders at any circuit during the season, using only the team's Test Tyre Allocation (refer to Art. 1.15.1.1.C, below). The amount of testing is limited only by the Test Tyre Allocation.

Test dates and riders participating must be informed to Race Direction prior to the proposed test, which may not be within 14 days before a GP event held at that circuit.

- i) No testing is permitted by contracted riders between 1 December and 31 January (Winter Test Ban) and between **8 July 2024** and **30 July 2024** (Summer Break), in both cases dates being inclusive (note that the exact dates of the Summer Break may be updated in line with calendar changes).
- j) Race Direction in consultation with the Technical Director may grant an exemption for testing and racing a “road-racing” machine for a specific non-GP event. Such authorisation must be requested in advance, together with details of the machine(s) to be used, for the Technical Director's approval. If granted, the exemption will be for the specific machine(s) and/or circuit(s) involved and any other conditions as defined by Race Direction.
- k) MotoGP class Rookie riders are permitted to participate in the 3-day “shakedown” test for Factory test riders, held immediately prior to the first official test in February (ref. Art. 1.15.1.1.B.c) below).

B. Test Riders

Test riders are permitted only for Motorcycle Manufacturers with their own factory team, and for teams using machines from Manufacturers who **are in Rank D** for Concessions (Art. 2.4.2).

If a Manufacturer does not have an entry with their own factory team, they must nominate one of their customer teams as their factory team for the purposes of testing with test riders for that season.

Each Manufacturer may nominate up to 3 current Grand Prix circuits **on the current MotoGP calendar**, being the only GP circuits at which their test teams may test.

There are no restrictions on testing at non-GP circuits, **however if the calendar is updated, circuits on that updated calendar are then considered as GP circuits and testing restrictions apply.**

Teams using machines from Manufacturers who are in Rank D for Concessions may test at any GP or non-GP circuit.

- a) Test riders can participate in any of the tests described in 1.15.1.1.A, above, except for practice included in the schedule of an event.
- b) Test riders may test at any circuit, at any time, using only their nominated factory team's Test Tyre Allocation. Tests are not permitted within the 14 days before a GP event at a circuit unless authorised by Race Direction.
- c) Test riders may conduct "shakedown" testing in the 3 days immediately prior to the first official test taking place after the winter test ban period. Such tests are exempt from the regulation specifying 3 nominated circuits for testing.

C. Test Tyre Allocation

Machine development is limited by the Test Tyre Allocation. The allocation is not transferable between teams or manufacturers and is supplied solely by the official tyre supplier, as follows:

Manufacturers in Rank A for concessions:

170 tyres per manufacturer per season, only for use by test riders.

Manufacturers in Rank B for concessions:

190 tyres per manufacturer per season, only for use by test riders.

Manufacturers in Rank C for concessions:

220 tyres per manufacturer per season, only for use by test riders.

Manufacturers in Rank D for concessions:

260 tyres per manufacturer per season, for use by test riders or contracted riders.

Test tyres will be of the same specification as those already allocated during previous Official tests or races, or those appearing in the allocation list provided by the tyre supplier before the beginning of the season. New tyre specifications may be provided for testing but these will not be included in a race allocation until they have been tested during an Official test.

Tyres for contracted riders at Official Tests will be subject to supply requirements of Art. 2.4.4.9.9. A), B), C) and will not be counted as part of the Test Tyre Allocation.

Tyres for Rookie contracted riders participating in the pre-season Shakedown Test for test riders (Art. 1.15.1.1.A.c) will not be counted as part of the Test Tyre Allocation, but will be subject to the rules covering Official tests (Art. 2.4.4.9.9.A), B), C)).

1.15.1.2 Moto2 and Moto3 Classes

i) Manufacturer Testing Moto3 Class

For the purposes of this regulation, test teams of Manufacturers (includes complete motorcycle Manufacturers and chassis Manufacturers) involved in the Championship are not considered to be contracted teams. However they may use contracted riders for testing under the conditions of clause d) below (any test days will be counted as part of the rider's allowance of 4 days).

ii) Manufacturer Testing Moto2 Class

For the purposes of this regulation, test teams of Moto2 chassis Manufacturers involved in the Championship are not considered to be contracted teams. However they may use contracted riders for testing under the conditions of clause d) below (any test days will be counted as part of the rider's allowance of 4 days).

A. Contracted Riders Moto2 and Moto3 Classes

Practice and testing by contracted riders, is permitted as follows:

- a) Practice included in the schedule of the events.
- b) One 3-Day official tests organised by Dorna/IRTA, between 1 February and the first event of the season, using only contracted riders.
- c) Any activity authorised by the Race Direction.
- d) Teams may test with contracted riders at any circuit in Europe or at a circuit in the country where the team is based for a maximum total of 4 days per rider during the season (except during the test ban periods, refer to Art. 1.15.1.2.e) below). Included in these 4 days are post-race tests and participation in practice or race sessions at an event of another series, using the same class of motorcycle for which the rider is contracted.

Test dates and riders participating must be informed to Race Direction prior to the proposed test, which may not be within 14 days before a GP event held at that circuit.

Testing is deemed to have taken place when the rider has entered the track.

Test days accumulate for contracted riders, not for teams.

A contracted rider's test days accumulate regardless of the team they test for, so tests for a Manufacturer or another contracted team of that class count towards the rider's allowance of 4 days.

If a team contracts a replacement or substitute rider for any event(s), this replacement or substitute rider is then deemed to be the original rider for the purposes of counting test days.

Teams may substitute their contracted rider at a test, provided that the maximum number of test days **for contracted riders** is respected, and that the substitute takes the place of the contracted rider, ie. both cannot be on track at the same time. Such substitute riders must be approved the Selection Committee.

Replacement or substitute riders who already have a contract in place to participate in another race series, may be permitted to continue to fulfil this existing contract, subject to the approval of the Selection Committee. In this case track activity only as part of a race event for the contracted series will not count as rider test days for the GP class, and may take place within 14 days of a GP event at the same circuit.

- e) **Moto2 riders** using machines provided by a chassis constructor that is eligible for Concessions (refer to Art. 2.5.2) are permitted 7 days of private testing instead of 4 days as per Art. 1.15.1.2.A.d).
- f) No testing is permitted by contracted teams or contracted riders between 1 December and 31 January (Winter Test Ban) and between **8 July 2024** and **30 July 2024** (Summer Break), in both cases dates being inclusive (note that the exact dates of the Summer Break may be updated in line with calendar changes).
- g) Contracted riders who are in their first season of participation in the World Championship may compete in other events held during that season. This track activity as part of a race event will not count as rider test days for the GP class, and may take place within 14 days of a GP event at the same circuit.

To be considered as “contracted rider in his first season of participation, such rider must not have participated in six or more events, in any class, in any previous season.

- h) Race Direction in consultation with the Technical Director may grant an exemption for testing and racing a “road-racing” machine for a specific non-GP event. Such authorisation must be requested in advance, together with details of the machine(s) to be used, for the Technical Director's approval.

If granted, the exemption will be for the specific machine(s) and/or circuit(s) involved and any other conditions as defined by Race Direction.

- i) There is no restriction on testing for rookie riders in the Moto2 and Moto3 classes between the final event of the season and the end of November.**

Clarification 11 July

1.15.2 Practice Sessions at Grand Prix Events (including Warm Up)

- i) Riders will commence practice from the pit lane when the green light is displayed at the exit of the pit lane.
- ii) The duration of practice will commence from the illumination of the green light. A count-down will be shown on the official Timekeeping monitors to indicate the minutes of practice remaining.
- iii) The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. The end of a practice session is determined by the end of the allotted time for the session as shown by official timekeeping.

A rider's time will continue to be recorded until he/she passes the finish line after the allotted time has elapsed. After the chequered flag, riders complete one pit-in lap prior to entering the pits.

- iv) If practice is interrupted due to an incident or any other reason, then a red flag will be waved at the start line and at all marshals posts. All riders must return slowly to the pit lane. When practice is restarted, the time remaining will be that shown on the monitors of the official timekeepers at the moment the red flags were waved, unless otherwise adjusted by Race Direction.
- v) After practice has started, it is not permitted for any person to alter the condition of the racing surface of the circuit. This includes track Marshals and other Officials, who cannot clean the track surface without prior instructions and/or authorisation from the Race Director and/or the FIM Safety Officer.

1.15.3 Motorcycles

In the MotoGP class, a rider may practice on two motorcycles providing that all such motorcycles have been scrutineered in the name of his/her team.

In the Moto2 and Moto3 classes a rider may practice on the one motorcycle that has been scrutineered in the name of his/her team. Moto2 and Moto3 class rider may change to another motorcycle only in the case of irreparable damage to the principal machine, and only with the permission of the Technical Director

who will authorize the issue of a new scrutineering sticker to identify the new machine. The process of authorizing a new machine is not possible during a practice session or after the pit lane closes for the sighting lap of the race.

1.15.4 Lap time

All laps of the riders will be timed.

Official circuit records will be recognised as the following:

- All Time Lap Record – the fastest lap time in history, including all sessions at a race event.
- Best Race Lap – the fastest lap time in history recorded during a race.

For both practice and race, the lap time is the subtraction of the time between two consecutive crossings of the plane of the finish line indicated by the line painted on the track.

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.

In all cases, any infractions including but not limited to track limits and advantage gained will be taken into account when determining the validity of the lap. This includes cases where the machine and rider are separated, in which case both machine and rider will be taken into account in determining infractions.

1.15.5 Qualification for the Race

A. Moto2 and Moto3

- Riders are automatically qualified for the race if they are qualified to participate in Qualifying Q1 or Q2 (refer to Art. 1.16.3).
- To participate in qualifying practice a rider must achieve a lap time at least equal to 105% of the time recorded by the fastest rider in the same session, in any one of the three Practice sessions **FP, P1, P2**.

Race Direction may grant a waiver in an exceptional case of force majeure, for a contracted rider in the Championship.

- Substitute riders, replacing a rider after the event has started, are subject to the above conditions if they have participated in two of the first three Practice sessions.

- iv) If a substitute rider only participates from **P2** onwards and does not achieve a lap time of 105% of the fastest rider in the same session of **P2**, that rider may participate in Q1, where he/she must achieve a lap time of at least 105% of the fastest rider in Q1 to be allowed to start the race (unless Q1 is cancelled in which case the rider may start the race).

B. MotoGP Class

- i) Riders are automatically qualified for the race if they are qualified to participate in Qualifying Q1 or Q2 (refer to Art. 1.16.3).
- ii) To participate in qualifying practice a rider must achieve a lap time at least equal to 105% of the time recorded by the fastest rider in the same session, in any one of the three Practice sessions **FP1, Practice, FP2**.

Race Direction may grant a waiver in an exceptional case of force majeure, for a contracted rider in the Championship.

- iii) Substitute riders, replacing a rider after the event has started, are subject to the above conditions if they have participated in two of the first three Practice sessions.
- iv) If a substitute rider only participates from Free Practice onwards and does not achieve a lap time of 105% of the fastest rider in the same session of Free Practice, that rider may participate in Q1, where he/she must achieve a lap time of at least 105% of the fastest rider in Q1 to be allowed to start the race (unless Q1 is cancelled in which case the rider may start the race).

1.16 Grid Positions

1.16.1

The pole position, allocated to the fastest rider, will be determined during the homologation of the circuit.

1.16.2

For all classes, the Grid will be arranged in the “in echelon” 3-3-3-3 configuration.

Each line will be offset.

There will be a distance of 9 metres between each row.

1.16.3

A. Moto2 and Moto3

- i) Grid positions will be determined by the fastest lap time recorded by each rider in the Practice (P) sessions and two Qualifying (Q) sessions as follows:
- ii) Based on combined practice times, the 14 fastest riders in P1, P2 go directly through to Q2.

The combined results of the P1, P2 sessions, and therefore the participants for Q1, will be finalised 60 minutes after the end of the **P2** session for that class. After this time the results are final and are not subject to protest or appeal and will not be revised for any infringements discovered by or reported to the FIM MotoGP Stewards after this time.

- iii) All other riders take part in Q1, provided they are qualified according to Art. 1.15.5.A. The fastest 4 riders from Q1 progress to Q2.

The results of the Q1 session, and therefore the participants for Q2, will be finalised 5 minutes after the end of the Q1 session for that class. After this time the results are final and are not subject to protest or appeal and will not be revised for any infringements discovered by or reported to the FIM MotoGP Stewards after this time.

- iv) The 18 riders in Q2 will take the first 18 grid positions according to their fastest lap time in Q2.

If a rider does not record a lap time in Q2 he/she will start from 18th grid position. In the case of more than one rider not recording a Q2 time, their grid positions from 18 upwards will be determined by their combined lap times of P1, P2.

- v) The riders not in the first 4 positions of Q1 will take grid positions 19 and onwards according to their fastest lap time in Q1.

If any qualified riders do not record a lap time in Q1 they will start from the back of the grid, in order of their combined times from P1, P2.

- vi) In the case where Q1 or Q2 or both are cancelled, the grid positions will be determined by the combined fastest lap times recorded by the riders of the affected group, in P1, P2. In the case of only Q1 being cancelled, then the 15th, 16th, 17th and 18th fastest riders from P1, P2 combined will go through to Q2.

vii) In the case of a rider qualifying for Q2 and subsequently withdrawing from the event, the list of riders to take part in Q2 will be revised no later than 60 minutes after **P2**, with the next fastest rider from the P1, P2 sessions taking the place of the withdrawn rider.

viii) **In the case of a Qualifying session being interrupted and unable to be restarted, the following will apply:**

If the session has run for at least 50% of the allocated time, the session will be considered to be complete and the results valid.

If the session has completed less than 50% of the allocated time, the session will be considered to be cancelled and the results taken according to combined practice times as per clause vi).

B. MotoGP Class

i) Grid positions, which will be valid for both the MotoGP **Sprint** and the MotoGP GP race, will be determined by the fastest lap time recorded by each rider in the Practice (**PR**) session and two Qualifying (Q) sessions as follows:

ii) **The ten fastest riders in the Practice go directly through to Q2.**

In the event of the Practice (PR) session being cancelled, the FP2 session will become the Practice session and will be used to determine the entries to Q1 and Q2.

If it is not possible to run the FP2 session as the Practice session, then the results of FP1 will be used to determine to entries to Q1 and Q2.

If no practice sessions have been able to be run, this is deemed force majeure and Race Direction will adjust the schedule and procedure as required, considering the prevailing conditions.

The **results of the Practice**, and therefore the participants for Q1, will be finalised 60 minutes after the end of the **Practice** session. After this time the results are final and are not subject to protest or appeal and will not be revised for any infringements discovered by or reported to the FIM MotoGP Stewards after this time.

iii) All other riders take part in Q1, provided they are qualified according to Art. 1.15.5.B. The fastest two riders from Q1 progress to Q2.

The results of the Q1 session, and therefore the participants for Q2, will be finalised 5 minutes after the end of the Q1 session. After this time the results are final and are not subject to protest or appeal and will not be revised for any infringements discovered by or reported to the FIM MotoGP Stewards after this time.

- iv) The twelve riders in Q2 will take the first 12 grid positions according to their fastest lap time in Q2.

If a rider does not record a lap time in Q2 he/she will start from 12th grid position. In the case of more than one rider not recording a Q2 time, their grid positions from 12 upwards will be determined by their combined lap times of **the Practice**.

The results of the Q2 session, and therefore the grid for the races, will be finalised 60 minutes after the end of the Q2 session. After this time the results are final and are not subject to protest or appeal and will not be revised for any infringements discovered by or reported to the FIM MotoGP Stewards after this time.

- v) The riders not in the first two positions of Q1 will take grid positions 13 and onwards according to their fastest lap time in Q1.

If any qualified riders do not record a lap time in Q1 they will start from the back of the grid, in order of their times from **the Practice**.

- vi) In the case where Q1 or Q2 or both are cancelled, the grid positions will be determined by the combined fastest lap times recorded by the riders of the affected group, in **the Practice**.

In the case of only Q1 being cancelled, then the 11th and 12th fastest riders from **the Practice** will go through to Q2.

- vii) In the case of a rider qualifying for Q2 and subsequently withdrawing from the event, the list of riders to take part in Q2 will be revised no later than 60 minutes **before FP2**, with the next fastest rider from the **Practice session** taking the place of the withdrawn rider.

- viii) **In the case of a Qualifying session being interrupted and unable to be restarted, the following will apply:**

If the session has run for at least 50% of the allocated time, the session will be considered to be complete and the results valid.

If the session has completed less than 50% of the allocated time, the session will be considered to be cancelled and the results taken according to combined practice times as per clause vi).

1.16.4

In the event of a tie, riders' second and subsequent best times will be taken into account.

1.16.5

The final grid will be published after the Q2 session has been completed, in principle at the latest one hour before the start of the race. In the MotoGP class the final grid may be revised after the Warm Up.

1.16.6

In regard to grid positions and start procedures, "back of the grid" is defined as the grid position immediately after the final rider's qualifying grid position. In the case of multiple back of grid starts riders will take subsequent positions according to the specific rule being invoked.

Race Direction may change the back of the grid definition where necessary due to circuit conditions.

1.16.7

In the case of a rider starting the race from pit lane, when this is known before the final grid is published (eg. due to a penalty), the final grid will show the rider in last position and riders qualifying behind that rider will move up to fill the vacant positions. The rider will make the sighting lap and take last place on the grid, then enter pit lane at the end of the warm up lap, in order to start the race from pit lane.

1.17 Races

1.17.1

The length of races must be determined by the Permanent Bureau after publication of the calendar.

The MotoGP **Sprint** will in principle be approximately 50% of the number of laps of the MotoGP race.

The length of a race may only be varied by the Race Direction.

1.17.2

A visible countdown board will be shown at the finish line to indicate the number of remaining laps in the race.

1.17.3

If the Timekeeping rooms are fed by normal power (electricity) supply, they must also be permanently connected to an U.P.S. (Uninterruptible Power System) and to a generator.

1.18 Standard Start Procedure

1. Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid. Under no circumstances may they push onto the grid from the pit lane.
2. Approximately 15 Minutes (25 minutes for MotoGP GP race only, except in the case of the Sprint Race or a restarted or rescheduled race) before the Start of the Warm Up lap - Pit lane exit opens for sighting laps.

Green lights on at the pit lane exit.

Count-down boards of 5, 4, 3, 2 and 1 minutes are shown at the pit exit.

Riders may complete more than one sighting lap by passing through the pit lane where they may make adjustments, change tyres, change machines in MotoGP only, or refuel.

3. Approximately 10 Minutes (20 minutes for MotoGP GP race only, except in the case of the Sprint or a restarted or rescheduled race) before the Start of the Warm Up lap - Pit lane exit closes.

Red lights on at the pit lane exit.

4. Riders who do not go onto the grid may start the warm up lap from the pit lane under the instructions of a marshal positioned at the pit lane exit.

Riders starting the warm up lap from the pit lane must start the race from the back of the grid, provided that, in the MotoGP class only, weather-related tyre changes are not made after the pit lane exit has closed.

MotoGP riders who make weather-related tyre changes after the pit lane exit has closed will start the warm up lap from pit lane, take their qualifying grid position and serve a ride through penalty when instructed by Race Direction (usually within the first 3 laps of the race).

Therefore riders still in pit lane must make a tyre choice (rain or slick) before the pit lane exit has closed. If this choice of type of any tyre (front, rear or both) is changed after the pit lane exit has closed, a ride through penalty will apply.

5. When riders reach the grid after the sighting lap(s) they must stop at the rear of the grid and turn off the engine. The motorcycle will then be pushed at walking pace by a team member to the grid position. The rider may dismount or remain on the motorcycle to be pushed to the grid position.

Riders on the grid may be attended by their mechanics and other staff including one person who may hold an umbrella. All attendants on the grid must wear a "Grid Pass".

Riders in the MotoGP class only, having taken up their grid position, must take off their helmets, except in the case of a restarted or wet race.

Officials will display panels, at the side of the track, indicating the row of the grid, to assist riders in locating their grid position.

6. The Race Director will, at this stage, declare the race as "wet" or "dry" and will indicate this to the riders on the grid and those who may still be in the pit lane by the display of a board. If no board is displayed the race will automatically be "dry".

For the MotoGP class the declaration of a Wet Race will be made as early as possible, in principle before the pit lane opens for the sighting lap, to assist the teams in planning.

7. Riders on the grid may at this stage make adjustments to the machine or change tyres to suit the track conditions.

Tyre warmers may be used on the grid.

One generator per machine may be used to power tyre warmers on the grid. The generator must be a compact portable type.

Starter engines may also be used on the grid.

Generator and starter engines should be located at the rear of the motorcycles.

To ensure ease of mobility when clearing the grid, the size and type of grid equipment such as generators, tool trolleys, etc. is subject to the approval of the Technical Director.

All adjustments must be completed by the display of the 3-Minute board. After this board is displayed, riders who still wish to make adjustments must push their machine to the pit lane. Such riders and their machines must be clear of the grid and in the pit lane before the display of the 1-Minute board, where they may continue to make adjustments, or change machine in MotoGP only. Such riders will start the warm up lap from the pit lane and will start the race from the back of the grid, provided that, in the MotoGP class only, weather-related tyre changes are not made.

Such MotoGP riders who make any weather-related tyre change (rain to slick or vice versa, front or rear or both) at this time, compared to their tyres when leaving the grid (if the same machine is used to start the race) or compared to their tyres used on their final exit for the sighting lap (when a different machine is used to start the race), will start the warm up lap from pit lane, take their qualifying grid position and serve a ride through penalty when instructed by Race Direction (usually within the first 3 laps of the race).

8. Refuelling or changing fuel tank on the grid is forbidden.
9. 5 minutes before the start of the Warm Up Lap - Display of 5-Minute Board on the grid.
10. 3 minutes before the start of the Warm Up Lap - Display of 3-Minute Board on the grid.

Generators must be disconnected from tyre warmers and removed from the grid as quickly as possible.

At this point, all persons other than two mechanics per rider in the Moto2 and Moto3 classes, and three mechanics per rider in MotoGP, the person holding the umbrella for the rider, the television crew of the host broadcaster and essential officials, must leave the grid.

The MotoGP riders must put their helmets on.

No person (except essential officials) is allowed to go on the grid at this point.

11. 1 minute before the start of the Warm Up Lap - Display of 1-Minute Board on the grid.

Immediate removal of tyre warmers from machines on the grid.

At this point, all team personnel except the mechanics will leave the grid. The mechanics will, as quickly as possible, assist the rider to start the machine and will then vacate the grid.

12. 30 seconds before the start of the Warm Up Lap - Display of 30- Second Board on the grid.

All riders must be in position on the grid with engines running. No further assistance from mechanics is permitted. Any rider who is unable to start his machine must remove it to the pit lane, under the control of the grid marshals, where they may make further attempts to start it, or change machine in MotoGP. Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid, provided that, in the MotoGP class only, weather-related tyre changes are not made.

Such MotoGP riders who make any weather-related tyre change (rain to slick or vice versa, front or rear or both) at this time, compared to their tyres when leaving the grid (if the same machine is used to start the race) or compared to their tyres used on their final exit for the sighting lap (when a different machine is used to start the race), will start the warm up lap from pit lane, take their qualifying grid position and serve a ride through penalty when instructed by Race Direction (usually within the first 3 laps of the race).

13. 2 minutes (approximately) before the start of the Race - Green flag waved to start warm up lap.

Any rider who stalls their engine on the grid or who has other difficulties must signal by raising an arm. Attempting to restart the motorcycle on the grid is not permitted. Under the supervision or assistance of an official the rider and machine will exit the grid to the pit lane as quickly as possible where mechanics may provide assistance. Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid, provided they exit before the pit lane is closed and reach the grid before the Safety Car. If they do not exit before pit lane is closed, they will start the race from pit lane. Team personnel are not permitted to re-enter the grid after it has been cleared, unless instructed to do so by an official.

The riders will make one lap at unrestricted speed, followed by a safety car. The safety car will overtake slow riders.

As soon as the riders have passed the pit lane exit lights, the pit lane exit light will be turned green, and any rider waiting in the pit lane will be permitted to join the warm up lap. 30 seconds later, the light will turn red closing the pit lane exit.

On returning to the grid the riders must take up their positions with the front wheel of their motorcycle up to and behind the front line and between the side lines defining the grid position and keep their engines running. The front tyre must not be touching the track surface outside of the painted lines.

If two or more riders must start from the back of the grid, they will take up position in the order in which they qualified for the race.

An official will stand at the front of the grid holding a red flag motionless.

Any rider who arrives at the pit lane entry point at any time after the safety car must enter the pit lane and start the race from the pit lane exit (therefore a rider who does not make the race start from the grid at the correct time, must make the start from the pit lane exit).

Any rider who encounters a problem with his machine on the warm up lap may return to the pit lane and make repairs, or change machine in MotoGP only.

In the MotoGP class only, if any weather-related tyre change is made after the green flag to start the warm up lap, the conditions described in 1.18.12 will apply, **unless the white flag is displayed in which case riders may enter pit lane to change tyres or machine and start the race from the pit lane, without further penalty.**

Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm. It is not permitted to delay the start by any other means. Attempting to restart the motorcycle on the grid is not permitted. Under the supervision or assistance of an official the rider and machine will exit the grid to the pit lane where mechanics may provide assistance or, in the MotoGP class only, change machine.

As each row of the grid is completed, the officials will lower the panels indicating that their row is complete. Panels will not be lowered when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties. When all panels have been lowered and the safety car has taken up its position, an official at the rear of the grid will wave a green flag.

The Starter will then instruct the official at the front of the grid, displaying the red flag, to walk to the side of the track.

14. A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the race

A safety car will follow behind the motorcycles for the whole of the first lap. The safety car will overtake slow riders.

If the red lights' device is fed by normal power (electricity) supply, it must also be connected to a set of car batteries or to an U.P.S. (Uninterruptible Power System) to provide power to the starting lights' device if the electric line breaks down just at the moment of the start.

Any rider who anticipates the start will be penalised by the FIM MotoGP Stewards. The standard penalty is two Long Lap Penalties as described in Article 1.19.2. The two Long Laps must be completed within 5 laps of the rider receiving notification of the penalty. Other penalties may be imposed.

The motorcycle must be stationary at the time the red lights are turned off. Anticipation of the start is defined by the motorcycle moving forward at the time the red lights are turned off.

In the case of a minor movement and subsequent stop whilst the red lights are on, the designated officials will be the sole judge of whether an advantage has been gained.

If a penalty is imposed for taking advantage by anticipating the start the Race Direction must communicate the penalty to the rider as soon as possible.

15. If, after the start of the race, a rider stalls their machine, officials will assist to push the machine into the pit lane, where his mechanics may provide assistance, or where the rider may change machine in MotoGP only.

Team personnel are not permitted to re-enter the grid after it has been cleared, unless instructed to do so by an official.

16. After the riders have passed the exit of the pit road, the green light at the pit lane exit will be switched on to start any riders still in the pit lane. A pit lane race start will be made from a stationary position as indicated by the officials. However a rider who is delayed (for example due to machine problems or repairs) and arrives after the pit exit is open will not be required to stop at pit exit before joining the race.

The exit of the pit road is defined as the point where the pit road joins the circuit, or as defined by Race Direction (refer to Art. 1.21.21).

When more than one rider is starting the race from the pit lane, officials will control their start position and order.

In the interests of safety, when more than 10 riders will start the race from pit lane exit, the start will be delayed and a new start procedure will take place (Quick Start).

If less than 11 riders will start the race from pit lane exit, they will follow the Pit Lane Race Start Protocol:

- Riders arriving at pit lane exit will be directed to line up in painted grid positions in the order that they arrive.
 - After the race start the pit lane exit will open for the riders in pit lane.
 - The use of Launch Control electronics is forbidden when starting the race from pit lane.
 - For riders starting the race from a stationary position, from one of the painted grid positions in pit lane, the pit lane speed limit does not apply.
 - Overtaking is forbidden until the broken white line defining the point where the pit exit road joins the race track.
 - The solid white lines defining the pit exit rejoin lane must be respected, it is forbidden to cross these lines until after the broken white line where the pit exit road joins the race track.
17. Unless the race is interrupted, no further changes of machines are permitted. Except that a rider who has not crossed the start line to start the race, is permitted to change machines up until the leading rider has passed the finish line at the end of their first lap. This change of machine is defined as when the second machine crosses the timing point at the pit exit lights.

After this time, in the MotoGP class only, machine changes are permitted only under the following circumstances:

- If the race has been declared wet, according to Art. 1.20.
- If the White Flags have been displayed indicating that machine changes are permitted, according to Art. 1.22.2.

In both cases, tyre warmers, changing tyres and adjustments are permitted on the machine in the pits and in the pit-lane. There are no restrictions on the type of tyres fitted to either of the machines.

The spare machine may be inside the pit box whether or not it has been used in the race, but any exchange of machine must be made in the pit lane. The rider must enter pit lane with his machine to make the exchange.

All exchanges of machine in pit lane after the rider has started the race must follow the protocols published by Race Direction, which include:

- The spare machine must be in the position as indicated by Officials prior to the race.
- The machine entering the pits must stop in the position as indicated by Officials prior to the race.
- It is not permitted to ride behind (pit box side) the spare machine of another rider.
- The team is responsible for the safe release of the rider, with one team member whose only role is to check for incoming traffic and release the rider only when it is safe. The rider leaving his machine change position must give way to approaching riders on pit lane who have right of way.
- The team is responsible for ensuring none of their equipment, motorcycles or staff impede the progress of another team or rider in any way.
- A maximum of 5 team staff per rider may assist in the machine change, other team members must remain in the pit box or signalling area.
- The 5 pit lane staff will be identified by compulsory wearing of a helmet, approved by the Technical Director.
- The location of the rider's pit box will be indicated by **turn-in marker** signs in pit lane **which must be respected**, and it is forbidden for team members to be positioned in the active part of pit lane to signal the pit box position to the rider.
- It is forbidden for the spare machine to be in gear before the rider changes bikes, only the rider may engage the gear (it is permitted for a team member to hold the clutch lever).

18. Start Delayed

Should there be a problem that might prejudice safety at the start, the Starter will invoke the Start Delayed procedure as follows:

- A red flag is waved from the Starter's rostrum and the red light stays on.

- The “Start Delayed” board is displayed from the Starter’s rostrum and a marshal will wave a yellow flag at each row of the starting grid from the signalling platform.
- Riders should stay in their grid position with helmets on, engines may be switched off.
- The machine(s) which caused the Start Delayed procedure will be removed to the pit lane, regardless of what work is needed to restart the machine. If they can be restarted or a spare machine is taken (MotoGP class) the rider may start the warm up lap from pit lane, and will start the race from the back of the grid.
- After display of the Start Delayed board, a maximum of 3 mechanics per rider (MotoGP class) or 2 mechanics per rider (Moto2, Moto3 classes) are allowed on the grid with necessary equipment including tyre warmers, generators, stands, starter engines and tools.
- Only essential officials are allowed on the grid, no media, guests, umbrella-holders or other team personnel will be permitted, with the exception of camera crew(s) authorised by the Championship Organisers.
- The start procedure will be re-commenced at the 3-Minute board, which the Starter will order to be displayed as soon as possible (normally as soon as all riders on the grid are attended by their team).
- Following the 1-Minute and 30-Second boards the riders will complete an additional warm up lap. The race distance will automatically be reduced by one lap, or more if deemed necessary by Race Direction.
- The conditions regarding weather-related tyre changes in the MotoGP class described in the Standard Start Procedure (1.18. clauses 4, 7, 12, 13, 16) will apply to the Start Delayed procedure.

Any person who, due to his behaviour on the grid is responsible for a “start delayed”, may be further penalised.

19. Rain on Grid

If the pit lane is opened for the sighting lap with the track dry but the track becomes wet during or after the normal sighting lap (i.e. when riders are on the track or on the grid), the Starter may invoke the following procedure.

This procedure does not apply after the start of the warm up lap or after a race has been declared Wet (Art. 1.18.6), riders are free to enter the pit lane after the warm up lap and start the race from there if they wish to make any adjustments. In this case Art. 1.18.16 will apply regarding the number of riders who will start from pit lane exit.

(Note: as climatic conditions and their severity can never be accurately forecast Race Direction may react to specific situations by issuing different instructions. All instructions will be displayed on timekeeping monitors and teams will be informed by IRTA staff.)

1. Moto2 and Moto3 Classes

- The Rain On Grid Procedure board is displayed. This may be before or after the normal five minute countdown has started on the grid, but would normally be after the last bike has arrived at the grid.
- Wheels may be changed and adjustments made only on the grid.
- 5 minutes extra working time is given to change settings, so approximately five minutes after the Rain on Grid Procedure board is displayed, the 5-Minute board is shown and the 5-3-1-30sec countdown is made before the start of the Warm Up lap.
- Team members must leave the grid as usual (refer to Art. 1.18.10), 11), 12) above). I.e. 3-Minute board: adjustments completed, 1-Minute board: tyre warmers removed, 30-Second board: start engines.
- After the green flag the normal warm up lap and start procedure applies, riders make one Warm Up lap as usual and take up their original grid positions.
- Any rider who wishes to make adjustments after the start of the Warm Up lap must enter the pit lane to make adjustments and start the race from there.
- The race distance is reduced to 2/3 of the original distance.

2. MotoGP Class

- The Rain On Grid Procedure board is displayed. This may be before or after the normal five minute countdown has started on the grid, but would normally be after the last bike has arrived at the grid.

- Any rider who does not arrive to the grid from the original sighting lap(s), or the additional sighting lap(s) in a Rain on Grid Procedure must start the warm up lap from the pit lane and will start the race from the back of the grid as per Art. 1.18.4.
- All machines and equipment must be pushed off the grid with wheel changes and adjustments being made in pit lane/pit box, or machines changed.
- Machines may be refuelled in pit lane/pit box.
- After the grid has been evacuated, a 5-minute countdown will commence to the opening of pit lane for a Quick Start procedure.
- After the countdown is completed the pit lane will be opened for sixty seconds and the procedures for Quick Start will be followed (ref. 1.18.21 below).
- The race distance will be reduced by one lap.
- The conditions regarding weather-related tyre changes described in the Standard Start Procedure (1.18. clauses 4, 7, 12, 13, 16) will apply to the Rain on Grid procedure.

1.18.20 Wet Race Start (following all dry sessions)

In case a class has had all sessions **prior to the race** dry (as declared by the Race Director), and the race start is declared wet before the opening of pit lane for the sighting lap, the following Wet Race Start procedure will apply.

Note that in determining dry or wet sessions; in all classes Q1 and Q2 are considered as one session, meaning that both must be wet in order to count a wet session for the class, and the MotoGP Sprint counts as a session in determining dry sessions.

- The declaration of Wet Race Start will be made as early as possible before the opening of the pit lane and communicated to teams.
- The pit lane will open on time and remain open for 10 minutes (5 minutes longer than normal).
- Riders may make more than one sighting lap, passing through the pit lane.
- Refuelling of any machine and change of machine (MotoGP Class only) is permitted in pit lane/pit box during the sighting laps period.

- The countdown boards at Pit Lane Exit will display 10-Min, 5-Min, 4-Min, 3-Min, 2-Min, 1-Min before the Pit Lane is closed.
- **5 minutes (10 minutes for MotoGP only, except for the Sprint)** after the close of Pit Lane, the normal warm up lap and start procedure applies, the countdown to the Warm Up lap will be made, 5-Min, 3-Min, 1-Min, 30-Sec.

Therefore the Warm Up lap and Race Start will be 5 minutes delayed for Moto3 and Moto2 and the MotoGP Sprint.

The Warm Up lap and Race Start will be on time for MotoGP (that is, a shorter period on the grid).

- Race distance for Moto3 and Moto2 is reduced to 2/3 of the original distance.
- Race distance for MotoGP is reduced by one lap.
- The conditions regarding weather-related tyre changes in the MotoGP class described in the Standard Start Procedure (1.18. clauses 4, 7, 12, 13, 16) will apply to the Wet Race Start procedure.

1.18.21 Quick Start Procedure

When a race is stopped, riders must return to the pit lane, unless otherwise instructed by officials. If there is to be a restart, the following procedure will apply:

- Upon arrival in the pit lane, repairs and adjustments may be made to the motorcycle. Refuelling is permitted, and change of machine (MotoGP class only) is permitted.
- When all riders have entered the pit lane the Race Director will announce the time remaining to the re-opening of the pit lane, which will be a minimum of 5 minutes. The time remaining to the opening of the pit exit will be displayed on timing screens and countdown boards.
- When the time period has elapsed, the pit lane exit will be opened for **SIXTY SECONDS** only. Riders will make one lap at unrestricted speed to the starting grid, followed by a Safety Car. Any rider delaying the progress of the sighting lap will be overtaken by the Safety Car. Any rider arriving behind the Safety Car must go into the pit lane. Such riders will have to start the warm up lap from the pit lane and will start the race from the back of the grid.

- Any riders remaining in the pit lane after it has been closed will have to start the warm up lap from the pit exit and start the race from the back of the grid.
- ONE mechanic only, per rider, may go onto the grid (without tools) to primarily indicate to his rider his position on the grid. In the case that the restarted race involves new grid positions, the mechanics should check their rider's new grid position from the classification displayed on the timing screen or from officials who will be positioned at the entry point to the grid with the revised starting grid information.
- Riders will arrive back on the starting grid and stop in their grid position, with engines running, no adjustments may be made. Any rider requiring repairs or adjustments on the sighting lap from the pit exit must enter the pit lane.
- As soon as the last bike arrives to the grid or the Safety Car arrives on the back of the grid, a 30-seconds board will be displayed at the front of the grid. At this point the mechanics must immediately leave the grid by the quickest route. The 30 seconds may be reduced at the discretion of the Starter when the grid is cleared and it is considered safe.
- After 30 seconds have elapsed and/or the grid is clear, a green flag will be shown to start the warm up lap.
- The riders will make one warm up lap at unrestricted speed, followed by a Safety Car. When the last rider has passed the pit exit lights it will be opened for a period of 30 seconds to release any rider waiting. After 30 seconds, the pit lane exit will remain closed until after the start of the race. Any rider not able to leave the pit exit whilst it is open will start the race from the pit exit. Any rider delaying the progress of the warm up lap will be overtaken by the Safety Car.
- Upon arrival back at the starting grid the normal start procedure will be followed, with the start signal given in the normal manner.
- Riders who started the warm up lap from the pit lane must start the race from the back of the grid as directed by officials. In case of two or more riders, they will take up the last grid positions in order of their grid positions. Any rider arriving at the pit lane entry point after the Safety Car must enter the pit lane and start the race from the pit lane exit.
- After the start signal has been given and the last rider has passed the end of the pit exit road, the pit exit will be opened, as per Article 1.18.16. Any riders still in the pit lane may then start the race.

- The race distance will be according to Art. 1.26. Note that for a MotoGP race interrupted before 3 full laps have been completed, the race distance for the restart will be reduced by 1 lap from the original race distance.
- The Quick Start procedure may be invoked by Race Direction as necessary in cases other than an interrupted race (for example a delayed start procedure).
- The conditions regarding weather-related tyre changes in the MotoGP class described in the Standard Start Procedure (1.18. clauses 4, 7, 12, 13, 16) will apply to the Quick Start procedure.

1.19 Special Race Penalties Procedures

Among various penalties, the FIM MotoGP Stewards may apply the following ones:

1.19.1 Ride Through Procedure

During the race, the rider will be requested to ride through the pit lane. Stopping is not permitted. The rider may then rejoin the race.

The rider must respect the speed limit (Art. 1.21.14), in the pit lane. In case of infraction of this speed limit, the rider will be penalised by the FIM MotoGP Stewards (default penalty is a 2X Long Lap Penalty, however other penalties may be imposed), and repeated infractions during the race will be further penalised.

In the event of a restarted race, the above regulation will also apply.

In the case of a race interrupted prior to the penalty being complied with and if there is a second part, the rider will be required to complete the penalty after the start of the second part of the race.

Yellow boards (100 cm horizontal x 80 cm vertical) displaying the riders' numbers (black colour) will be shown at the start/finish line and the information will also be displayed on the timekeeping monitors and dashboards.

Failure by the relevant rider to ride through, having been shown the board 3 times, will result in that rider being shown the black flag.

In the case where the organisation has been unable to, **or has decided not to signal** the ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty as determined by Race Direction to reflect the ride through time, and notified to teams before the race.

1.19.2 Long Lap Penalty Procedure

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

The penalty will be communicated via dashboard signals (where possible) and a board displayed for the rider at the start/finish line or other pre-defined area.

If the rider does not comply after the board has been presented 3 times the rider will be penalised with a 2 x Long Lap penalty or other penalty as decided by the FIM MotoGP Stewards.

The rider must stay within the lines defining the Long Lap route, infractions may result in the penalty being repeated, or other penalty applied as decided by the FIM MotoGP Stewards.

In the case of a 2 x Long Lap Penalty being given, these 2 long laps must be completed within 5 laps of the penalty notification.

If the rider does not complete this 2 x Long Lap Penalty after the board has been presented 5 times, he will be penalised with a pit lane ride through (or other penalty as decided by the FIM MotoGP Stewards).

The rider carrying out the Long Lap penalty is responsible for leaving and re-joining the track to follow the designated route, in a safe manner without disturbing or endangering other riders. Infractions will be strongly penalised.

Overtaking is forbidden within the Long Lap route.

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

In the case where the organisation has been unable to, or has decided not to **signal** the long lap penalty before the end of the race, the relevant rider will be inflicted with an equivalent time penalty, or other penalty applied as decided by the FIM MotoGP Stewards.

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

The Long Lap route and equivalent time penalty will be notified to the teams prior to the first practice session.

1.20 “Wet” and “Dry” Races

All races will be categorised as either wet or dry. A board may be displayed on the grid to indicate the status of the race. If no board is displayed, the race is automatically dry. The purpose of this classification is to indicate to riders the consequence of varying climatic conditions during a race.

1.20.1 Moto2 and Moto3 races

1.20.1.1

Dry Races – a race classified as dry will be interrupted by the Race Director, if he/she considers that climatic conditions affecting the surface of the track makes it likely that riders will wish to change tyres.

1.20.1.2

Wet Races – a race classified as wet, usually commenced in varying or wet conditions, will not be interrupted for climatic reasons and riders who wish to change tyres or make adjustments must enter the pits and do so during the actual race.

1.20.1.3

In all cases where the first race is interrupted for climatic reasons, then the restart will automatically be a “wet” race.

1.20.2 MotoGP race

A race will not be interrupted for climatic reasons and riders who wish to change machine (when allowed), tyres or make adjustments must enter the pits and do so during the actual race.

1.21 Behaviour During Practice and Race

1. Riders must obey the flag signals, the light signals, and the boards which convey instructions, including dashboard messages from Race Direction. Any infringement to this rule will be penalised according to the provisions of article 1.22 or the relevant article for Race Direction messages.
2. Riders must ride in a responsible manner which does not cause danger to other competitors or participants or gain an unfair advantage, either on the track or in the pit-lane. Any infringement of this rule may be penalised by the FIM MotoGP Stewards.

3. Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then they may rejoin it at the place indicated by the officials or at a place which 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 Race Direction protocols.

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, by a penalty decided by the FIM MotoGP Stewards Panel.

Penalties imposed during a race will be communicated via dashboard signals (where possible) and a board will be displayed for the rider at the start/finish line during a maximum of 3 laps. If the rider did not comply after the board has been presented 3 times, (5 times in case of a 2 x Long Lap Penalty) they will be penalised by the FIM MotoGP Stewards (penalties may include Long Lap, 2 x Long Lap, Ride Through, Black Flag).

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

4. Any repairs or adjustments along the race track must be made by the rider working alone with no outside assistance, except that rendered by the marshals. The marshals may assist the rider to the extent of helping him/her to lift the machine and holding it whilst any repairs or adjustments are made. The rider may then be assisted by marshals or others to re-start by pushing or to move the machine on track, trackside or in the service road. No person other than marshals or riders are permitted on the track side of the first line of protection.
5. If the rider intends to retire, then they must park their motorcycle in a safe area as indicated by the marshals.
6. If the rider encounters a problem with the machine which will result in their retirement from the practice or the race, then they should not attempt to tour at reduced speed to the pits but should pull off the track and park their machine in a safe place or as indicated by the marshals.
7. Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
8. Riders may enter the pits during the race, but taking the motorcycle inside the pit box is not permitted.

In the MotoGP class, in the case of an exchange of machine during a race (Art. 1.18.17), machines may enter the pit box, and be used again in the race.

Adding and removing fuel in pit lane during the race (ie. after the race start) is strictly prohibited. Any infringement of this rule will be penalised with a disqualification.

9. Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
10. Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine (exception: Another rider or by another rider after the chequered flag or red flag).
11. Riders must not ride their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
12. No signal of any kind may pass between a moving motorcycle and the rider's team, or anyone connected with the motorcycle's team, entrant or rider, except for the signals of the timekeeping transponder, lap trigger, GPS (as per Art. 2.4.3.5.1), legible messages on a pit board, or body movements by the rider or team. Onboard TV camera signals are allowed, but only when such signals are for the purposes of and managed by the Championship Organiser.
13. All machines are required to carry onboard camera(s) and any other equipment such as for messaging and media if requested by the Championship Organiser. This includes the Dorna Onboard Module and the Official timing transponder.

The cameras and equipment must be carried during all practice sessions and the race (refer to Art. 2.x.4.2.11 for technical details).

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

Any rider found to have exceeded the limit during the practice will be subject to the prevailing fine of for the first offence. Repeat offences at the same event will incur a higher fine each time, and any rider committing 3 offences at a single event may also be subject to further penalties from the FIM MotoGP Stewards. Excessively high speed, in the judgement of the FIM MotoGP Stewards, and multiple repeat offences during the season may incur higher fines and may also be subject to further penalties.

For exceeding the pit lane speed limit during a race the standard penalty will be a 2x Long Lap Penalty. However the FIM MotoGP Stewards may apply further or different penalties (for example for excessively high speed causing danger).

The Race Direction must communicate the offence to the pit of the rider after having received the information from the Official in charge.

15. Stopping on the track during practices and races is forbidden.
16. During the practice sessions and warm ups, practice starts are permitted;
 - a) when it is safe to do so, at the pit lane exit before joining the track and
 - b) after passing the chequered flag at the end of practice sessions and warm-ups when it is safe to do so, off the racing line and only in the designated Practice Start Zone(s) and following the procedure as communicated to teams prior to the first practice session.

Infringement of this rule will incur an instant fine and further penalties may be applied.

17. If any rider wishes to parade a flag or engage in any celebration after the chequered flag, they must ride to the side of the racing surface in a safe location to collect the flag and/or perform any celebrations and then rejoin the circuit when it is safe to do so.

It is forbidden to stop on the start-finish straight after the chequered flag for any celebrations of any kind.

18. It is not permitted to ride racing motorcycles within the circuit other than in the pit lane, service road or on the track.
19. After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane/parc fermé.
20. Penalties for infringement of Article 2.x.3.3 (Engine durability).

MotoGP class

- Infringement before the Sprint: the rider will start the Sprint from the pit lane after the green light is on at the pit lane exit, and the rider will start the Grand Prix Race from the pit lane 5 seconds after the green light is on at the pit lane exit.

- Infringement before the Grand Prix Race: the rider will start the Grand Prix Race from the pit lane 5 seconds after the green light is on at the pit lane exit, and the rider will start the next event Sprint Race from the pit lane after the green light is on at the pit lane exit.
- Infringement from after the start of the final Sprint of the season until the end of the final Grand Prix Race of the season: ride through in the Grand Prix Race of that final event.
- **Infringement during the race: ride through.**

Moto3 class

- Infringement before the race: the rider will start the race from the pit lane 5 seconds after the green light is on at the pit lane exit.

In all classes

Each engine taken above allocation will result in a penalty. Where more than one extra engine is taken at one event, remaining penalties will be carried forward to the next event if necessary.

21. Pit Lane Exit

The pit lane exit road will be defined by Race Direction and marked with painted lines. A dotted white line (interrupted line) will signify the end of the pit lane road, which is the point where the track starts and racing may commence. Riders must stay inside the painted lines defining the pit exit road until passing the dotted white line, during all track sessions (practice and race).

Infractions may be penalised with an instant penalty by the FIM MotoGP Stewards and further penalties may be applied.

1.22 **Flags and Lights**

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders.

All flags are presented waved.

Light panels may be used in addition to, or instead of, flags and may have slight variations in appearance compared to the flag due to technical constraints. Flags and lights on track are both official signals.

As from 2022 the use of light panels in association with waved flags will be compulsory in all circuits.

1.22.1 Flags and Lights Used to Provide Information

- **Green Flag**

The track is clear

This flag must be waved at each flag marshal post for the first lap of each practice session and of the warm up, for the sighting lap and for the warm up lap.

This flag must be shown waved at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags.

This flag may be waved at pit exit, in conjunction with the official signal of the green light, as an extra signal that pit lane exit is open.

- **Yellow and Red Striped Flag**

The adhesion on this section of the track could be affected by any reason other than rain, giving unexpected surface conditions. This can include isolated damp patches on a dry track, (oil, gravel, grass or other debris).

This flag must be shown waved at the flag marshal post.

- **White Flag with diagonal red cross** (stroke width of the cross: between 10 and 13 cm)

Drops of rain on this section of the track including rain affecting the track surface.

This flag must be waved at the flag marshal post.

- **Blue Flag**

Waved at the flag marshal post, this flag indicates to a rider that he/she is about to be overtaken.

During the practice sessions, the rider concerned must **avoid disturbing other riders by riding slowly on the racing line and** allow the faster rider to pass.

During the race, the rider concerned is about to be lapped. He/she must allow the rider(s) who are lapping him/her to pass him at the earliest opportunity, and passing within a group of lapped riders is forbidden under the blue flag.

Waved at a marshal post after the pit lane exit, this flag indicates to a rider exiting pit lane that riders are approaching on track. The rider exiting pit lane must do so safely and without disturbing riders on track.

- **Chequered Black / White Flag**

This flag will be waved at the finish line to indicate the finish of race or practice session. The finish of a practice session is determined by the official timekeeping as per Art. 1.15.2, the finish of a race is determined as per Art. 1.24.1.

- **Chequered Black / White Flag and Blue Flag**

The chequered black/white flag will be waved together with the blue flag at the finish line when a rider(s) precedes closely the leader during the final lap before the finish line (see Art. 1.24.1).

- **Green Light**

This light must be switched on at the pit lane exit to signal the start of each practice session and of the warm up, the start of the sighting lap(s) and the start of the warm up lap.

- **Flashing Blue Lights**

Will be switched on at the pit lane exit at all times during practices and races, except when the red light is displayed.

1.22.2 **Flags Which Convey Information and Instructions**

- **Yellow Flag**

Waved at each row of the starting grid, this flag indicates that the start of the race is delayed. Waved at one row (or more) of the starting grid, this flag indicates that a rider on that row is having difficulties.

A single yellow flag waved at the flag marshal post indicates that there is a danger ahead beside the track.

Two yellow flags waved together at the flag marshal post indicate that there is a hazard wholly or partly blocking the track.

The waving of a single or a double yellow flag does not signify a degree of danger, but only the location of the incident.

The riders must slow down and proceed with caution. During practice and warm up sessions, the lap time of riders passing a yellow flag(s) will be cancelled.

During a race, overtaking is forbidden up until the point where the green flag is waved.

An infringement of this rule will result in a penalty.

If immediately after having overtaken, the rider realises that they committed an infraction, they must intentionally let pass the rider(s) they have overtaken. In this case, no penalty will be imposed.

Penalties imposed during a race will be communicated via dashboard signals (where possible) and boards will be displayed for the rider on the start/finish line. If the rider does not comply after the board has been presented 3 times, (5 times in case of a 2 x Long Lap Penalty) they will be penalized.

A time penalty may be imposed in place of a penalty where necessary, and further penalties may also be imposed.

During the final inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practices, the warm ups and races.

- **White Flag**

Waved at the flag marshal post during the race, this flag indicates that the riders are allowed to change machine.

Only the Race Direction can take this decision.

- **Red Flag and Red Lights**

When the race or practice is being interrupted, the red flag will be waved at each flag marshal post and the red lights around the track will be switched on. Riders must return slowly to the pits.

When the pit-lane exit is closed, the light will be switched on, and the red flag may be used in conjunction with the official red light signal. Riders are not allowed to exit the pit lane.

The red flag will be shown motionless at the back of the starting grid at the end of the sighting lap.

The red flag will be shown motionless at the front of the starting grid at the end of the warm up lap.

The red flag may also be used to close the track.

The red lights will be switched on at the start line for between 2 and 5 seconds to start each race.

- **Black Flag**

This flag is used to convey instructions to one rider only and is waved at each flag marshal post together with the rider's number. The rider must stop at the pits at the end of the current lap and cannot restart, when this flag results from a penalty.

This flag can also be presented to a rider for a reason other than a penalty, eg. to rectify a non-dangerous technical problem such as a transponder problem, or to indicate to a rider on the warm up lap arriving at pit lane entry after the safety car, that they must enter pit lane.

- **Black Flag with orange disk (Ø 40 cm)**

This flag is used to convey instructions to one rider only and is waved at each flag marshal post together with the rider's number. This flag informs the rider that their motorcycle has mechanical problems likely to endanger themselves or others, and that they must immediately leave the track. The rider cannot rejoin the track unless authorised to do so by an official.

1.22.3 Flag Dimension

The flag dimension should be 80 cms in the vertical and 100 cms in the horizontal.

The flag dimension will be checked the day preceding the day of the first practice session.

1.22.4 Flag Colour

The Pantones for the colours are as follows:

Orange:	Pantone 151 C
Black:	Pantone Black C
Blue:	Pantone 298 C
Red:	Pantone 186 C
Yellow:	Pantone Yellow C
Green:	Pantone 348 C

The flags' colours will be checked the day preceding the day of the first practice session.

1.22.5 Rider's number board

Black board (70 cm horizontal x 50 cm vertical) which enables the race number of a rider to be attached with a set of numbers in white, whose stroke width is minimum 4 cm and height minimum 30 cm.

This board must be available at each flag marshal post.

1.22.6 Flags Marshals posts

The location will be fixed during the circuit homologation.

1.22.7 Marshals Uniforms

It is strongly recommended the marshals' uniforms to be in white or orange (Ref. Pantone: 151 C) and the rain coat to be transparent.

1.23 Medical cars

The medical cars must be equipped with yellow flashing lights. The words "MEDICAL" should be clearly indicated on the back and the sides of the car.

1.24 Finish of a Race and Race Results

1.24.1

When the leading rider has completed the designated number of laps for the race, he/she will be shown a chequered flag by an official located at the finish line, behind the 1st protection line. The chequered flag will continue to be displayed to the subsequent riders.

If the chequered flag is displayed at the incorrect time, the following will apply:

In the case of the chequered flag being displayed early (before the designated number of laps have been completed), the classification will be made as each rider crosses the finish line, passing the chequered flag, according to the lap/time procedure.

- If this chequered flag was displayed before a race-result distance is obtained (two-thirds in Moto2/Moto3, three-quarters in MotoGP), the race will be restarted according to the provisions of Art. 1.26.
- If this chequered flag was displayed after a race-result distance is obtained (two-thirds in Moto2/Moto3, three-quarters in MotoGP), the race will be deemed to be completed.

In the case of the chequered flag being displayed late (after the leading rider has completed the designated number of laps), the race is deemed to have been completed at the end of the lap when the leading rider completed the designated number of laps.

When the chequered flag is shown, no other rider will be permitted to enter the track from the pit lane.

As soon as the chequered flag is shown, the red light will be switched on at the pit lane exit.

If a rider(s) closely precedes the leader during the final lap before the finish line, the official will show to the rider(s) and to the leader simultaneously the Chequered flag and the Blue flag. That means that the race is finished for the leader while the rider(s) closely preceding the leader has (have) to complete the final lap and take the Chequered flag.

1.24.2

To be counted as a finisher in the race and be included in the results a rider must:

- a) Complete 75% of the race distance.
- b) Cross the **plane of the** finish line (not in the pit lane, **with the exception of Art. 1.25.1.d**) within five minutes of the race winner. 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.

In all cases, any infractions including but not limited to track limits and advantage gained will be taken into account when determining the validity of the lap. This includes cases where the machine and rider are separated, in which case both machine and rider will be taken into account in determining infractions.

1.24.3

The results will be based on the order in which the riders cross the line and the number of laps completed.

1.24.4

In case of a photo-finish between two or more riders, the decision shall be taken in favour of the competitor whose front wheel leading edge crosses the plane of the finish line first.

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.

In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.

1.24.5

The riders placed in the first three positions in the race will be **directed** by officials **and proceed**, as quickly as possible **and without stopping at the pit boxes**, to the **parc fermé area and** podium for the awards ceremony. **Celebrations on track after the end of the race are permitted.**

Participation in the podium ceremony by the first three riders is compulsory.

1.24.6

If the podium is located in or above the pit lane, the Race Direction should use best endeavours to avoid having the pit lane open during the podium ceremony.

1.25 Interruption of a race

Note that in cases of interrupted or restarted races, the number of laps completed refers to the race leader, and a fraction of laps (2/3, 3/4, 50%) is rounded down to the nearest whole number of laps.

1.25.1

If the Race Director decides to interrupt a race at any point from the start of the warm up lap onwards, then red flags will be displayed at the finish line and at all marshals' posts and red lights will be displayed around the circuit. Riders must immediately slow down and return to the pit lane.

The results will be the results taken at the last point where the leader had completed a full lap without the red flag being displayed, and the classification established as follows:

- a) For all the riders who had crossed the finish line on the same lap as the leader before the red flag was shown, a partial classification will be established at the end of this lap.
- b) For all the riders who had not crossed the finish line on the same lap as the leader before the red flag was shown, a partial classification will be established at the end of the previous lap.

- c) The complete classification will be established by combining both partial classifications as per the lap/time procedure.
- d) Riders who have entered pit lane, which then closes due to a red flag, may be classified according to the number of laps completed and the time of crossing the virtual finish line in the pit lane as follows:

If the rider has crossed the virtual finish line in pit lane, this time is used as the finish time.

If the rider has not crossed the virtual finish line in pit lane, the rider's last crossing of the finish line is used.

(in these cases 1.24.2.b requiring the rider to cross the finish line on track does not apply).

At the time the red flag is displayed, riders who are not actively competing in the race will not be classified.

Within 5 minutes after the red flag has been displayed, riders who have not entered the pit lane, crossing the designated pit lane entry timing point together with their motorcycle, will not be classified.

An exemption may be granted in exceptional circumstances (eg. post-race celebration in an interrupted race deemed to have been completed as per Art. 1.25.4.

1.25.2

If the results calculated show that less than three laps have been completed by the leader of the race then the race will be null and void and a completely new race will be run.

If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count for the Championship.

1.25.3

If three laps or more have been completed by the leader of the race but less than two-thirds of the race distance (Moto2, Moto3) or three-quarters of the race distance (MotoGP), in both cases rounded down to the nearest whole number of laps, then the race will be restarted according to Art. 1.26.

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

- completed less than 50% of original race distance = half points
- completed 50% or more of original race distance = full points

1.25.4

If the results calculated show that two-thirds of the race distance (Moto2, Moto3) or three-quarters of the race distance (MotoGP), in both cases rounded down to the nearest whole number of laps have been completed by the leader of the race then the race will be deemed to have been completed and full Championship points will be awarded.

1.25.5

For the purposes of these regulations “active” and “actively competing” are defined as the rider riding on track, or attempting to repair/restart the machine, or to rejoin the track or return to pit lane, with the machine in a condition fit to rejoin the track. The FIM MotoGP Stewards will be the sole judge of whether a rider is actively competing including the condition of the machine and no appeal is possible against the FIM MotoGP Stewards’ decision.

1.26 Re-Starting a race that has been interrupted

Re-started races will in principle follow the protocols defined in Article 1.26. However, as local track and climatic conditions and circumstances may vary, Race Direction may reschedule re-started races in the race programme as necessary, and will make the final decision on whether, when and how many times to re-start any interrupted race according to circumstances.

Note that in all cases of restarted races, the calculation of race distance required to declare a result (2/3 distance in Moto2/Moto3, 3/4 distance in MotoGP) is based on the number of laps of the current race, not the original Race 1 distance.

1.26.1

If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits the Race Director will announce a time for the new start procedure to begin which, conditions permitting, should not be later than 10 minutes after the initial display of the red flag.

1.26.2

The results of the first race must be available to teams before the second part of a race can be started.

1.26.3

The start procedure will be the same for all classes and will follow the Quick Start Procedure, Art. 1.18.21), unless otherwise informed by Race Direction.

1.26.4

Conditions for the re-started race will be as follows:

- i) In the case of situation described in 1.25.2 (less than 3 laps completed) above:
 - a) All riders may start, including riders who may not have completed the sighting or warm up lap for the original start.
 - b) Motorcycles may be repaired or changed. Refuelling is permitted.
 - c) - For Moto2 and Moto3, the number of laps will be two-thirds of the original race distance rounded down to the nearest whole number of laps.
- For MotoGP, the number of laps will be 1 lap less than the original race distance.
 - d) The grid positions will be as for the original race.
- ii) In the case of situation described in 1.25.3 ie. 3 laps or more and less than two-thirds completed (Moto2, Moto3), or 3 laps or more and less than three-quarters completed (MotoGP):
 - a) Only riders who are classified as finishers in the first race, as per Art. 1.25, may re-start.
 - b) Motorcycles may be repaired or changed. Refuelling is permitted.
 - c) - For Moto2 and Moto3, the number of laps of the second race will be the number of laps required to complete two-thirds of the original race distance rounded down to the nearest whole number of laps with a minimum of 5 laps.
- For MotoGP, the number of laps of the second race will be the number of laps required to complete the original race distance with a minimum of 5 laps.

- d) The grid position will be based on the finishing order of the first race.
- Riders who are classified 1 full lap down (having been lapped by the race leader) in the first race will start the restarted race from Pit Lane.
- Riders who are classified 2 or more full laps down (having been lapped more than once by the race leader) in the first race will not be eligible to restart.
- e) The final race classification will be established according to the position and the consolidated number of laps of each rider at the time he crossed the finish line at the end of the last part of the race. Provisions of Art. 1.24.2 will apply (except 1.24.2.b. for riders in pit lane who may cross the virtual finish line in pit lane).

1.26.5

In the case of Art. 1.25.3 (race interrupted with 3 or more laps completed), any start position penalties applying to a rider in the first race. e.g. a drop of grid position or starting the race from pit lane, will be considered to have been served at the original race start and will not apply to the restarted race.

Any existing penalty applied before the race (eg. Long Lap Penalty, Ride Through) which has been completed in the first part of the race, will be considered to have been served and will not apply to the restarted race. If such penalty was not completed in the first part of the race it will be carried forward to be served in the restarted race.

In the case of Art. 1.25.2 (race interrupted with less than 3 laps completed) the new start will be a completely new race so therefore existing start position penalties and other penalties applied before the race will apply.

Penalties applied for offences (such as jump start, track limits) during the first race which was interrupted with less than 3 laps completed, will not normally carry forward to the restarted race. However the FIM MotoGP Stewards may specifically designate a penalty for an offence (for example dangerous or irresponsible riding) in the first race to be served in the restarted race where necessary.

1.26.6

Should a re-started race be interrupted and Race Direction deems it possible to re-start, then the conditions for a further re-start will follow Art. 1.26.4, with the race distance and results defined as described below.

In all cases the finishing order in the final race where a result has been declared will be the final race result and Championship points awarded on that result only. For a final result to be declared, that race must complete at least 3 laps.

In all cases the number of laps completed refers to the race leader, and a fraction of laps (2/3, 3/4, 50%) is rounded down to the nearest whole number of laps.

For restarted races the awarding of full, half or no Championship points will be based on the total number of laps completed by the race leader in each and all of the races combined (original start and all restarts), excluding races that did not complete 3 laps.

Championship points will be awarded as follows:

- Less than 3 laps completed = no points,
- Completed 3 laps or more but less than 50% of original race distance = half points,
- Completed 50% or more of original race distance = full points.

A. Moto2 and Moto3

1. Race 1 completed less than 3 laps: Race 2 started with:

Race 2 distance: 2/3 of Race 1 distance,
Original grid,
All riders may restart,
Motorcycles may be repaired or changed, refuelling permitted.

Race 2 interrupted:

- a) Completed at least 2/3 of Race 2 distance = result declared, full Championship points.

- b) Completed less than 2/3 Race 2 distance = result declared, Championship points as follows:
- Less than 3 laps completed in Race 2, race cancelled = no points,
 - Completed 3 laps or more but less than 50% of original race distance = half points,
 - Completed 50% or more of original race distance = full points.

2. Race 1 completed 3 laps but less than 2/3 Race 1 distance:
Race 2 started with:

Race 2 distance: laps required to complete 2/3 of Race 1 distance,
Grid from Race 1 result,
Only finishers of Race 1 may restart,
Motorcycles may be repaired or changed, refuelling permitted.

Race 2 interrupted:

- a) Completed at least 2/3 of Race 2 distance = result declared, full Championship points.
- b) Completed at least 3 laps but less than 2/3 Race 2 distance = result declared, Championship points as follows, counting laps from Race 1 + Race 2:
- Completed less than 50% of original race distance = half points,
 - Completed 50% or more of original race distance = full points.
- c) Completed less than 3 laps = Race 2 null, results from Race 1 with Championship points as follows:
- Completed less than 50% of original race distance = half points,
 - Completed 50% or more of original race distance = full points.

3. In principle there is no provision for a third race start. However, Race Direction has overriding authority in exceptional circumstances of force majeure when no previous race(s) have yielded a result, taking into account track conditions and the event schedule.

RACE 1	RACE 2	Result	Points (% of original distance)
Less than 3 laps	<i>Race2 Distance = 2/3 Race1 distance Original grid, all riders may start</i>		<i>Race2 less than 50% original = Half points Race2 at least 50% original = Full points</i>
	Less than 3 laps	Race cancelled	No Points
	At least 3 laps but less than 2/3 Race2 distance	Race 2 result stands	Race2 less than 50% Race1 distance = Half Points Race2 at least 50% Race1 distance = Full Points
	At least 2/3 of Race2 distance.	Result Declared	Full Points
Impossible to restart Race 1		Race cancelled	No Points
At least 3 laps but less than 2/3	<i>Race2 distance = laps to complete 2/3 Race1 laps Grid = Race1 result, only Race1 finishers may start</i>		<i>Total laps of races of more than 3 laps: less than 50% original = Half Points Total laps of races of more than 3 laps: at least 50% original = Full Points</i>
	Less than 3 laps	Race 1 result stands	Race1 less than 50% Race1 distance = Half Points Race1 at least 50% Race1 distance = Full Points
	At least 3 laps but less than 2/3 Race2 distance	Race 2 result stands	Race1 + Race 2 = less than 50% Race1 distance = Half Points Race1 + Race 2 = at least 50% Race1 distance = Full Points
	At least 2/3 of Race2 distance.	Result Declared	Full Points
Impossible to restart Race 1		Race 1 result stands	Race1 less than 50% Race1 distance = Half Points Race1 at least 50% Race1 distance = Full Points
At least 2/3 of Race1 distance		Result Declared	Full Points

B. MotoGP

1. Race 1 completed less than 3 laps: Race 2 started with:

Race 2 distance: 1 lap less than Race 1 distance,
Original grid,
All riders may restart,
Motorcycles may be repaired or changed, refuelling permitted.

Race 2 interrupted:

- a) Completed at least 3/4 of Race 2 distance = result declared, full Championship points.

- b) Completed less than 3/4 Race 2 distance = result declared, Championship points as follows:
- Less than 3 laps completed in Race 2, race cancelled = no points,
 - Completed 3 laps or more but less than 50% of original race distance = half points,
 - Completed 50% or more of original race distance = full points.

2. Race 1 completed 3 laps but less than 3/4 Race 1 distance:
Race 2 started with:

Race 2 distance: laps required to complete Race 1 distance,
Grid from Race 1 result,
Only finishers of Race 1 may restart,
Motorcycles may be repaired or changed, refuelling permitted.

Race 2 interrupted:

- a) Completed at least 3/4 of Race 2 distance = result declared, full Championship points.
- b) Completed at least 3 laps but less than 3/4 Race 2 distance = result declared, Championship points as follows, counting laps from Race 1 + Race 2:
- Completed less than 50% of original race distance = half points,
 - Completed 50% or more of original race distance = full points.
- c) Completed less than 3 laps = Race 2 null, results from Race 1 with Championship points as follows:
- Completed less than 50% of original race distance = half points,
 - Completed 50% or more of original race distance = full points.
3. In exceptional circumstances of force majeure Race Direction may decide to start a third race. However, if Race 1 has completed at least 3 laps and Race 2 has completed at least 5 laps, a result is declared and no further restart is possible.

In the case of a third race start:

- The race distance and eligibility of riders to start will follow Art. 1.26.4.,
- The criteria for race results and Championship points will follow the chart in Art. 1.26.6., taking into account all races that have completed at least 3 laps.

RACE 1	RACE 2	Race 3 *	Result	Points (% of original distance)
	Race2 Distance = 1 lap less than Race1 Original grid, all riders may start	<i>* In principle there will be no third or further races</i> <i>Race Direction will only restart in exceptional circumstances</i>		Less than 50% original = Half points At least 50% original = Full points
Less than 3 laps	Less than 3 laps	Race Direction will decide if it's restarted and when Race3 Distance = 1 lap less than Race 2 distance (min. 5).		
		Not restarted or restarted and less than 3 Laps	Race cancelled	No Points
		At least 3 laps and less than 5 laps	Result Declared	Half Points
	At least 3 laps and less than 3/4 Race 2 Distance	As least 5 laps	Result Declared	Race3 less than 50% Race1 distance = Half Points Race3 at least 50% Race1 distance = Full Points
		Race Direction will decide if it's restarted and when. Race3 Distance = laps to complete Race2 distance (min. 5)		
		Not restarted or restarted and less than 3 Laps	Race 2 result stands	Race2 less than 50% Race1 distance = Half Points Race2 at least 50% Race1 distance = Full Points
At least 3 laps	Result Declared	Race2 + 3 = less than 50% Race1 distance = Half Points Race2 + 3 = at least 50% Race1 distance = Full Points		
At least 3/4 of Race2 distance.	Result Declared	Full Points		
Impossible to restart Race 1			Race cancelled	No Points
At least 3 laps but less than 3/4	Race2 distance = laps to complete Race1 distance Grid = Race1 result, only Race1 finishers may start			Total laps of races of at least 3 laps: less than 50% original = Half Points Total laps of races of at least 3 laps: at least 50% original = Full Points
	Less than 3 laps	Race Direction will decide if it's restarted and when Race3 Distance = 1 lap less than Race 2 distance (min. 5).		
		Not restarted or restarted and less than 3 Laps	Race 1 result stands	Race1 less than 50% Race1 distance = Half Points Race1 at least 50% Race1 distance = Full Points
		At least 3 laps	Result Declared	Race1 + 3 = less than 50% Race1 distance = Half Points Race1 + 3 = at least 50% Race1 distance = Full Points
	At least 3 laps and less than 5 laps	Race Direction will decide if it's restarted and when. Race3 Distance = laps to complete Race2 distance (min. 5)		
		Not restarted or restarted and less than 3 Laps	Race 2 result stands	Race1 + 2 = less than 50% Race1 distance = Half Points Race1 + 2 = at least 50% Race1 distance = Full Points
		At least 3 laps	Result Declared	Race1+2+3 = less than 50% Race1 distance = Half Points Race1+2+3 = at least 50% Race1 distance = Full Points
		At least 5 laps	Result Declared	Race1 + 2 = less than 50% Race1 distance = Half Points Race1 + 2 = at least 50% Race1 distance = Full Points
	At least 3/4 of Race2 distance.	Result Declared	Full Points	
	Impossible to restart Race 1			Race 1 result stands
At least 3/4 of Race1 distance			Result Declared	Full Points

1.27 Check Area

At the end of the race, or the final part of a race that has been interrupted, the first three motorcycles plus any other motorcycles specified by the Technical Director, must be removed to a check area pending inspection by the Technical Scrutineers or potential protests. Machines will normally be released from the check area 60 minutes after the finish of the race.

1.28 Championship Points and Classification

1.28.1

Riders and Constructors will compete for the FIM Grand Prix World Championship.

Riders in MotoGP class independent teams will compete for the MotoGP Class Independent Team Rider Trophy.

Teams will compete for the FIM MotoGP Team World Championship, the FIM Moto2 Team World Championship, the FIM Moto3 Team World Championship or for the MotoGP Independent Team Trophy, as applicable.

1.28.2

For riders, the points will be those gained in each race.

1.28.3

For Constructors, only the highest placed motorcycle of a Constructor will gain points, according to the position in the race.

1.28.4

Teams in the MotoGP class will, in principle, be comprised of two riders. The names of the teams will be composed of three elements:

1. The name of the Manufacturer of the motorcycle or engine. (Mandatory).
2. The name of the Team. (Mandatory except where the Team name is the same as the Manufacturer).
3. The name of one principal Sponsor. (Optional).

Teams in each class will compete for a Championship or Trophy. For teams with more than one rider, in each race, points scored by the best placed rider and the worst placed rider in the team, including substitutes and replacements, will count towards the Team Championship.

In the case of a Team entered in an event with more than two riders, but starting the race with one/two riders, only the best placed rider will score points counting towards the Team Championship.

Wild card riders will not score points for the Team Championship.

1.28.5

For each Grand Prix race, Championship points will be awarded on the following scale:

1 st	25 points
2 nd	20 points
3 rd	16 points
4 th	13 points
5 th	11 points
6 th	10 points
7 th	9 points
8 th	8 points
9 th	7 points
10 th	6 points
11 th	5 points
12 th	4 points
13 th	3 points
14 th	2 points
15 th	1 point

For the MotoGP Sprint, Championship points will be awarded on the following scale:

1 st	12 points
2 nd	9 points
3 rd	7 points
4 th	6 points
5 th	5 points
6 th	4 points
7 th	3 points
8 th	2 points
9 th	1 point

1.28.6

All races will count for the Championship classification.

1.28.7

In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the Grand Prix races, counting the number of first places, then the number of second places, and so on until a result is obtained. For MotoGP, the Sprint results will not be taken into account for deciding a tie.

In the event that there is still a tie, then the date in the Championship at which the highest place was achieved will be taken into account with precedence going to the latest result.

1.28.8

The World Champions in each category are obliged to attend an official FIM ceremony.

1.29 Instructions and Communications to Competitors

1.29.1

Instructions may be given by the Race Director, FIM MotoGP Stewards and/or Clerk of the Course to Teams and/or Riders by means of special circulars in accordance with the Regulations. Circulars must be posted on the official notice board, or delivered by electronic means such as email and/or placed in the special team mail box which will be provided by IRTA at each Event. Posting on the official notice board, or via electronic means and/or placing in the team mail box will be deemed as proof of delivery.

1.29.2

All classifications and results of practice and the race, as well as all decisions issued by the officials, must be posted on the official notice board or otherwise delivered to the Teams.

Posting on the official notice board and/or delivery to the Teams by other means will be deemed as proof of delivery and official publication.

1.29.3

Any communication from the Race Direction, the Permanent Officials, the Clerk of the Course or the FIM MotoGP Stewards Panel to a team or rider must be communicated in writing or via electronic means including but not limited to email and official Timekeeping monitors. Similarly, any communication from a team or rider to the Race Direction, the Permanent Officials, the Clerk of the Course or the FIM MotoGP Stewards Panel must also be made in writing including electronic means such as email.

1.30 Team personnel in the pit lane

For safety reasons, the following rules must be strictly respected.

1.30.1

Team personnel will not be permitted in the pit lane during practices, warm-up and race of another class unless they are making adjustments to their motorcycle.

1.30.2

The maximum number of team personnel per rider in the working area in front of the pits is limited to:

- 8 for MotoGP in free practice sessions and warm up
- 6 for MotoGP in Qualifying 1, Qualifying 2 ~~and on Sunday warm-up~~ sessions and 5 in case of machine changes during a race declared wet (refer to Art. 1.18.17). These team personnel will be identified by the compulsory wearing of a helmet, approved by the Technical Director.
- 6 for Moto3 and Moto2

GP Commission Decision Jerez 26 April

1.30.3

The maximum number of team personnel per rider on the signalling platform is limited to 4 for all the classes.

1.30.4

For safety reasons, it is not permitted to start the engine of racing motorcycles inside the pit box (permanent or temporary box) at any time. Engines must be started in the pit lane or other location outside of the pit box or tent.

To avoid any doubt, the starter device must only be connected with the motorcycle after it is outside of the pit box.

1.30.5

For safety reasons it is not permitted to have the motorcycle engine running during any wheel change.

2. TECHNICAL REGULATIONS

2.1 Introduction

2.1.1

The Championship is for motorcycles, i.e. vehicles with two wheels that make one track propelled only by an internal combustion engine, controlled by one rider.

2.1.2

Providing that the following Regulations are complied with, the constructors are free to be innovative with regard to design, materials and overall construction of the motorcycle.

2.1.3

In the Technical Regulations section, the term “Organiser” refers to the Championship Organiser and/or Promoter.

2.2 Classes

The following classes will be accommodated, which will be designated by engine type:

<u>MotoGP</u> (ref. Section 2.4)	Up to 1000cc. 4-stroke only, maximum 4 cylinders, maximum cylinder bore 81 mm.
<u>Moto2</u> (ref. Section 2.5)	Moto2 Official Engine
<u>Moto3</u> (ref. Section 2.6)	Up to 250cc. 4-stroke only, single cylinder only, maximum cylinder bore 81 mm.

2.4 MotoGP Class Technical Regulations

2.4.1 Definition

Motorcycles participating in the MotoGP class must be prototypes. Those that are not entered by a member of MSMA must be approved for participation by the Grand Prix Commission.

2.4.2 Concessions

- 1. Various concessions in the Sporting and Technical regulations are granted to MotoGP class manufacturers, according to their ranking in the Constructors championship, as summarised in the table, and described below.**
- 2. Manufacturers are ranked by the percentage of points scored in the Constructors championship. That is, points scored divided by the maximum points awarded (25 x the number of GP Races held, plus 12 x the number of Sprints held).**
- 3. The rankings are calculated in two windows:**
 - a. From the first event to the last event of the season – giving the Concessions status for the start of the next season.**
 - b. From the first event after the summer test ban to the last event before the summer test ban of the following season – giving the Concessions status for the remainder of that season.**
- 4. Rankings will be as follows, based on the percentage of points in the Constructors championship:**
 - Rank A 85% or more**
 - Rank B 60% or more but less than 85%**
 - Rank C 35% or more but less than 60%**
 - Rank D less than 35%**

5. Concessions for each ranking will be as follows:

Rank A

- 170 test tyres.
- Private testing for test riders only.
- GP test circuits, at 3 nominated circuits only.
- Wild Cards per season = 0
- Engines per rider per season = 7 (or 8, subject to calendar).
- Engine specification subject to approval.
- Aero updates per rider per season = 1

Rank B

- 190 test tyres.
- Private testing for test riders only.
- GP test circuits, at 3 nominated circuits only.
- Wild Cards per season = 3
- Engines per rider per season = 7 (or 8, subject to calendar).
- Engine specification subject to approval.
- Aero updates per rider per season = 1

Rank C

- 220 test tyres.
- Private testing for test riders only.
- GP test circuits, at 3 nominated circuits only.
- Wild Cards per season = 6. Wild Cards engine specification not subject to approval. Maximum 3 wild cards before summer test ban and 3 wild cards after summer test ban.
- Engines per rider per season = 7 (or 8, subject to calendar).
- Engine specification subject to approval.
- Aero updates per rider per season = 1

Rank D

- 260 test tyres.
- Private testing for test riders and contracted riders.
- Testing at any GP circuit, not within 14 days of an event.
- Wild Cards per season = 6. Wild Cards engine specification not subject to approval. Maximum 3 wild cards before summer test ban and 3 wild cards after summer test ban.
- Engines per rider per season = 9 (or 10, subject to calendar).
- Engine specification not subject to approval.
- Aero updates per rider per season = 2 (must discard one existing aero specification upon taking the second update).

6. Manufacturers changing ranking at point b. (mid-season) will have concessions adjusted as follows:

- **Immediately: Test tyre allowance will be increased/reduced (unless more tyres than the reduced amount have already been used).**
- **Immediately: Change in allowance for testing with or without contracted riders.**
- **Immediately: Testing at any GP circuit allowed or not (so the manufacturer must nominate 3 circuits for the rest of the season).**
- **Immediately: Wild card allowance increased (with free wild card engine specification if moving to rank C or D) or reduced (so wild cards already approved for after the test ban will be cancelled).**
- **Immediately: Aero updates will be increased or reduced (unless more updates than the reduced amount have already been taken).**
- **Changing from rank C to D – Immediately: Engine allowance increased, free engine specification, and one more aero update (must discard one aero specification).**
- **Changing from rank D to C – For the following season: Engine allowance reduced, engine specification subject to approval (unless at the end of the season the manufacturer returns to rank D).**
- **Changing from rank C to B – For the following season: Wild Card engine specification subject to approval (unless at the end of the season the manufacturer returns to rank C or D).**

MotoGP

MotoGP Concessions								
Rank	% Points	Test tyres	Private testing	Test at GP circuits	Wild Cards	Engines / season	Engine spec	Aero updates
A	>= 85%	170	Test rider only	3 nominated circuits	0	7 (or 8)	Frozen	1
B	>= 60%, <85%	190	Test rider only	3 nominated circuits	3	7 (or 8)	Frozen	1
C	>= 35%, <60%	220	Test rider only	3 nominated circuits	6*	7 (or 8)	Frozen	1
D	<35%	260	Free	Any GP circuit	6*	9 (or 10)	Free	2**
* Wild Cards not subject to engine specification freeze.								
* Maximum 3 Wild Cards before summer test ban and 3 Wild Cards after summer test ban.								
** Must discard one existing aero specification upon taking second update.								

2.4.3 Engines

2.4.3.1 Engine Description

1. Engines may operate on the reciprocating piston four stroke principle only.
The normal section of each engine cylinder and piston in plan view must be circular. Circular section cylinders & pistons are defined as having less than 5% difference in the diameter measured at any two points.
2. Engines must be normally aspirated.
3. Cubic capacity of the engine will be defined by the swept volume of the cylinder, ie. the area of the bore of the cylinder multiplied by the stroke, multiplied by the number of cylinders.

No tolerance on capacities is permitted.

Engine capacity will be measured at ambient temperature.

4. Engine Approval is applicable to all MotoGP engines, except those from Manufacturers who qualify for Concessions (clause h), below), as follows:
 - a) An approved MotoGP engine is one which has all parts included within the seals (Art. 2.4.3.3.2) identical in every respect to the parts included within the seals of a sample engine delivered to the MotoGP Technical Director no later than close of Technical Control of the first event (Art. 2.4.3.1.5.f) below). All parts not within the seals are free to be changed. Once approved in accordance with the above, no changes may be made to the design or construction of the approved parts for the duration of the approval period of one full season.
 - b) Exceptions can be made for sealed parts that are solely associated with safety issues and which have no performance benefit, which may be changed during the approval period with the unanimous consent of the MSMA MotoGP Commission. Such exceptions will be on a strictly limited basis to correct a proven problem which may have safety implications (eg. a faulty batch of parts, with supporting documentation from the parts supplier to identify the problem). Engines already sealed, including used engines can be updated in this way with the unanimous consent of the MSMA MotoGP Commission and under supervision of the MotoGP Technical Director or his staff. If a competitor intends to modify the approved engine in this way he must provide precise details of the planned changes to the MSMA MotoGP Commission. In each case, only the approved changes may be made.

- c) The supplier of an approved engine and/or the team using the approved engine must comply with the requirements as determined by Race Direction to satisfy the MotoGP Technical Director that an engine used at an Event is indeed identical to the corresponding sample engine sealed and identified by the Technical Director (Art. 2.4.3.5.1.f), below).
- d) If the Technical Director requests that an engine is opened for verification, the following procedures will apply:
- The checks will be carried out before the end of Technical Control at the following European event, at a time agreed between the Technical Director and the manufacturer or team involved, using one of these options:
 - I. At the end of the event where the inspection request was made.
 - II. Between events, at the European workshop of the manufacturer or team. The Technical Director or his representative will attend and oversee the inspection.
 - III. At the following European event, before the end of Technical Control.
 - Inspection checks will not be carried out at events outside of Europe, the check will be scheduled for the next European event.
 - No inspection check would be carried out until such time as the rider in question has 3 engines in allocation and available for use.
 - When an engine is taken for inspection the team may immediately substitute this engine in the allocation. This substitute engine is considered to be the original engine for the purposes of the engine approval regulations. Therefore, if the engine taken for inspection is found to not comply with the regulations then the substitute engine will be withdrawn from the allocation and not replaced, and any penalties imposed will also apply retrospectively to each time the substitute engine was used at an event, regardless of whether the substitute engine complies with the regulations. Such a substitute engine will be limited to a combined total of 2800 km of use, being the combined km total of the inspected engine and the substitute engine.

- If an inspected engine is found to comply with the regulations, the manufacturer or team has the right to rebuild the engine with any new approved parts they wish, and re-submit the engine for sealing (subject to Art. 2.4.3.3.1, number of engines). Such a rebuilt engine will be limited to 2800 km of use in total, including any use before the inspection was made, and any use of a substitute engine.
 - If an inspected engine is found to not comply with the regulations, it will be withdrawn from allocation and not replaced. Any penalties imposed by the FIM MotoGP Stewards Panel may be applied retrospectively to each time the non-compliant engine was used at an event.
 - If an engine inspection is the result of a protest, the following conditions will apply:
 - I. All protests will first be referred to the FIM MotoGP Stewards Panel for approval to proceed. Protests may be denied approval to proceed if they are deemed by the FIM MotoGP Stewards Panel to be frivolous or an attempt to confer advantage on the protested team.
 - II. If the protest is unfounded due to the engine being in conformity with the regulations, the party lodging the protest will be required to pay to the protested manufacturer or team, an amount of 5,000 Euros to defray freight and rebuilding expenses.
- e) Each manufacturer may receive approval for up to a maximum of three different engine specifications for the season. These different specifications may include specifications approved in a previous season provided that such engines comply with the current technical regulations.

If a manufacturer **with a Concessions ranking that exempts them from the engine approval regulations changes ranking** and becomes subject to engine approval regulations for the following season, then in this first season only, the maximum number of specifications allowed depends on the number of teams supplied:

- Factory team + up to 2 Satellite teams = 3 specifications
- Factory team + 3 satellite teams = 4 specifications
- Factory team + 4 Satellite teams = 5 specifications

Each manufacturer must nominate one team as its Factory Team and each rider in that team must use the same approved engine specification.

Each rider must nominate, before the first event of the season, one specification of approved engine to be used exclusively for the season. In teams other than the nominated Factory Team it is permitted that this specification may be different for each rider.

- f) For engine specification verification, **manufacturers** must give one sample engine per specification, to be sealed as per Art. 2.4.3.3.2. prior to the close of Technical Control of the first event of the season. All the parts in this engine that are multiple examples of the same part, eg. piston, conrod, valve, etc. can be fitted in this sample engine using just one piece, eg. one piston, one conrod, etc. All the parts in this engine can be used parts.

Any different specification engines may be represented by parts only. Only the parts that are different from the initial sample engine are required to be presented, in a container suitable for security sealing.

- g) The above approval procedure applies to all engines used by the rider, including any extra engines taken, above the allocated number of engines (Art. 2.4.3.3.4).
- h) The engines from a Manufacturer who qualifies for concessions, according to Art. 2.4.2, **may be** exempt from these engine approval regulations, **according to the manufacturer's ranking. Refer to Art. 2.4.2 for rankings and specific regulations.**

2.4.3.3 Engine Durability

MotoGP Class

1. The number of engines available for use by each permanent contracted rider is limited as follows:

If less than 21 races are published on the official calendar issued by the FIM prior to the start of the first race of the season:

- **Manufacturers without a Concessions ranking that allows extra engines** - a maximum engine allocation of 7 engines per rider per season.

- **Manufacturers with a Concessions ranking that allows extra engines** (according to Art. 2.4.2) - a maximum engine allocation of 9 engines per rider per season, **or as otherwise stipulated in Art. 2.4.2.**

If 21 or 22 races are published on the official calendar issued by the FIM prior to the start of the first race of the season:

- **Manufacturers without a Concessions ranking that allows extra engines** - a maximum engine allocation of 8 engines per rider per season.
- **Manufacturers with a Concessions ranking that allows extra engines** (according to Art. 2.4.2) - a maximum engine allocation of 10 engines per rider per season, **or as otherwise stipulated in Art. 2.4.2.**

The use of this 8th (or 10th) engine will only be allowed starting from the 19th event **held in** the season.

The limit applies to all practice sessions and races at GP events, engines used for testing outside of GP events are not controlled. The following terms and exceptions will apply:

- a) Should a rider be replaced for any reason, the replacement rider will be deemed to be the original rider for purposes of engine allocation.
 - b) Each Wild Card entry is allowed 3 engines for their exclusive use during each event.
2. The engines available for the exclusive use of each rider must be marked and sealed by the Technical Director or staff prior to first use. It is the Team's obligation to register any new engine with the Technical Director prior to use. Once registered and used for the first time, engines may not be swapped between riders, even within the same team. A new engine is deemed to be used when the motorcycle with that engine crosses the transponder timing point at the pit lane exit.
 3. The engines will be sealed (e.g. by means of wiring and identification tabs, stickers, etc **Note that in these regulations the term "wired" refers to all security sealing methods**) so that:
 - a) the timing system is not accessible (e.g. the head cover must be wired to the cylinder head),
 - b) the timing driving system is not accessible (e.g. the gear train/chain cover is wired so that it cannot be removed),

- c) the cylinder head and the cylinders block (if any) cannot be removed from the engine (e.g. the cylinder head is wired to the cylinders block and the cylinders block is wired to the engine crankcase),
- d) the crankcase cannot be opened (e.g. the crankcase halves are wired together).

All the parts that are accessible without removing the sealing **and/or** wiring can be replaced. Breaking or removing the seal or wiring without supervision by the Technical Director or staff will be deemed to be “engine rebuilding” and engines with broken, tampered with or missing security seals will be treated as a new engine in the allocation.

4. Should a competitor, for any reason (e.g. mechanical failure, crash damage, etc.) require the use of another engine above their allocation, the Technical Director must be informed before the new engine is used, and FIM MotoGP Stewards Panel will apply the appropriate penalty according to the Sporting Regulations (Art. 1.21.20).

The damaged engine will be removed from the allocation and if it is used again, it will be treated as a new engine with the appropriate penalty.

5. There is no limit to the number of times a sealed, allocated engine can be fitted to and used in a motorcycle, provided the security seal is not broken or removed. Replacing an engine with another sealed engine (new or used) from the rider’s allocation is allowed with no penalty.

2.4.3.5 Electronics

1. GPS

In the MotoGP class, satellite Global Positioning Systems (GPS and similar) are not permitted, except those GPS units supplied by the Organisers and used for their media and promotional purposes.

The use of the Airbag’ GPS is permitted within the rider’s race suit with the sole purpose to allow both the suit manufacturers and the organisers to analyse crash data. It is strictly forbidden for the GPS data to be shared with manufacturers, teams, or riders.

No GPS or similar system may be connected (wired or wireless) to any part of the machine, other than as directed by the Championship Organiser (hereinafter “Organiser”). Specifically it is prohibited to control any aspect of engine or motorcycle performance using the GPS signal.

GP Commission Decision Silverstone 2 August 2024

2. Tyre Sensors

An approved Tyre Pressure Monitoring System (TPMS) and Pressure/Temperature (P/T) sensors to monitor and log tyre pressure and temperature are mandatory in the MotoGP Class with the following conditions:

- All wheels (front and rear) fitted with tyres must have P/T sensors fitted and the data logged at all times the wheels are on the motorcycle.
- The Technical Director or his/her appointed deputy may check the pressure and temperature data of a tyre at any time.

Such data will only be taken using the approved official personal computer (PC). A staff member of the official tyre supplier and the team may be present for the checking. Once it has been confirmed that the data conforms to the parameters set by the official tyre supplier, it will immediately be deleted from the official PC.

- The following unified P/T sensors and TPMS receiver must be used:
P/T Sensors – LDL 19 060 0000
TPMS receiver – LDL 18 146 0000
- The unified receiver will be wired directly via CAN to the ECU, without any CAN-to-CAN device in between.
- Teams may also use additional P/T sensors and TPMS receivers for their own datalogging.
- Teams using P/T or TPMS devices with a locked signal must provide the access codes/addresses of all sensors to the Technical Director.
- The Technical Director may remove and send for analysis any P/T or TPMS device that he suspects is not sending accurate information.
- It is mandatory for each sensor identification code (ID) to be sent via the approved CAN protocol to the ECU, which will in turn forward this ID data to the timekeeping transponder (X2) by CAN packet 0x0CC. Refer to the official ECU supplier communications or the Technical Director for full details.

3. ECU and IMU

a) Hardware

- i) The exclusive use of the official MotoGP Electronic Control Unit (ECU), with no modifications or additions, is mandatory for all machines.

Only this specific type of official MotoGP ECU may be used, and any ECU used on a MotoGP machine at a GP event must be registered with the Technical Director.

- ii) The connection of any devices to/from this ECU must follow the diagram “MotoGP ECU Connections”; in particular all CAN actuators shall be compulsorily wired to the CAN3 line. Refer to the Appendix, MotoGP: Fig. 2.

- iii) The use of any additional device or module to modify the signals sent from the ECU to the actuators is forbidden. All engine management systems including injectors, bypass systems, variable intake systems, ignition, valves (including timing system and exhaust) must be operated exclusively by the original and unmodified ECU signal.

The use of “power modules”* is allowed, where the logic signal comes unmodified from the ECU, and the electric power may come from another source.

* A power module is defined as a module that has only:

- an electric **fixed** voltage power input; **to this extent a fixed voltage is not actively varied, despite it may be passively affected by the actuators’ power demand.**
- an input from the MotoGP ECU
- a power output to an actuator

- iv) The exclusive use of the official MotoGP Inertial Measurement Unit (IMU)*, with no modifications or additions, is mandatory for all machines.

Only this specific type of official MotoGP IMU may be used, and any IMU used on a MotoGP machine at a GP event must be registered with the Technical Director.

The IMU is not considered as a “sensor” under these regulations, so sensor regulations herein do not apply.

* The designated MotoGP IMU is the Magneti Marelli IPS-160.

- v) Where a CAN decoupler is required, only the use of the official MotoGP unified CAN decoupler**, with no modifications or additions, is permitted, and more than one piece is allowed on the same machine.

Only this specific type of official MotoGP CAN decoupler may be used, and any CAN decoupler used on a MotoGP machine at a GP event must be registered with the Technical Director.

To the extent of these regulations, the unified CAN decoupler is considered a “Free Device”.

** the unified CAN decoupler is the Mastertech CAN2CAN Isolator C2C101.

- vi) **It is not allowed to exchange data with CAN actuators wired to CAN3 line other than by means of hard CAN3 line wiring (e.g. it is not allowed to exchange data via wireless technologies, or power lines, or wiring to other devices/sensors).**

b) Software

- i) The use of the Official MotoGP ECU and IMU software for engine and chassis control is mandatory for all machines, and no other engine and chassis control software strategies may be used on the machine at race events.

To this extent the logics inboard of CAN alternators and related regulators/powerboxes, and CAN actuators [see 3.d).i)] are not considered as engine control strategies, but communication with such devices is subject to the limitations in 3.d).ii).

Furthermore it is in no way allowed to control functions and/or systems for which USW control strategies exist by means of any other strategy, regardless the above exception, and regardless of which devices would host such strategies, or which parameters would they be based on, and it is not permitted to override in any way the Official MotoGP ECU software strategies outputs, regardless of whether this may be achieved without altering the ECU outputs to the actuators (eg. overriding tools designed for dyno calibration purposes are not permitted to be used on track).

Only currently-approved versions of the Official MotoGP software are permitted to be used on MotoGP machines at race events.

- ii) If a change to the official software is requested unanimously by the MSMA MotoGP manufacturers permanently entered in the Championship, then the Organisers must adopt this modification, with the costs of such modification being the responsibility of these manufacturers.
- iii) Any changes to the official software strategies requested by the Organisers must be approved unanimously by the MSMA MotoGP manufacturers permanently entered in the Championship before they may be implemented. Approval is not required for normal maintenance and bug-fixing which does not change the software strategies.
- iv) Software (SW) version and data checking. The Technical Director may check the official SW version and data used on any MotoGP machines at any official MotoGP race event.

To achieve this, an approved ECU connector is compulsory (refer to the Appendix, MotoGP: Fig. 1). If this is a separate item and not permanently fixed to the machine, 3 examples of the cable per manufacturer must be delivered to the Technical Director prior to the close of technical control at the first race of the season.

Such checking will normally be made after timed practice/qualifying sessions and races, with the following procedure:

- The Technical Director will designate which machines are to be checked, and checking will be carried out in Parc Ferme. No team personnel may access the machine prior to checking without consent of the Technical Director.
- Only the Technical Director or his/her appointed Deputy is permitted to make a connection to the ECU and only using the approved Personal Computer (PC)*, running the Official Supplier's SW check tool to verify the SW version. A staff member from the Official supplier and a staff member of the team may be present for the checking.

- The Technical Director may at their choosing check specific data channels to confirm that the motorcycle complies with the FIM GP Regulations. The Technical Director will inform the team of which specific data channels that will be checked, with only these specific data channels being downloaded onto the approved PC. It will not be permitted for any data to be removed from the official PC or supplied to any third party without the permission of the team or Manufacturer. All data analysis must be carried out only on the official PC and under the supervision of the team and/or the manufacturer. The Technical Director may request the presence of a staff member from the Official ECU supplier to assist him in the checks.
- Once it has been confirmed that the data conforms to the FIM GP Regulations, it will immediately be deleted from the official PC.
- The machine will be returned to the team only with the consent of the Technical Director.

If, due to force majeure, the Technical Director is unable to attend to carry out SW checks, he/she may appoint a Deputy for this purpose. The Deputy must be a member of the Technical Director's full-time staff and cannot be an employee of the Official software supplier.

* approved PC must be secure, with the following conditions:

- PC will always be the same, any change of equipment must first be informed to the MSMA.
- PC will be password-protected and have the hard drive encrypted by Bitlocker®.
- PC will have the access ports locked, including USB, SD, CD, and Wireless LAN disabled (NB. the Ethernet port is required for communication with the ECU, so the IP and Netmask of the ECU will be the same for all, as specified by the Official Supplier).

- PC must always be in the possession and control of the Technical Director and not used by any other person without his consent. Specifically it is prohibited for the Official Supplier staff to have access to this PC other than to load the Official Supplier's SW check tool.
 - PC will have the minimum required operating system to run the Official Supplier's SW check tool, and may only be used for this purpose (specifically it may not be used for Internet browsing).
- v) All calibration parameters of the Official MotoGP ECU Software must remain fixed while the machine is running on track at MotoGP events. Calibration parameters may be changed by the team during track sessions only when the machine is stationary in the pit lane, pit box or paddock, or when out of track sessions (eg. on the grid before the race).

It is permitted to switch between different fixed sets of parameters while the machine is moving (ie. maps switching), but this can only be done by the rider's manual input.

The Technical Director may check that no calibration parameters have been changed while any machine has been running on track. In order to do so, the team may be required to deliver to the Official ECU Supplier the datalogs of certain specified channels (Checking Channels) according to clause 2.4.3.5.3. e) below.

An updated Checking Channels list will be supplied by the Official ECU Supplier at the same time as the release of any new Official MotoGP ECU Software version.

c) Sensors

The only allowed input for sensors used as inputs for the official MotoGP ECU software is electric power. The output of such sensors cannot depend on anything other than electric power and the physical dimension they are intended to gauge (eg. the output of one such sensor cannot depend on, or be replaced or altered by, the signal from any other sensor or computational unit), and their output must be fed unaltered to the ECU.

All sensors and acquisition devices on MotoGP machines must be approved as follows:

- For each season the motorcycle manufacturer must submit an approval request to the Technical Director on the official form, detailing the sensor description/function, and the following:
 - I. For commercially available sensors from third party suppliers: the required information is the supplier's sensor identification code. Such sensors are approved as delivered from the supplier, but wiring and connector(s) may be changed or modified.
 - II. For proprietary sensors made by the motorcycle manufacturer: the required information is the sensor identification code, price, and availability/lead-time. Such sensors are approved as produced by the manufacturer, but wiring and connector(s) may be changed/modified. Approval is subject to the price and availability of such sensors being reasonable and in line with similar technologies in the market, at the sole discretion of the Technical Director.
- The deadline to submit approval requests is 7 days after the conclusion of the final pre-season test.
- The motorcycle manufacturer may request to add sensors to the list during the season by submitting an updated approval form to the Technical Director. Sensors already approved may not be removed from the list during the season.
- Approval will be valid for one season, and changes to a sensor specification during the season will only be permitted in exceptional circumstances (eg. to rectify a safety issue) and upon unanimous request by the MSMA to the Technical Director.
- The list of approved sensors will be published by the FIM.
- The relevant manufacturer must undertake to supply such approved sensors to all teams under the same price and lead-time conditions, if requested.

- The following exceptions to approval will apply:
 - I. Sensors included in the list of Free Devices (see below).
 - II. Non-approved sensors are permitted for testing and for the Free Practice and Warm Up sessions at events. Only approved sensors may be used at all other times during a Grand Prix event.
 - III. Each manufacturer may nominate one Additional Sensor which may or may not be available to all MotoGP teams. This nominated sensor is permitted during all sessions including Qualifying and Race, but it may only be used for datalogging. It cannot be used as an input to any sensor or device other than the datalogger, and must not have any effect on the ECU control strategies. The connection to the wiring harness must be identifiable by the Technical Director by means of the wiring connection from the sensor being yellow in colour (minimum 50 mm length of yellow colour). If the sensor is connected directly to a CAN converter the connection wiring between the sensor and the CAN must be entirely yellow in colour. The deadline to submit the details of this additional sensor to the Technical Director is the same as for approved sensors, using the same approval form.

d) Free Devices

- i) Apart from approved sensors, there is a list of Free Devices permitted:
 - All actuators, such as fuel injectors, ignition coils, electric motors, actuation coils, fuel pumps, coolant pumps, engine lubricant pumps.
 - Alternator and related regulator/powerbox.
 - Dashboard and message display devices.
 - Wiring Harness.
 - CAN-to-CAN devices, only to be used on CAN4, and with the only effect of adapting a CAN device operating speed to the different CAN4 line speed (e.g. to make a device operating at 1Mbps work on CAN4 when CAN4 speed is set at 5Mbps).

- Any device specifically allowed by the Organiser (eg. the unified CAN decoupler).
- ii) CAN3 line shall carry the following signals:
- ECU output: the “Engine parameters” only, as listed by the Technical Director.
 - ECU input: the CAN actuators’ feedbacks, as programmed by the Team.

To this extent a CAN actuator feedback is an output signal coming from that CAN actuator that is strictly representing one of that CAN actuator’s working parameters (e.g. rotation speed, operating temperature, electric load, diagnostics...), and only intended to datalogging or closed-loop controlling of such CAN actuator by an USW strategy (e.g. a CAN fuel pump). It is not allowed to feed whatever CAN actuator output to any other CAN actuator, and no CAN actuator can use another CAN actuator’s output as an input.

- iii) Free Devices are free from approval, but are subject to disclosure and checking by another manufacturer as follows:
- A manufacturer (“checker”) may request to check a free device from a specific machine of another manufacturer (“owner”). The device will be removed by the Technical Director after the event and given to the checker.
 - The checker has 7 days to check the device, and a representative from the owner is entitled to be present during such checking if requested by the owner.
 - The details of the checking process and the results of the checking will be reported to the MSMA MotoGP members, and if necessary to the Technical Director.
 - If necessary, a checker may be required to refund the owner for any component damage or loss.
 - No manufacturer will be required to undergo more than 5 device checks per season, whether the same component or different components are involved (the wiring harness is considered to be a single component).

e) Datalogging

Checking of data acquisition channels may be requested by the Organiser, according to the conditions specified in a separate agreement between the Manufacturers and the Organisers.

2.4.3.6 Fuel System

MotoGP Class fuel system

1. In the MotoGP class the maximum permitted relative fuel pressure is 10 Bar, at a re-circulated flow rate of 50 litres/hour.

a) It is mandatory to use an official approved fuel pressure regulator, as specified by the Technical Director. This official regulator must be fitted downstream of the fuel pump, such that the maximum fuel pressure available to the injectors is never more than 10 Bar.

The official regulator manufacturer may supply regulators set at any lower pressure and/or any higher flow rate, as requested by MotoGP teams, provided these regulators are not capable of delivering more than 10 Bar at 50 litres/hour.

b) Additional regulators may be used in conjunction with the official regulator to further reduce and control fuel pressure, but no device or strategy capable of increasing fuel pressure at the injectors above 10 Bar may be used anywhere in the system.

c) The approved fuel pressure regulator will be sealed, marked and certified by the regulator manufacturer, and may be inspected and/or removed for testing at any time by the Technical Director.

d) Teams must supply a schematic diagram of their fuel system including the location of the fuel pressure regulator when requested by the Technical Director.

e) In measuring the fuel pressure and flow rate delivered by the regulator, the tolerance as specified by the official approved regulator manufacturer will be taken into account.

2.4.3.7 Exhaust

1. The outlet of the exhaust must not extend behind a line drawn vertically through the edge of the rear tyre.

2. For safety reasons the exposed edge of the exhaust pipe outlet must be rounded to avoid any sharp edges.
3. Variable length exhaust systems are not permitted.
4. Exhaust Gas Recirculation (EGR) systems are not permitted.

2.4.3.8 Control Systems

1. The use of hydraulic and/or pneumatic pressurized powered systems is not allowed, with the following exceptions:
 - Normal hydraulic hand/foot controls such as master/slave cylinders for brakes/clutch are allowed, where pressure is built and released only by the rider's force.
 - Pneumatic engine valve closing systems in the MotoGP class only.
 - Oil/coolant pumps for engine lubricating/cooling, but the use of engine lubricating/cooling fluids for any purpose other than lubrication and cooling (such as powered hydraulic systems) is not allowed.

To this extent a hydraulic and/or pneumatic powered system is a system in which:

- the operating fluid does not complete an ideal cycle (efficiency = 1) during the system operation when running, or
- the ideal cycle (efficiency = 1) made by the operating fluid during the system operation when running is not conservative (i.e. the net energy balance is not zero), where a cycle is the sequence of changes in pressure and volume that ends with the same initial values and the same operating fluid mass.

For example, according to the above definitions and exceptions:

- Any system in which there is an operating fluid mass exchange with the ambient air is not allowed (e.g. a discharging reservoir, or an intake).
- Any system in which the operating fluid is displaced between chambers at different pressures is not allowed (e.g. pumps, despite pumping energy is recovered like in suspensions-driven pumps).

- A system in which the operating fluid increases or reduces its volume within a sealed variable volume chamber is allowed (e.g. pressurized damping cartridges), as the ideal fluid cycle is conservative.
 - A fluid serving the only function of damping is not considered as “operating”, so pure dampers are allowed (e.g. the hydraulic damper in a conventional passive shock absorber).
2. Variable valve timing and variable valve lift systems, driven by hydraulic and/or electric/electronic systems are not permitted.

2.4.3.9 Transmission

1. A maximum of six gear ratios is permitted.
 - a) In the MotoGP class the total number of gearbox ratios (pairs of gears) permitted is 24, plus 4 different overall ratios for the primary drive, for each season.
 - b) Teams will be required to declare all the gearbox ratios chosen for each gearbox speed before the first race of the season, and only these declared ratios may be used during the entire season. Any ratios not declared before the first race of the season may not be used during that season.
2. Twin clutch transmission systems (DSG) are not permitted.
3. Continuously Variable Transmission systems (CVT) are not permitted.
4. Automatic transmission systems are not permitted. Manual transmissions with gearshifts assisted by quick-shifter systems are permitted.

2.4.3.10 Materials

- NB. “X-based alloy” or “X materials” here means the element X (e.g. Fe, for ferrous or iron-based alloy) must be the most abundant element in the alloy, on a % w/w basis.
1. The use of titanium in the construction of the following parts is forbidden:
 - The frame/chassis, excluding bolts and fasteners (the decision of the Technical Director will be final when determining what constitutes a part of the chassis).

- The swinging arm, excluding bolts and fasteners.
 - The swinging arm spindles.
 - The wheel spindles (for wheels spindles, the use of light alloys is also forbidden).
 - The handlebars.
 - The front suspension inner and outer tubes and bottoms (ie. axle mounting point).
 - The shock absorber piston shaft and damper tube.
2. The basic structure of the crankshaft and camshafts must be made from ferrous materials, steel or cast iron. Inserts of a different material are allowed in the crankshaft for the sole purpose of balancing.
 3. Pistons, cylinder heads and cylinder blocks may not be composite structures which use carbon or aramid fibre reinforcing materials.
 4. Brake calipers must be made from aluminium materials with a modulus of elasticity no greater than 80 Gpa.

Brake disc carriers may be made only from aluminium and magnesium alloys (specifically, composites including carbon fibre reinforced, glass fibre reinforced, and similar are not permitted).

5. All connectors from the brake hose to the brake calipers (front and rear) and the brake master cylinders must have structural components (*) manufactured from either steel or titanium alloys with a tensile strength no less than 500 Mpa.

* Brass connectors are permitted for rear brake hoses only.

6. No parts of the motorcycle or engine may be made from metallic materials which have a specific modulus of elasticity greater than 50 Gpa/(g/cm³).
7. The use of MMC (Metal Matrix Composite) and FRM (Fibre Reinforced Metal) materials is forbidden.
8. In the MotoGP class, hollow structure connecting rods are not permitted. Oil galleries of less than 2 mm diameter in the connecting rod are permitted.

2.4.4 Chassis

2.4.4.1 Weights

1. The following are the minimum weights permitted:

MotoGP	up to 800cc	motorcycle	150 kg
	801 – 1000cc	motorcycle	157 kg

2. Ballast may be added to achieve the minimum weights.
3. Weight may be checked at the initial technical control, but the main control of weight will be made at the end of practice sessions or at the end of the race. The weight of the motorcycle will be that measured in the form that the motorcycle participated, with fuel tank on and including normal levels of oil and water, and all additional equipment attached to the motorcycle, for example timekeeping transponders, camera equipment, electronic datalogging equipment etc.

2.4.4.2 Safety and Construction criteria

Note: Please also refer to the Appendix, General and MotoGP sections.

1. Chassis Design and Construction

The chassis must be a prototype, the design and construction of which is free within the constraints of the FIM Grand Prix Technical Regulations. The main frame, swingarm, fuel tank, seat and fairing/bodywork from a non-prototype (ie. series production road-homologated) motorcycle may not be used.

2. Throttle Twist grips

Throttle twist grips must close automatically when released.

3. Steering

- a) Handlebars must have a width of not less than 450 mm and their ends must be solid or rubber covered. The width of the handlebar is defined as the width measured between the outside of the handlebar grips or throttle twist grips.
- b) There must be at least 15 degrees of movement of the steering each side of the centre line.
- c) Stops must be fitted to ensure a clearance of at least 30 mm between the handlebar and the fuel tank frame and/or bodywork when at the extremes of steering lock.

4. Footrests

Footrests must have rounded ends with a minimum solid spherical radius of 8 mm.

5. Handlebar Levers

Levers must not be longer than 200 mm measured from the pivot point.

6. Clearances

- a) The motorcycle, unloaded, must be capable of being leaned at an angle of 50 degrees from the vertical without touching the ground, other than with the tyre.
- b) There must be a clearance of at least 15 mm around the circumference of the tyre at all positions of the motorcycle suspension and all positions of the rear wheel adjustment.

7. Breather Pipes

Any breather pipe from the engine or gearbox must discharge into the airbox and/or a suitable container.

8. Chain Guards

A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

9. Engine Covers

Lateral engine covers containing oil and which could be in contact with the ground during a crash, should be protected by a second cover made from composite materials, e.g. nylon, carbon or Kevlar®. Plates and/or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and abrasion and must be fixed properly and securely.

Such protection is mandatory for non-prototype engines in the MotoGP class, and as directed by the Technical Director.

10. Timing Transponders

- a) All machines must have a correctly-positioned timekeeping transponder, of the correct type for the class entered. The transponder (**currently the X2 RaceLink Pro**) must be supplied or approved by the official Timekeeper.

- b) The transponder must be supplied with power at all times the machine is in pit lane or on the track, including when the engine is switched off by the rider.
- c) The Official timing transponder **and antenna** must be mounted **only in the position that has been approved by the official Timekeeper and the Technical Director prior to the start of the season, following the latest version of the guidelines document issued by them.**

It it becomes necessary to change the position of the transponder or antenna during the season, approval must be obtained from the official Timekeeper before any change is made.

- d) Transponders must be fully functional on the motorcycle as required by the Organiser, including wiring, power supply, and inputs / outputs for data or signals purposes. Where signals are required to be displayed on the motorcycle, the display device (eg. dashboard) must be compatible and fully functional for this purpose, as approved by the Technical Director. Refer to the Appendix, General: Fig. 7 for the current list of signals required to be displayed.
- e) Virtual Pit Board messaging systems (VPB) in the MotoGP class are optional, but if used they must follow the regularly updated technical protocols issued by Dorna Timekeeping. The dashboard must display exactly the same the message as that sent by the team and received by Timekeeping/TV, following the protocols in the current VPB documents. Refer to the Appendix, General: Fig. 12 for technical details of the VPB system.

11. Onboard Cameras

Where the Organiser has required a team to carry onboard camera(s) or other equipment such as the Dorna Onboard Module and the Official timing transponder and relevant antennas, under Art. 1.21.13, such cameras and equipment must be carried during all practice sessions and the race, or as requested by the Organiser.

Cameras and other equipment will be supplied to the designated Teams no later than 10h00 on the day preceding the first day of practice at an event.

Teams must give reasonable access and assistance to the company designated for the supply of the camera equipment to facilitate the mounting of the equipment.

All onboard cameras and Organiser's equipment must be fitted to the machine following the mounting instructions and only in the location(s) specified by the Organiser. Such fitting details will be communicated to the manufacturers and teams before July of the previous season.

CAN devices such as the Dorna Onboard Module and Official timing transponder shall be connected as per Appendix item MotoGP: Fig. 2, MotoGP ECU Connections.

12. Safety Lights

All motorcycles must have the unified MotoGP light* mounted at the rear of the machine to be either remotely operated by Race Direction in rain or low visibility conditions, or remotely automatically switched on/off by the Organiser's crash detection/ alarm system.

The unified MotoGP light shall be wired as per the Organiser's instructions, so to be also manually switched on/off by a manual override button that will override remote/automatic operation by Race Direction. Such manual override button shall be placed within the rider's reach when riding.

The unified MotoGP light shall be mounted on the seat/rear bodywork and must comply with the following:

- a. Lighting direction must be horizontal and parallel to the machine centre line (+/-5 degrees yaw angle with respect to the motorcycle running direction), in 1g "up" condition with rider included (see Art. 2.4.4.7.iii for "up" position definition), and clearly visible from the rear at least 45 degrees to both left and right sides of the machine centre line and 25 degrees upward from the light.**
- b. Mounting position shall be centred with respect to the seat centre line, with a sideways tolerance of +/-10 mm.**
- c. Mounting position shall be higher than 800 mm from the ground in 1g "up" condition (see Art. 2.4.4.7.iii).**
- d. Mounting position shall be rearwards of the rear wheel axle centre in 1g"up" condition (see Art. 2.4.4.7.iii).**

In case of a dispute over the mounting position or visibility, the decision of the Technical Director will be final.

*** the unified MotoGP light is the Aviorace RL4 (rev.4) Motorbike Rain Light. Refer to the Appendix: General: Fig. 13 Rain Light**

2.4.4.3 Brakes

1. Motorcycles must have a minimum of one brake on each wheel that is independently operated.
2. In the MotoGP class, carbon brake discs must be one of the permitted sizes for outside diameter, that is: 320 mm, 340 mm and 355 mm.

At certain circuits, for safety reasons, the use of either 340 mm or 355 mm carbon brake discs is mandatory for the race, if declared Dry by the Race Director. There are no restrictions on brake disc sizes in a race declared Wet.

The circuit(s) currently listed for mandatory 340 mm or 355 mm brake disc use are:

- I. Motegi (Japan)
 - II. Spielberg (Austria)
 - III. Buriram (Thailand)
3. In all classes, the proportion of ceramic composite materials in brake discs must not exceed 2% by mass.

Ceramic materials are defined as inorganic, non metallic solids (e.g. Al₂O₃, SiC, B₄C, Ti₅Si₃, SiO₂, Si₃N₄).

Refer to Art. 2.4.3.10. 4) and 5) for other permitted materials in brake component construction.

4. Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever(s) from being accidentally activated in case of collision with another machine. Acceptable protection includes the fairing extending sufficiently to cover the brake lever, as viewed from the front.

Such devices must be strong enough to function effectively and designed so that there is no risk for the rider to be injured or trapped by it, and it must not be considered a dangerous fitting (at the sole discretion of the Technical Director).

In case the brake lever protection is attached to any part of the braking system (e.g. brake master cylinder), then the brake system manufacturer must officially confirm in writing to the Technical Director that the device does not interfere with the proper brake operation.

5. Anti-lock Brake Systems (ABS) are not permitted. Braking inputs must be powered and controlled solely by the rider's manual inputs. Conventional hydraulic hand/foot controls such as master/slave cylinders for brake systems are allowed (refer also to Art. 2.4.3.8 Control Systems) but no increase or control of brake pressure by electronic or mechanical systems apart from the rider's direct manual inputs are allowed. Specifically, brake systems designed to prevent the wheel from locking when the rider applies the brake are forbidden.
6. In the MotoGP class the brake suppliers commit to sell to their customer teams a front brake "MotoGP Season Package" for a price of no more than 80,000 Euros per rider (excluding VAT, excluding freight).

The package is intended to cover the basic minimum dry weather front wheel braking needs for one rider for one MotoGP season, and will consist of:

	Option 1	Option 2
Calipers	3 left + 3 right	2 left + 2 right
Master Cylinder	3	3
Carbon Disc* (excl. finned)	10	10
Pads* (excl. finned)	28	32

* In the case of carbon discs where certain sizes are mandated by the regulations, at least one set of each mandated size plus sufficient brake pads for that size must be included.

- a) Each brake supplier must deliver to the Organiser a list of the items available in their package, with individual prices and identification notes.
 - Prices must comply with a "reasonable market value" standard, as determined by the Organiser.
 - Identification notes must be as requested and approved by the Technical Director to enable him to identify permitted components (eg. drawings and/or a table of parts markings showing the main dimensions, weight and and features corresponding to each marked part). Such identification notes will be strictly confidential, for use of the Technical Director and not published.
 - The deadline for submission of this information is 7 days after the conclusion of the final MotoGP pre-season test.

- b) Different versions of the same part may be listed for the teams to choose from. All versions must be shown on the parts package list, including but not limited to the examples below:
- different specification master cylinders
 - different compound carbon disc material
 - different disc carriers for mounting to various wheel/motorcycle brands

Note that some “fitting” items may be changed in shape and specification without the versions being noted separately in the parts package list. These items include:

- different master cylinder brake levers, for rider preference
 - different brake pad retaining devices, for different pad shapes
- c) Teams are permitted to purchase extra quantities than those defined in the package, but only items in the brake supplier’s original list may be used on a MotoGP machine (eg. if two master cylinders are in the list, teams may purchase one or both in unlimited quantities, but may not use a third different specification that is not in the list).
- d) The construction materials allowed for the main body of each component are:
- Calipers, Master Cylinders – Al2024, Al7075, Al6082, Al2618, Al6061 (Specifically Al-Li material is forbidden).
 - Brake Disc Rotors – Ferrous or Carbon (refer to Art. 2.4.4.3.4).
 - Brake Pads for Carbon Discs – Carbon.
 - Brake Pads for Ferrous Discs – no restriction.
 - Brake disc carriers – aluminium and magnesium alloys (specifically, composites including carbon fibre reinforced, glass fibre reinforced, and similar are not permitted).
- e) The parts list may not be updated during the season, other than with the express consent of the Technical Director (eg. to alleviate a safety problem).

- f) Evolution and updates are permitted from one season to the next, with the following limitations:
- Construction materials must comply with the Allowed Materials list (Art. 2.4.4.3.6. d, above).
 - Individual component prices and the total package price must not increase during the season. Any future price increases must be requested by the supplier in advance, and are subject to approval by the Organiser.

2.4.4.4 Suspensions and Dampers

Electric/electronic controlled suspension, ride height and steering damper systems are not allowed. Adjustments to the suspension and steering damper systems may only be made by manual human inputs and mechanical/hydraulic adjusters, or passively determined by forces/displacements directly transmitted by mechanical/hydraulic connections (e.g. suspension position, load, acceleration, pitch... may be used as mechanical triggers of a passive adjustment).

For example, according to the above, ride height systems that operate on collapsible elements that collapse/extend under the load they are subjected to, and are locked/unlocked by the rider and/or by mechanically-triggered locks are allowed.

The use of any device that modifies or adjusts the motorcycle's static front ride height while it is moving is forbidden.

Devices that operate one time only at the race start (known as "holeshot devices") are permitted, and they may be armed while the motorcycle is still moving whilst approaching the starting grid.

Passive manual suspension spring preload adjusters (eg. front fork cap mechanical preload adjusting knobs, rear shock absorber spring remote mechanical/hydraulic preload adjusters operated by a knob) are also allowed.

In determining the legality of any such device, the decision of the Technical Director will be final.

2.4.4.5 Fuel Tanks

1. Fuel caps must be leak proof and have a positive closing device.
2. Fuel tank breather pipes must discharge into a catch tank, one per motorcycle with a minimum capacity of 200cc and a maximum capacity of 250cc (the capacity includes all tubing supplying the catch tank from the fuel tank), and must be equipped with a valve between the fuel tank and the catch tank. Any fuel overflow from the fuel tank must be collected by the catch tank only.

The catch tank must be manufactured from a transparent material to allow for visual inspection, and be positioned on the machine so as to be easily accessible for inspection.

The Technical Director or the assigned Technical scrutineer must confirm that the catch tank is empty before fuel can be transferred to the fuel tank for the race.

3. The main structure of the fuel tank must be made completely from either steel or aluminium. The use of other material, including carbon fibre, aramid fibre, glass fibre is permitted as an add-on to provide additional stiffness, protection, or for other purposes.

Fuel tanks must be filled with fire retardant material or be lined with a fuel cell bladder.

4. Except for the case that a fuel tank is fixed on the chassis with bolts, all fuel lines from the fuel tank to the engine/injector system must have a self sealing breakaway valve. This valve must separate at less than 50% of the load required to break any part of the fuel line or fitting or to pull it out of the fuel tank.
5. Fuel tank capacity.
 - The fuel tank capacity limit in the MotoGP Class is a maximum of 22 litres for GP races, and 12 litres for Sprint.
 - In defining fuel tank capacity all containers/devices of the motorcycle capable of supplying fuel to the carburettors/injectors may be taken into account (with the exception of the fuel catch tank including its supply tubing, and any containing devices downstream of the fuel pump).

6. Refuelling may only be carried out from an unpressurised container, and the motorcycle fuel tank may not be artificially pressurised above atmospheric pressure at any time. It is allowed to vent the fuel tank to the atmosphere via the airbox in order to equalise pressure in the airbox and fuel tank.

2.4.4.7 Bodywork

Refer to the Appendix, General: Fig. 1, Fig. 2, Fig. 3, Fig. 4, Fig. 5, Fig. 6; all figures and prescriptions are relevant to the motorcycle to be checked as follows:

- i) Any motorcycle that is chosen for technical verification will be checked in the condition that it was used during the session. Meaning, it will not be permitted to make any mechanical adjustments to the motorcycle (other than the preload to the front forks to accommodate the checking tool as listed below).

In case the machine is equipped with a passive ride height system, it will be checked in the following condition:

- Up: with the ride height system in the fully up position.
 - Down: with the ride height system and the rear suspension unlocked and free to move, the rear of the machine being supported at the rear wheel spindle, the rear wheel touching the ground, and a weight of 80 kg will be applied to the rear of the machine.
- ii) Before the close of technical control of the first Grand Prix of the season, each manufacturer must declare their fully extended fork travel length, they will also need to provide to the Technical Director a spacer/checking tool that is manufactured to the declared length and will fit within the fork travel. Therefore, every time a motorcycle is checked, the spacer as supplied by the manufacturer will be used to determine that the correct length of front fork travel is achieved. The only adjustment allowed to accommodate the spacer is on the preload of the forks.
 - iii) Unless specified otherwise, the rear of the motorcycle should be supported at the foot pegs only, with the rear wheel itself supported only by its own weight and have no more than 3 mm of ground clearance.

In case the machine is equipped with a passive ride height system, it will be checked in the following conditions:

- Up: with the ride height system in the fully up position.

- Down: with the ride height system and the rear suspension unlocked and free to move, the rear of the machine being supported at the rear wheel spindle, the rear wheel touching the ground, and a weight of 80 kg will be applied to the rear of the machine, as close as possible to the rider's seating position.
- iv) No lean angle (i.e. machine straight up).
 - v) The cameras and equipment referred to in 1.21.13 are not subject to the bodywork regulations, prescriptions and limit dimensions, unless otherwise specified.
1. The windscreen edge and the edges of all other exposed parts of the streamlining must be rounded.
 2. The maximum width of the Aero Body (see 10.) must not exceed 600 mm above the Reference Line, or 550 mm below the Reference Line.

The Reference Line is a horizontal line 550 mm above ground level (refer to Appendix, General: Fig. 2, 3, 4.).

The parts of the motorcycle that, in a side view, are behind a vertical line that is 500 mm ahead of the vertical line touching the rear edge of the rear tyre cannot exceed 1250 mm in height and, in a top view, they must not exceed a tapered area going from the width of 450 mm in correspondance of 500 mm ahead of the rear edge of the rear tyre, to 200 mm in correspondance of the rear edge of the rear tyre, with the exception of exhaust pipes and/or exhaust pipe covers that are contained in a 20 mm offset of the outer exhaust pipes surface.

Any unsprung parts of the rear suspension, and any part that moves as a consequence of the rear wheel suspension travel (e.g the swingarm, the rear **fender**, swingarm crash covers...), is not limited by the tapered rear body limits, but it is subjected to the specific 400 mm width limit, with the sole exception of round section rear wheel lift bolts.

Swingarm covers that match the swingarm surface and are contained inside a 10 mm swingarm offset are not considered as parts of the Aero Body, if the swingarm itself is not part of the Aero Body (see 10.ii.).

The maximum dimensions and outer profile of the upper and lower parts of the main fairing are shown in the Appendix, General: Fig. 3 and Fig. 4, and will be controlled with a template of these dimensions, under conditions as detailed by the Technical Director.

Any attachment to the front suspension unsprung parts (e.g. brake rotors covers, calipers, cooling ducts...), with the exception of the Front Fender (see 10.) and the parts of the braking circuit (calipers, hoses), must be contained inside a horizontal cylinder that is centered in the wheel center, symmetrical with respect to the symmetry plan of the front tyre and having a maximum diameter of 500 mm and a maximum staggered width of 330/365 mm, as per the diagrams the Appendix, General: Fig. 5, Fig. 6.

The width of the windscreen must not exceed 300 mm (measured in a straight line).

The length of the windscreen must not exceed 370 mm (measured along the windscreen surface).

3. Bodywork must not extend forward past a vertical line drawn 150 mm behind the front edge of the front tyre.
4. When viewed from both sides, it must be possible to see:
 - a) One or more portions of the rear wheel rim that, together with other parts not belonging to the Aero Body, make a total of at least 50% of the inner rim circumference (i.e. parts not belonging to the Aero Body will contribute to the 50% minimum, together with the exposed portions of the rim). To this extent the rim is the circular portion of the wheel fitting the tyre, with the exception of hub and spokes, and its inner circumference is clarified in Fig. 6. A rear mudguard not belonging to "Area A" is not part of the Aero Body, so it is counted in the 50% of the rear rim inner circumference, together with the swingarm when it is not part of the Aero Body.
 - b) The whole of the front rim (to this extent the rim is the circular portion of the wheel fitting the tyre, with the exception of hub and spokes), other than the part obscured by the Front Fender, forks, brake parts or front suspension attachments (see 2.).
 - c) The rider, seated in a normal position with the exception of the forearms.

Note: No transparent material may be used to circumvent the above rules.

5. No part (or portions of) of the motorcycle may be behind a line drawn vertically at the edge of the rear tyre, or closer than 50 mm to the ground, with the following exception: parts of the Aero Body belonging to Area "A" cannot be closer than 35 mm to the ground when the machine is checked according to 2.4.4.7.i) in the "down" position.

6. The seat unit shall have a maximum height of the (approximately) vertical section behind the rider's seating position of 150 mm. The measurement will be taken at a 90° angle to the upper surface of the flat base at the rider's seating position, excluding any seat pad or covering. **A line drawn parallel to and 150 mm above the seat base as described above, continuing to the extent of the rear of the seat unit, represents the maximum allowed height of the seat unit including any protrusions or attachments (excluding onboard camera/antenna). Refer to the Appendix, General: Fig. 2 Bodywork dimensions MotoGP.**

7. When fitted, Front Fenders must not extend:

- a) Front leading edge: In front of a line drawn upwards and forward at 45 degrees from a horizontal line through the front wheel spindle.
- b) Rear trailing edge: Below a line drawn horizontally through the front wheel spindle.

The Front Fender mounts/brackets and fork-leg covers, close to the suspension leg and wheel spindle, and brake disc covers are not considered part of the Front Fender.

8. Moving aerodynamic devices are prohibited; to this extent, any part of the Aero Body (see 10.) shall be attached so that neither active adjustability is possible (e.g. linkages, bearings and any design that permits an intentional change in shape/orientation/position are not allowed), nor passive; to this extent any part of the Aero Body (see 10.), when mounted on the bike in normal operating condition, shall have a maximum deflection of 10 mm in any point, when a 50N vertical load is applied in the downward direction with a spherical 20 mm radius steel penetrator.

9. The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 4 litres for MotoGP). This measurement should be taken with the fairing fitted to the motorcycle, whilst both wheels are on the ground and the motorcycle is upright at 90° to the horizontal, under its own weight (1g position). This measurement should be taken according to 2.4.4.7.i) in the "up" position.

The lower fairing should incorporate a maximum of two holes of 25 mm. These holes must remain closed in dry conditions and must be only opened in wet conditions.

10. MotoGP Aero Body Approval.

Definition:

The MotoGP Aero Body is defined as:

- i) The portion of the motorcycle bodywork that is directly impacted by the front airflow while the motorcycle is moving forward, and is not in the wake (ie. aerodynamic “shadow”) of the rider’s body or any other motorcycle body parts i.e. the two separate components Front Fairing and Front Fender, as per the diagrams the Appendix, General: Fig. 5, Fig. 6. **To this extent the entire external shapes of the Front Fairing and Front Fender are considered as Aero Body, whereas only the inner portions of the Front Fairing and Front Fender that are actually directly impacted by the front airflow while the motorcycle is moving forward are considered as Aero Body (e.g. inner ducts that route fresh air from an inlet to an outlet, inner surfaces that are impacted by fresh air through intakes...).**

As exemptions to the above the following parts are not considered as part of the Aero Body:

- **The windscreen.**
- **Cooling ducts (i.e. ducts that are entirely inside of the external profile and effectively route fresh air onto a part that needs cooling and is located inside the external profile– or the rider’s body - or ducts that are entirely inside of the external profile and effectively route hot air away from a part that needs cooling and is located inside the external profile).**
- **Engine intake ducts (i.e. ducts that are entirely inside of the external profile and route fresh air into the engine intake plenum).**

Front suspension attachments complying with 2. are not part of the Aero Body. For the avoidance of any doubt:

- a) parts, or portions of them, that are not belonging to the Front Fairing or the Front Fender, but still are directly impacted by the airflow while the motorcycle is moving forward, and are not in the wake (ie. aerodynamic “shadow”) of the rider’s body or any other motorcycle body parts (e.g. handguards), and
- b) parts that, even if not directly impacted by the front airflow, are located ahead of the rider and have an horizontal cross-section that is tapering towards the rear of the motorcycle (e.g. drop-

shaped fork covers), with the exception of front suspension attachments, or portion of, that are contained in the volume specified in 2., will automatically be considered as parts of the Aero Body, and collectively called “Other Aero Body parts”.

- ii) All the parts that in a side view belong, totally or in part, to area “A” and having design elements and/or portions that are not strictly necessary to let the rider control the machine (accelerating, braking, steering, gearshifting), or connect the two wheels with proper stiffness, allowing relative motion (suspension, steering), regardless they are structural (e.g. a monocoque swingarm that is shaped for extra functions) or not (e.g. a swingarm attachment) as per the diagrams the Appendix, General: Fig. 5, Fig. 6., with the exception of sensors, wiring harness, rear brake cooling ducts, and exhaust pipes and/or exhaust pipe covers that are contained in a 20 mm offset of the outer exhaust pipes surface.

Area “A” is defined in a side view as a rectangular area extending between the swingarm pivot center to the back of the rear wheel, and between 50 mm to the ground (see 5.) and the rear wheel spindle center.

Parts of the Aero Body belonging to “Area A” can be moved without the need of a new homologation, in order to restore a safe clearance or to eliminate interference with other parts that have been moved in adjusting the motorcycle setup, on the condition that they are just re-positioned without modification. However, removing any parts of the Aero Body belonging to “Area A” will require a new homologation.

~~Only the external shape, excluding the windscreen, is defined in this regulation, so the following parts are not considered as part of the Aero Body: windscreen, cooling ducts, fairing supports, and any other parts inside the external profile.~~

GPC5 Decision, Electronic meeting 8 May 2024

Approval:

- a) Approval of the Aero Body will be undertaken by means of delivery of the following to the Technical Director, under the conditions established by the TD (normally before close of technical control at the first event of the season):

either i) Full 3D CAD models of all outer Aero Body surfaces (in .stl format),

or ii) A reference sample of each part of the Aero Body, to be sealed and retained by the Technical Director.

3D CAD models must show the position of the “Aero Line”. The aero line is the horizontal line that in side view is 300 mm above a reference line that is the horizontal line touching at least one point of the lower body profile and leaving all the side surfaces of the Aero Body above (refer to Appendix, General: Fig. 6).

- b) Approval is on a “per-rider” basis, so different riders with the same motorcycle manufacturer may have different Aero Bodies.
- c) One update per component of the Aero Body (Front Fender, Front Fairing, Area “A” and Other Aero Body parts) is allowed at any time during the season, for each rider. Samples or full 3D CAD models of the updated items must be delivered to the Technical Director prior to the updated items being used on track.

To this extent area “A” and the Other Aero Body parts are considered as one single component each, so any change in one of them is considered as an update, regardless the number of parts that are changed, and including adding/removing parts; the same is for the Front Fender and the Front Fairing, regardless the number of components they are made of (e.g. if a motorcycle has a swingarm attachment and a rear **fender** both **belonging** to Area “A”, then if the swingarm attachment is changed or removed, it won’t be possible to update the rear **fender** later on during the season).

The update may consist of using a previously approved Aero Body component from the same manufacturer. Both the updated and the original Aero Body may be used (ie. each rider may have a maximum of 2 Aero Bodies available), The 4 components of the Aero Body (Front fairing, Front fender, Area “A”, and Other Aero Body parts) may be mixed, eg. the initial Front Fairing may be used on the motorcycle together with either the initial or the updated Area “A” (and vice versa). No component of the Aero Body is compulsory, but fitting or not fitting a component is considered as a change in the Aero Body (e.g. removing the Front Fender or a swingarm attachment requires updating).

- d) Each approved Aero Body component (Front Fairing, Front Fender, Area “A” and Other Aero Body parts) may consist of different parts, all of which must be assembled and used together on the motorcycle. The parts of each component are considered together and different options of the same part are not allowed.

- e) At the same time of the Aero Body approval according to clause a), or update according to clause c), and as an exception to d), it is possible to have the following parts approved as “add-ons”:
 - i) Hand guards. The hand guard profile must mirror the existing fairing profile at the point of attachment, and hand guards will have the sole objective of increasing the surface area around the rider’s hands, so as to provide extra protection from rain.
 - ii) Rear tyre water spoiler. A spoiler that is not wider than the parts it attaches to, and in a side view is located in area “A”, ahead of the rear wheel center.

The use of “add-ons” is allowed only in the case that at least one rain tyre is fitted on the motorcycle. If such parts/devices are not specifically approved as “add-ons” they will be considered as parts of the Aero Body and must therefore always be on the motorcycle, according to clause d); it is allowed to remove parts of the Aero Body to replace them with the “add-ons” (e.g. it is allowed to remove a swingarm attachment and replace it with a rear tyre water spoiler, if it shares the same attaching points).

- f) Material may be removed by grinding, drilling and cutting only from Aero Body parts, under the condition that it does not affect or change any profile of the approved design. The sole purpose of material removal shall be providing additional clearance and/or cooling where necessary, and all possible effort shall be made to have these as the only effects, at the sole discretion of the Technical Director. To this extent, removing or not mounting portions that are designed as parts of the same Aero Body component is not considered as “material removing” and is therefore not allowed according to clause d).

As examples, and for the avoidance of any doubt: it is allowed to trim the Front Fairing in case of interference with a new chassis design (clearance), it is not allowed to trim the profile of a lower swingarm attachment or change the homologated design to restore the minimum ground clearance in case the swingarm has been re-designed, and the attachment is moved down as a consequence of the new design.

- g) Material may not be added to the Aero Body, and the shape cannot be altered in any way.

- h) Manufacturers in their first season of participation in the MotoGP class are permitted to make an unlimited number of updates to Aero Body components as described in clause c., provided each Aero Body design complies with the rest of these regulations.
- i) Modifications to the Aero Body below the Aero Line in a side view are allowed, except for parts on the outer surface of a double-walled design, and provided that:
- The only purpose of the modifications is to provide clearance from interfering covered motorcycle parts (eg. exhaust pipes, engine cases, etc.), and the design is such that providing clearance is the only effect, at the sole discretion of the Technical Director. Interference in absence of the modification shall anyway be proven to the Technical Director to his satisfaction.
 - The new outer body surface is no more than 30 mm offset from the existing outer surface.
 - The total amount of the modified surface (ie. the sum of all the changes to the left and right sides) is less than 300 cm² in side view.
- j) All leading edges must have a minimum radius of 2,5 mm for safety.
- k) Different parts of the Aero Body can be updated in different times of the season, and the initial and updated versions of the different parts can be mixed and matched.
- l) At certain circuits, for safety reasons it will be permitted for teams to remove the side pods from the aero body. The conditions are that all side pods are removed, and it does not affect the external profile of the homologated fairing. All modifications must be preapproved by the Technical Director. Race Direction will be responsible for determining and announcing if this concession will apply at any other events, based on adverse weather conditions.

Circuits where this condition currently applies:

1. Phillip Island

2.4.4.8 Wheels

1. Permitted wheel rim sizes are as follows:

	<u>Front</u>	<u>Rear</u>
MotoGP	4.00" max. width 17" diameter only	6.25" max. width 17" diameter only

In the MotoGP class, each manufacturer is restricted to two different widths of front wheel rim, and one width of rear wheel rim, within the maximum widths noted above. All MotoGP wheel rims must be 17" (17 inches) diameter.

Each MotoGP manufacturer must notify the Technical Director of their selected wheel sizes no later than the close of technical control at the first race of each season.

2. In all classes, composite construction wheels (including carbon fibre reinforced, glass fibre reinforced, and similar) are not permitted. The permitted materials for wheel construction are magnesium and aluminium alloys.
3. All wheels must conform to the requirements published in the document "FIM Requirements for Grand Prix Wheels 2018", and be certified by the wheel manufacturer. Wheels approved before the end of 2017 under the previous FIM standard (2015) are permitted to be used until the end of their service life.

(refer to <http://www.fim-live.com/en/library/> Motorcycle Parts Testing Standards)

The following procedures will apply:

- A sample wheel of each different design or model must pass all the tests described in the FIM requirements document.
- Every wheel of this design or model must be identified with the model code and a unique serial number, by a permanent marking, which must be visible with the tyre fitted.
- Each individual design or model that has passed the tests will be certified by an official document issued by the wheel manufacturer stating that the wheel conforms to the FIM Requirements for Grand Prix Wheels 2018.

- A copy of this compliance certificate must be sent to the MotoGP Technical Director (Danny Aldridge danny@irta.org.uk) and to the Racing Homologation Programme (frhp@fim.ch). A copy of this certificate must also be provided to customers together with approved wheels purchased.

2.4.4.9 Tyre restrictions

1. In all classes, only tyres from the Official appointed tyre supplier for each class may be used in a Grand Prix event, including official tests.

The Official tyre supplier will provide sufficient tyres for all riders entered in the event.

The tyre specifications available at each event will be determined by the tyre supplier. Identical tyres of each specification for the relevant class and/or designation must be available to every rider, and the total quantity of tyres will be the same for every rider. New tyre specifications will not be included in the race allocation until they have been tested during an Official test.

The Official Tyre Supplier will remain at all times the owner of all tyres supplied to the teams. The teams are required to return all tyres to the Official Supplier at the end of each event or test.

Tyres must be used according to the advised parameters which are agreed in consultation with the official tyre supplier, the Technical Director and the Organisers. Parameters may include pressure, temperature, maximum number of laps per tyre, time/temperature on tyre warmers, or other usage guidelines, including that allocated tyres must be mounted and dismounted from wheels only by the official tyre supplier.

Teams must comply with requests by the Technical Director, his staff, and the official tyre supplier to check tyre parameters at any time, which may include tyre pressure and/or temperature data from the datalogger.

The use of any device on the wheel to adjust the tyre pressure whilst on track is prohibited.

The use of Tyre Air Pressure Sensors (TAPS) on all wheels, front and rear, is mandatory in the MotoGP class, including logging of TAPS data at all times.

Any riders or teams found to be using tyres outside of these operating parameters will be subject to penalties. The decision of the Technical Director, in consultation with the official tyre supplier, will be final.

2. During the two days prior to the start of official practice, the tyre supplier must provide to the Technical Director details including specifications, quantities and the identification markings of the tyres available for that event.

The Technical Director and staff will allocate the tyres available for the exclusive use of each entered rider (as described in Article 2.4.4.9.3). The allocation of individual tyres will be made on a random basis with no involvement of any representative from the tyre supplier, teams or riders.

In the case of a rider change after the final tyre allocation has been made, the replacement rider must use only the tyres allocated to the original rider.

3. For Grand Prix race events, each rider will be restricted in the quantity and specification of tyres that they may use at a single race event as follows:

A. MotoGP Class

The quantity, specification and allocation of tyres will be determined by the official tyre supplier in consultation, and by agreement with, the Organisers and the Technical Director. Due to ongoing technical developments and changing conditions, the quantity, specification and allocation of tyres may be varied from time to time by mutual agreement.

The base allocation, subject to mutually agreed changes, is as follows:

During all practice sessions, warm up and the race a maximum of 22 slick tyres, specifically:

Front slick tyres:

10 in total, comprised of:

up to a maximum of 5 of specification A *

up to a maximum of 5 of specification B *

up to a maximum of 5 of specification C *

The rider's final selection of front tyre specification must be informed to the tyre supplier no later than 2 hours after the end of the current day's practice. The Technical Director will notify teams in advance of any change to this deadline, due to changes in the practice schedule.

If no specification selection is received by this time the allocation will be determined by the tyre supplier, respecting the maximum quantities above.

This allocation will be final and no changes are permitted after this time. In the case of a rider being replaced after this tyre selection deadline, the replacement rider must use only the tyres allocated to the original rider.

Rear slick tyres:

12 in total, comprised of:

7 of specification A, and
5 of specification B

Specification A is the softer option (higher grip level), specification B is the harder option. The official supplier will determine which tyres are suitable for each event. Depending on the circuit and conditions, specification A may be soft or medium, and specification B may be medium or hard.

* Riders who participate in both Q1 and Q2 qualifying sessions (maximum 2 riders) will be allocated one extra front tyre of their preferred specification (therefore, if taken, a maximum of 6 of that specification) and one extra rear slick tyre of specification A (highest grip level) after Q2 (therefore, if taken, a maximum of 8 of specification A).

In the case that Q1 and Q2 sessions are both declared wet by the Race Director, the extra tyres allocated will be rain tyres (of the rider's preferred specification for both front and rear tyre). In the case that Q1 and Q2 sessions are declared as different weather conditions then no extra tyre will be allocated.

The rider's final selection of rear tyre specification must be informed to the tyre supplier no later than 2 hours after the end of the current day's practice. The Technical Director will notify teams in advance of any change to this deadline, due to changes in the practice schedule.

If no specification selection is received by this time the allocation will be determined by the tyre supplier, respecting the maximum quantities above.

This allocation will be final and no changes are permitted after this time.

In the case of a rider being replaced after this tyre selection deadline, the replacement rider must use only the tyres allocated to the original rider.

At the sole discretion of the official tyre supplier, an extra specification (front and/or rear) may be supplied in order to cover all possible track and weather conditions. This specification will be allocated only at the discretion of the tyre supplier (in consultation with the Race Direction and the Technical Director). If allocated, it will be a maximum of 3 tyres per rider and will replace 3 unused tyres from the original allocation.

Rain tyres

For practice sessions, warm up and the race a standard allocation of 13 rain tyres, specifically:

Front rain tyres:

6 in total, of two specifications

Rear rain tyres:

7 in total, of two specifications

In the case that any **3** of the 5 sessions, being **FP1, Practice, FP2**, one Qualifying session, **and the Sprint** (always excluding warm-up), are declared wet by the Race Director, one more set (1 x front and 1 x rear) of rain tyres will be allocated to every rider, and the allocation automatically becomes:

7 Front rain tyres, and
8 Rear rain tyres.

Due to the variation in track surface conditions between circuits, the quantity of each rain tyre specification will be decided by the official tyre supplier, prior to each event.

The official tyre supplier will determine the criteria for the classification of tyres as Slick or Rain. In case of dispute the decision of the Technical Director will be final.

4. a) Riders may use only the tyres allocated for his/her exclusive use (as described in Article 2.4.4.9.3).
- b) Tyres will be individually identified and may not be exchanged between riders, including between team-mates, and may not be exchanged by the tyre supplier after allocation, except with the permission of the Technical Director (for example, under Article 2.4.4.9.8).

- c) Tyres may not be materially altered in any way after allocation, such as hand-cutting and any other action or treatment that will alter the tyre's performance (with the exception of the use of tyre warmers), unless deemed necessary by the tyre manufacturer. Such alterations may be performed only by or under the supervision of the tyre manufacturer's representative, and shall be made available equally for all riders.
5. Each allocated tyre must be marked with its specification and carry an official identification label with a unique serial number. In the event of damage to or loss of the official label, the tyre company must be able to satisfy the Technical Director as to the tyre's specification. Tyres may be checked for compliance at any time, before or after use.
 6. In the case of an interrupted race, a rider must use tyres from his allocation of marked tyres for the restarted race.
 7. In the unlikely event of a tyre being accidentally damaged before it is used (for example during the fitting process) and deemed to be unusable by the Technical Director, it may be replaced with a tyre of the same specification with the permission of the Technical Director. Such replacement tyres will be marked and included in the allocation of the rider concerned. The damaged tyre will be removed from the allocation and may not be allocated again.

Once it is used (i.e. has exited pit lane) a tyre may not be replaced because of damage or defect, except if all the following conditions apply:

- a) The tyre supplier must confirm to the Technical Director that the damage is solely due to a manufacturing defect or fitting problem (i.e. out of the team's control), and not due to any other reason such as impact, cut, abrasion or accident.
- b) The tyre supplier must confirm to the Technical Director that the damage is significant enough to deem the tyre unsafe to use.
- c) Tyres that are deemed to have covered more than 2/3 of race distance will not be considered for replacement. The determination of distance covered will be the sole decision of the Technical Director in consultation with the tyre supplier, and the team may be required to submit information such as lap charts and logger data to support a claim.

In determining whether a replacement will be allowed the decision of the Technical Director will be final.

- d) If a replacement tyre is granted, it must be of the same specification as the damaged tyre and selected at random by the Technical Director and/or his staff.
8. Should an exceptional and unpredictable safety problem arise for the tyre supplier during an event, so as to prevent riders from safely competing in the race, then the tyre supplier must inform the Technical Director and Race Direction of the problem as soon as possible.

A re-allocation of suitable tyres may be made under the supervision of the Technical Director. Such allocated tyres will be the same specification(s) and quantities for all riders, the quantity being determined by the tyre supplier in consultation with the Technical Director.

9. Tests, MotoGP Class:

This article refers to Official tests. For private tests, refer to Art. 1.15.1.1.C Test Tyre Allocation for details of tyre specifications available.

A. For Official or Post-Race tests of 1 day duration, each contracted rider will be restricted in the quantity and specification of tyres that they may use at a single test event as follows:

During all practice sessions, 8 slick tyres, specifically:

Front slick tyres:

4 front tyres chosen from the specifications available, with a maximum of 3 tyres of any one specification.

Rear slick tyres:

4 rear tyres chosen from the specifications available, with a maximum of 3 tyres of any one specification.

During all practice sessions, 4 rain tyres, specifically:

Front rain tyres:

2 tyres chosen from the specifications available.

Rear rain tyres:

2 tyres chosen from the specifications available.

In addition each rider may use 1 set of new slick tyres (1 front + 1 rear) and one set of new rain tyres (1 front + 1 rear) retained from their allocation for the preceding event.

In addition, any used tyres that are still mounted on wheels from the preceding event may be used. The team must inform the tyre supplier which tyres, if any, they wish to retain for the test within 2 hours of the preceding race finish.

- B. For Official Winter or Post-Race tests of 2 days (or more) duration, each contracted rider will be restricted in the quantity and specification of tyres that they may use at a single test event as follows:

During all practice sessions on Day 1, a maximum of 8 slick tyres, specifically:

Front slick tyres:

4 front tyres chosen from the specifications available, with a maximum of 3 tyres of any one specification.

Rear slick tyres:

4 rear tyres chosen from the specifications available, with a maximum of 3 tyres of any one specification.

During all practice sessions on each additional day, a maximum of 6 slick tyres, specifically:

Front slick tyres:

3 tyres chosen from the specifications available, with a maximum of 2 tyres of any one specification.

Rear slick tyres:

3 tyres chosen from the specifications available, with a maximum of 2 tyres of any one specification.

During all practice sessions over the 2 (or more) days of the test, a maximum of 4 rain tyres per day, specifically:

Front rain tyres: 2 per day chosen from the specifications available.

Rear rain tyres: 2 per day chosen from the specifications available.

- C. At any official Post-race or Winter test, the tyre supplier may choose to allocate extra tyres with a different specification. Such extra allocation will be determined solely by the tyre supplier.

The same quantity of identical specification tyres will be allocated to at least all permanent MotoGP class riders contracted to factory teams at the test.

When a new specification tyre is to be introduced, the tyre supplier should inform all teams at least one month in advance for winter tests and 2 weeks in advance for post-race tests.

2.4.4.10 Numbers and Backgrounds

1. The racing number must be affixed to the front of the motorcycle fairing in a central position. Rear or side numbers are optional.
2. Numbers should be a minimum height of 140 mm.
3. Numbers must be easily legible, in a clear simple font and contrast strongly with the background colour.
4. Backgrounds must be of one single colour over an area large enough to provide a minimum clear area of 25 mm around the numbers.
5. In case of a dispute concerning the legibility of numbers, the decision of the Technical Director will be final.

2.4.5 General

2.4.5.1 Fuel and Oil

1. All motorcycles must be fuelled with unleaded petrol, which must comply with the FIM Grand Prix specification for each racing class (**Category 1 of 2024 FIM Fuel Regulations**).

From 2024 this fuel must be a minimum of 40% of non-fossil origin, increasing to 100% of non-fossil origin from 2027.

2. **Unleaded petrol will comply with the FIM Grand Prix specification if it has the following characteristics:**

Property	Units	Test method	Min.	Max.
Non-fossil components	% (14C/C)	ASTM D6866-22 - Method B - AMS	40.0*	
RON		ISO 5164	95.0	102.0
MON		ISO 5163	85.0	90.0
Oxygen	% (m/m)	ISO 22854		3.7
Benzene	% (v/v)	ISO 22854		1.0
Vapour pressure (DVPE)	kPa	EN 13016-1		90.0
Density at 15°C	kg/m ³	ASTM D 4052 / EN 12185	720.0	775.0
Oxidation stability	minutes	ASTM D 525 / EN ISO 7536	360	

Existent gum	mg/100ml	EN ISO 6246		5.0
S	mg/kg	ASTM D 5453 / EN ISO 20846		10
N	% (m/m)	ASTM D 4629		0.2
Cu corrosion	Rating	ISO 2160		Class1
Distillation at 70°C	% (v/v)	ISO 3405	22.0	50.0
Distillation at 100°C	% (v/v)	ISO 3405	46.0	72.0
Distillation at 150°C	% (v/v)	ISO 3405	75.0	
Final boiling point	°C	ISO 3405		210.0
Residue	% (v/v)	ISO 3405		2.0
Olefins	% (v/v)	ISO 22854		18.0
Bi/Polycyclic olefins	% (m/m)	GCMS		0.01
Total di-olefins	% (m/m)	GCMS/HPLC		1.0
Aromatics	% (v/v)	ISO 22854		35.0
Total HC's containing only H and C and present <5% each	% (m/m)	Gas chromatography	30.0	
Substances capable of exothermic reaction in absence of external O		GCMS		Not permitted**
Oxygenates other than below list	% (m/m)	EN ISO 22854		0.1
Methanol	% (v/v)	ISO 22854		3.0
Mn content	mg/l	ICPOES or ASTM D3831		1.0
Pb content	mg/l	ICPOES or ASTM D3237		5.0
Fe content	mg/l	EN 16136 :2015 or ASTM D5059 – 20		5.0
Ni content	mg/l	EN 16136 :2015 or ASTM D5059 – 20		5.0
Appearance		Visual inspection	Clear and bright	

All reported min. and max. thresholds (except for the non-fossil components determination) do not include the tolerance, which needs to be calculated in accordance with ISO 4259 and be taken into account to correct the min. and max. thresholds.

List of permitted oxygenates:

Methanol, Ethanol, Iso-propyl alcohol, Iso-butyl alcohol, Methyl tertiary butyl ether, Ethyl tertiary butyl ether, Tertiary amyl methyl ether, Di-isopropyl ether, n-Propyl alcohol, Tertiary butyl alcohol, n-Butyl alcohol, Secondary butyl alcohol.

* As it is guaranteed that all the samples will be analysed by the same laboratory, an absolute measure uncertainty of +/- 0.5% will be taken in account, as per ASTM D6866- 22 - Method B - AMS.

** A limit of detection of 0.01% m/m will be applied.

3. Fuel definitions:

- **Paraffins** Straight chain and branched alkanes.
- **Olefins** Straight chain and branched monoolefins and diolefins.
- **Monocyclic monoolefins** (with five or more carbon atoms in the ring) with or without paraffinic side chains.
- **Diolefins** Straight chain or branched or monocyclic hydrocarbons (with five or more carbon atoms in any ring) with or without paraffinic side chains, containing two double bonds per molecule.
- **Naphthenes** Monocyclic alkanes (with five or more carbon atoms in the ring) with or without paraffinic side chains.
- **Aromatics** Monocyclic and bicyclic aromatic rings with or without paraffinic side chains.
- **Oxygenates** Organic compounds containing oxygen.
- **Additive** An additive is a component added to the fuel at low concentration to improve a particular property of the fuel. These include (but are not limited to) antioxidants, antiknock agents, antistatic additives and deposit control additives.
- **Metals** are defined as alkali metals, alkaline earth metals, transition metals, actinides, lanthanides, post-transition metals and metalloids.

4. Implementation of the fuel regulation

In the MotoGP class when a rider taking part in a meeting is under contract or agreement for the exclusive use of a certain brand of petrol or oil, the Organisers must give free access to the circuit for that fuel or oil.

Any final dispute will be settled in accordance with the FIM Grand Prix.

Disciplinary and Arbitration Code.

5. Fuel Approval

1. All fuel in use in the Championship must be approved prior to the race in which the fuel is to be used. Fuel companies supplying petrol to participating teams must submit ten litres (2 x 5 L) to the laboratory appointed by the FIM/Dorna for analysis in accordance with the specification. Providing the petrol is within the specification, a certificate containing a test report number will be issued. The test report number must be given to the appropriate teams before they take part in a race.

2. During Thursday's technical control, each team will declare the certificate test report numbers corresponding to the petrol to be used. This information will be entered in the Technical Control Book of each motorcycle at every Grand Prix.

Therefore, the fuel which is to be used must be approved by the Thursday afternoon before the race in which the fuel is to be used.

3. When a fuel sample is requested at any Grand Prix Circuit, either during practice, warm up or following the race, the certificate test report numbers corresponding to the petrol used must be declared to the Grand Prix Technical Director by the team. Failure to provide the correct number may result in a penalty.

4. Each fuel Company will be responsible for payment to the laboratory for these batch analyses costs and establishment of the basic fingerprints.

6. Fuel Sampling and Testing

1. The Grand Prix Technical Director will appoint a senior Technical Scrutineer to take responsibility for the administration and supervision of the fuel sampling procedure.

2. Motorcycles selected for fuel controls will usually be amongst the first three finishers, and will be directed to the “parc fermé” for technical controls.
3. Other finishers may be chosen at random for fuel controls. A Technical Scrutineer will be posted at the entrance to the pit box of the selected rider(s) whose machine must immediately accompany the Technical Scrutineer to the technical control area or “parc fermé”.
4. The fuel to be tested will be transferred into two bottles, “A” and “B” identified by reference to the rider, team and machine from which the sample was taken. The bottles will be closed, sealed and labelled by the Technical Director and/or Technical Scrutineer.
5. Only new bottles will be used for the fuel samples and only new materials will be used to transfer the fuel.
6. The Fuel Sample Declaration form will be filled out immediately, containing all necessary information, including the riders and machines identity, date and place of fuel sampling. A responsible team member will sign this declaration, after verifying that all the information is correct.
7. Sample “A” will be sent to the official appointed laboratory, accompanied by a copy of the Fuel Sample Declaration form. The fuel sample will be compared with the approved petrol. If necessary the concentration of other elements, including lead, manganese, iron, nickel, nitrogen and oxygen may be measured at the request of the Technical Director to ensure that octane and power boosters have not been added.

If any observed deviations indicate that they are due to mixing with one other fuel, which has been approved by the FIM/Dorna for use by the team, the fuel sample will be deemed to comply, provided the fuel sample still falls within FIM Grand Prix specification as described in Article 2.4.5.1.2.

Costs for the analyses of sample “A” will be paid by FIM/Dorna.

8. Sample “B” will be handed over to the FIM designated storage facility for safeguarding in case of protests and/or requirement of a counter analysis by the appointed laboratory. Costs for the analyses of sample “B” will be paid by the team concerned.

9. Both samples will be transported by an authorised courier.
10. The laboratory must deliver the results of the fuel sample analyses to the Grand Prix Technical Director, with a copy to the FIM MotoGP Stewards, as soon as possible after receipt of the samples.
11. In the case of non-conformity, the Technical Director must notify, as soon as practical after receipt of the results, the FIM MotoGP Stewards, the Grand Prix Race Direction and the rider/team representative concerned.

Within 48 hours of the receipt of the notification of the results of the laboratory test of sample “A”, the team must notify the FIM MotoGP Stewards and the Technical Director if counter-expertise is required (or not required) for sample “B”.

The FIM MotoGP Stewards Panel will take a decision at the Grand Prix event immediately following the notification of the results of the final expertise. Any appeal against the decision of the FIM MotoGP Stewards Panel will be heard by the FIM Appeal Stewards appointed for the Grand Prix event at which the FIM MotoGP Stewards Panel decision is taken.

If there is no more Grand Prix following the notification of the results of the final expertise, the FIM MotoGP Stewards Panel will take a decision as soon as practical. Any appeal against the decision of the FIM MotoGP Stewards Panel will be heard by the FIM Appeal Stewards appointed by the FIM for this specific task.

12. The director of fuel analysis at the official laboratory must confirm to the Technical Director that the identification and the seal status of the “B” sample is correct before any B sample analysis is carried out.
13. Failure of the sample to comply to approved petrol and/or the addition of octane and power boosters, as described in Article 2.4.5.1.6.7, will automatically result in the disqualification of the competitor from the entire meeting.

The result of the competitor’s fuel sample analysis (“A” or “B” sample) more favourable to the competitor will be taken into account.

7. Fuel Temperature

For the MotoGP **Race and Sprint**, no fuel on the motorcycle may be more than fifteen degrees C (15°C) below ambient temperature. The use of any device on the motorcycle to artificially decrease the temperature of the fuel below ambient temperature is forbidden.

For the purposes of this regulation an Official Ambient Temperature will be declared and displayed on the timekeeping monitors 90 minutes before the start of the MotoGP race.

Each team will be assigned a technical scrutineer 90 minutes before the start of the race. The scrutineer is authorized to test all fuel before it is transferred to the motorcycle fuel tank.

Before filling, all of the fuel storage and transfer containers and the motorcycle fuel tanks may not be more than 15°C below the official ambient temperature.

Only the officially-supplied approved containers may be used to store fuel immediately prior to being transferred to the motorcycle. These containers and any fuel they contain must always be available for the scrutineer to test during the 90 minutes preceding the race.

- Containers must be approved and marked by the Technical Director at Technical Control before the first race of the season.
- Each team is allowed a maximum of two official approved fuel containers per rider.
- Each team may prepare a maximum of three fuel tanks per rider for temperature checking before the race.
- Other than separate external insulation, no devices to control the container temperature are permitted. Specifically no device capable of lowering the fuel temperature may be used.

When it has been confirmed that the fuel is within the allowed temperature range, the team may transfer the fuel to the motorcycle fuel tank. Only fuel from the approved and temperature-checked container may be used in the motorcycle, including when the team wishes to add, change or top-up the fuel.

8. Fuel Handling Safety

- The use of anti-static mats and grounding wrist straps is mandatory when filling fuel containers used for transferring fuel to and from motorcycles.
- The use of approved fuel fillers/fuel dumps is mandatory when adding or removing fuel to/from motorcycle fuel tanks.
- All fuel handling equipment must be approved by the Technical Director.

2.4.5.2 Rider's Safety Equipment

1. It is compulsory that each contracted rider must begin each race event with at least two complete sets of undamaged safety equipment. A complete set of safety equipment shall contain:
 - Helmet
 - Leather Suit, 1-piece
 - **Airbag with its own box (ECU)**
 - Gloves
 - Boots
 - Back Protector
 - Chest Protector

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The equipment must be worn, correctly fastened, at all times during on-track activity. **In certain cases (for example the Airbag system) the equipment must be present and functional at least at the start of each track session. The decision of the Technical Director is final in matters of rider equipment.**

The only purpose of any part of the rider's race suit, boots and gloves should be to protect the rider in an incident. Therefore, any part of these items of equipment that is deemed to be solely for the purpose of aiding the rider's aerodynamic effect will not be permitted. The decision of the Technical Director will be final in determining what constitutes an item solely for aerodynamic effect.

2. Safety Equipment Control

- a) At Technical Control at the first race of the season, one complete set of undamaged safety equipment (as listed in Art. 2.4.5.2.1) must be presented and checked for the following:
- Helmet: FIM Homologation Label indicating valid FIM homologation.
 - Leather Suit, Boots, Gloves: the model names of each of these items must correspond to the Self Certifications previously supplied to the Technical Director.
 - Back Protector: a marking indicating certification to EN1621-2:2014 or to prEN1621-2:2010.
 - Chest Protector: a marking indicating conformity with the standards specified in 2.4.5.2.3.c.v) below.
- b) At any time during the season, the Technical Director may request a piece of rider's equipment in order to check that it meets the requirements listed in Art. 2.4.5.2.3. The item of equipment will be sent to the official appointed laboratory for testing. Supply of equipment and test results as follows:
- The manufacturer of the equipment may be asked to supply a duplicate item of equipment for testing.
 - Equipment damaged after an accident may be taken and tested on an undamaged portion.
 - In the event that the item tested fails to meet the required standard, the manufacturer may request a further test, at their cost, on a duplicate item of used equipment.
 - In the event that the first test and/or optional retest are still negative, the Self Certification provided by the manufacturer will be suspended and the manufacturer shall have 30 days to rectify the problem and demonstrate this.
 - In the event that the problem is not rectified in this time, the manufacturer shall not be permitted to supply any new equipment of the failed type.

3. FIM Rider’s Equipment Minimum Requirements (REMR)

a) Standards for Helmet and Visor

Only FIM homologated helmets (with a valid FIM Homologation Label) will be allowed with the following deadlines:

- Until 31/12/2025: FRHPhe-01 & FRHPhe-02
- From 01/01/2026: FRHPhe-02 only

A list of FIM Homologated helmets is available on www.frhp.org.

<p>FRHPhe-01 (FIM)</p>	
<p>FRHPhe-02 (FIM)</p>	

- Disposable visor “tear-offs” are permitted.

b) Certification for Leather Suit & Airbag system, Gloves, Boots, Back Protectors

All rider’s safety equipment must comply with the requirements detailed in Art. 2.4.5.2.3.c) Sections i to vi, below. The following procedures will apply:

- A sample of each different design or model must pass all the tests described in the FIM Standards, Table 1 below, or in the case of Airbag systems, the FIM Requirements for Grand Prix Airbags 2018.
- Every example of this design or model must be identified with the model code by a permanent marking.
- Each individual design or model that has passed the tests will be self-certified by the manufacturer, using the official document, stating that the item conforms to the FIM requirements.

- A copy of this compliance certificate must be sent to the MotoGP Technical Director (Danny Aldridge danny@irta.org.uk) and to the FIM Racing Homologation Programme (frhp@fim.ch).
 - For leather suits only, the manufacturer must complete and maintain the “Riders Race Suit Database” file for each of their riders.
 - This database must be submitted to the MotoGP Technical Director, and updated each time a leather suit is supplied to or withdrawn from a rider.
 - The Technical Director and the rider also have the right to withdraw a race suit from the database.
- c) Standards for Leather Suit, Gloves, Boots, Back & Chest Protectors
- i) Leather Suit
- Shall be constructed from leather or an equivalent material which satisfies the requirements of Table 1, column 1.
 - The use of abrasion-resistant stretch material is permitted up to a maximum of 50% of the surface area, provided that the requirements of Table 1, column 2 are met, **but stretch material is forbidden for the Zone C indicated in figure 1.**
 - The use of sliders (specific parts of the riders safety equipment, either permanently fixed or removable, intended to make regular contact with the track surface to assist the rider while cornering), is permitted on the knees, elbows or any other parts of the race suit, where it is deemed necessary. They must not be manufactured from or contain any material that when in contact with the track surface may cause visual or other disturbance to other riders.
 - The main closure zip must be an autolock system meaning when the zip puller is flat the zip cannot come undone until pressure is applied to the puller.
 - All suits must be fitted with a clasp system to secure the zip in position when fully closed. The system must work in such a way that the zip cannot come undone until the clasp has been released. In determining the legality of any such system, the judgement of the Technical Director will be final.

- Shall contain armour certified to EN1621-1:2012 in the shoulders, elbows, knees, and legs.
- It is mandatory for the leather suit to be fitted with an Airbag system, with the following requirements:
 - All Airbag systems must be approved according to clause b), above.
 - Every rider must start each track session with a functional Airbag system. Once the airbag has been deployed, the responsibility for continuing the practice or race rests with the rider (For the purposes of this regulation, MotoGP Free Practice 2, Q1, Q2 are considered as one track session).
 - For substitute or replacement riders, the use of an Airbag system is recommended for their first event of the season, and is compulsory for any further events of that season.
 - For MotoGP Wild Card riders the use of an Airbag system is compulsory. Wild Card riders equipment must be presented to Technical Control for inspection prior to the start of the event.

ii) Gloves

- Shall be constructed from leather or an equivalent material which satisfies the requirements of Table 1, column 3. **The EN 13594 level 2 Standard for gloves can be also allowed.**

Level 2 With knuckle protection



- Shall have a cuff length sufficient to overlap the leather suit by at least 50 mm.
- Shall have a means of fastening to secure them to the hand (an elastic closure alone is not acceptable).
- Shall have suitable knuckle protection.

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iii) Boots

- Shall be constructed from leather or an equivalent material which satisfies the requirements of Table 1, column 4.
- Flexing zones are permitted up to a maximum of 40% of surface area, provided that they comply with the requirements of Table 1, column 5.
- Shall have a minimum height sufficient to overlap the leather suit by at least 70 mm.
- Shall have a means of fastening to secure them to the foot (a slip-on boot is not acceptable).

iv) Back Protector

- Must be certified to EN1621-2:2014 or prEN1621-2:2010.
- May be full back or central back configuration.

v) Chest Protector

- Full chest protectors (protector designed as a single piece) and Divided chest protectors (protector designed in two separate halves) are permitted.
- All types of chest protectors (Full or Divided) must have a minimum protection area of no less than 230 cm².
- Only protectors in conformity with prEN1621-3 (level 1 or 2) are permitted.

vi) Marking

- When an equipment manufacturer has tested and proven that the safety equipment in question meets the relevant requirements in paragraphs i) to vi) above, and Table 1 below, they shall attach a permanent marking stating the model number of the product.
- The marking of race suits must additionally contain a unique serial number.
- **The marking of chest and back protectors must additionally contain the European Standard reference.**

Specific marking for Leather Suit, Gloves and Boots:

For all existing equipment in 2024, a marking must be sewn/ printed on the zipper underlay (leather suit) or on the lining (gloves, boots) of the equipment, regarding the material properties indicated in table 1.

Any other location on a fixed part of the equipment has to be approved by the Technical Director.

The sole EN 13594 level 2 label for gloves can be also accepted (if present) instead of the specific marking.

Example for suits:

Declared by: as compliant to MotoGP Regulations 2024	Brand of leather suit (logo or name)	Model/Code
Airbag brand	Airbag model	Airbag code

Minimum size of the marking is not fixed but all information must be clearly visible (font size 7 minimum).

Example for gloves:

Declared by: as compliant to MotoGP Regulations 2024	Brand of gloves (logo or name)	Model Code
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Minimum size of the marking is not fixed but all information must be clearly visible (font size 7 minimum).

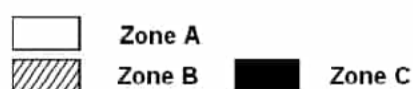
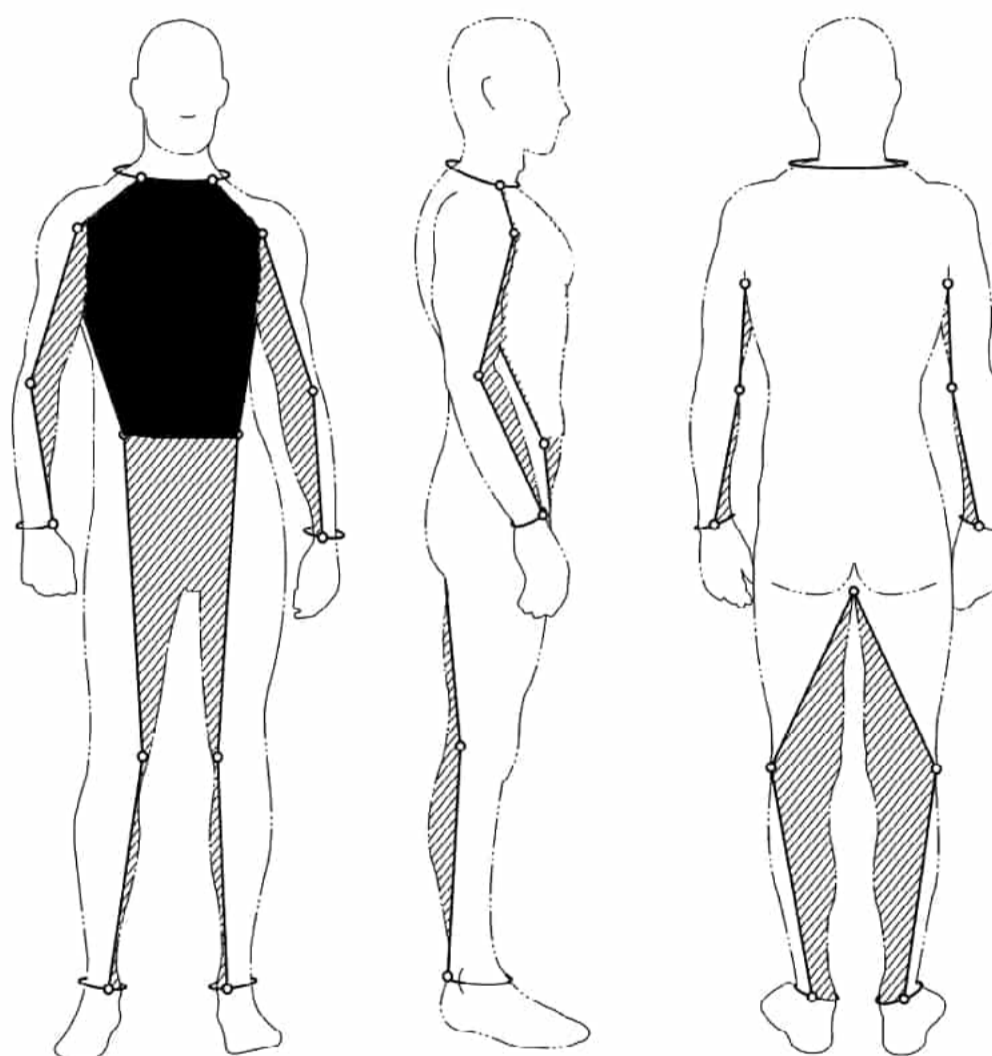
Table 1.

Material Properties

		1	2	3	4	5
TEST	Test Method	Leather Suit Zone A	Leather Suit Zone B & C	Gloves	Boots All Areas	Boots Flex Areas
Tear (in Newton)	ISO 3377-1 (for suit) or EN388 (for boots & gloves)	≥50	≥35	≥30	≥100	≥60

Abrasion (in RPM for suit) (in seconds for boots & gloves)	EN17092-1 (for suit) EN13594 (for gloves) EN13634 (for boots)	≥442	≥265	≥3	≥5	≥2.5
Seam (in Newton/ millimetre	EN17092-1 (for suit & boots) EN13594 (for gloves)	≥12	≥8	≥8	≥15	≥15

The zones A, B and C are defined in the drawings hereunder.



4. Post-crash Riders Safety Equipment Check

After a crash the Technical Director may at his discretion request that the rider's safety equipment is checked prior to the start of the following practice session, warm up or race.

In the event that any item of equipment is considered, by either the Technical Director or the representative of the manufacturer of the item, to be too damaged for use on track, the rider will be required to replace or repair the item before being permitted on track.

Any question concerning the condition and suitability for use of the riders safety equipment shall be decided by the Technical Director, who may consult with the manufacturers of the product before making a final decision.

2.4.5.3 Procedures for Technical Control

To ensure compliance with the technical regulations and appropriate control and checking procedures, the Technical Director may use outside third-party experts for certain checking and analysis.

1. At each circuit an area must be designated as the Technical Checking Area. In this area, under the control of the Chief Technical Scrutineer and the supervision of the Technical Director, suitable equipment will be installed to conduct the various tests **such as**:
 - i) Equipment for measuring the noise of the motorcycle.
 - ii) Weighing scales with check weights for calibration purposes.
 - iii) Instruments for measuring engine capacity.
 - iv) Instruments and gauges as necessary for measuring other dimensions and criteria specified in the Technical Regulations.
2. The technical control procedure will be carried out in accordance with the schedule set out in the Regulations. The technical scrutineers must be available throughout the event to check motorcycles and equipment as required by the Technical Director.
3. Presentation of a machine will be deemed as an implicit statement of conformity with the technical regulations. Responsibility for the preparation of the machine to comply with all technical and safety regulations rests with the team.
4. A rider's presence at the initial technical control is not mandatory, except in the case of the Moto2 and Moto3 classes when the rider must be present for a weight check together with **their** helmet and all protective clothing.

5. Motorcycles will be inspected under the name of the team and at the initial technical control each motorcycle will be registered by the technical scrutineers who will prepare a technical control card to record technical specifications, check results and the riders in that team entitled to use the motorcycle.
At the initial technical control the technical scrutineers should inspect the motorcycle to record technical details including weight (plus rider weight in the Moto2 and Moto3 classes), noise level and may also check the motorcycle for technical compliance with other aspects of the Regulations, as requested by the Technical Director.
8. At each event, at the conclusion of technical control procedures prior to the first practice, the technical scrutineers will place a small sticker on the motorcycle indicating that it has been registered for use by the team's rider(s) for that race and passed the technical control procedures.
9. The Chief Technical Scrutineer will prepare a report on the results of technical control which will be submitted to the Event Management Committee via the Technical Director.
10. The technical scrutineers should re-inspect any machine that has been involved in an accident, and if necessary to issue a new technical control sticker for a rebuilt machine. This would normally be carried out at the pit of the rider concerned. The team has sole responsibility for any repairs carried out, and to determine when the machine is fit for further use.
11. The technical scrutineers must be available, based on instructions from the Technical Director, to re-inspect any motorcycle for technical compliance during the meeting or after the race and to supervise inspection of a motorcycle following a protest on a technical matter.
12. At the end of the race, the Chief Technical Scrutineer will ensure that the motorcycles placed in the first three positions, plus any other motorcycles designated by the Technical Director, are placed in the Check Area for a period of 60 minutes pending any protest.

The motorcycles may be checked for compliance with any of the FIM Grand Prix technical regulations, and any other technical requirement at the discretion of, under the control of and as requested by the Technical Director.
13. The Technical Director may require a team to provide such parts or samples as he may deem necessary.

14. In the case that a machine fails post-qualifying or post-race technical checks due to damage or technical issues on-track, the following protocol will apply, always at the sole discretion of the MotoGP Technical Director.

a) Machines under the minimum weight limit due to:

i) Loss of fluid.

- If the Technical Director has verified that there is physical evidence of fluid loss due to an incident or mechanical issue on track, he may approve the fluid to be replenished to the levels as declared by the Manufacturer at the start of the season.
- If it is necessary to replace a damaged part to accommodate the fluid (eg. radiator), this will be permitted only under the supervision of the Technical Director who will confirm that the new part is identical to the damaged part. In the MotoGP class, the Technical Director may require that the replacement part is taken from the rider's second machine.

ii) Loss of material or parts.

- If the Technical Director has verified that the machine has lost a part or material due to an incident or mechanical issue on track, he may approve the replacement of the part(s) with the following conditions:
- The Technical Director must verify that any new parts are identical to the original.
- In the MotoGP class the Technical Director may require that the rider's second machine be used as a reference, and replacement parts may be requested to be taken from this second machine.
- If the Technical Director determines that there is insufficient physical evidence to prove that a part or material is missing, then the original part must be found before it can be replaced.
- Missing ballast weights will only be permitted to be replaced if they are found and returned to Technical Control by the circuit officials.

- b) Machines exceeding the maximum noise levels:
- If the Technical Director is satisfied that there is sufficient physical evidence of damage or loss due to an incident or mechanical issue on track, he may approve the replacement of the missing or damaged exhaust parts, and the machine to be re-tested.
 - In the MotoGP class the Technical Director may require that the exhaust parts from the rider's second machine be used for such replacement.

2.4.5.4 Noise Tests

1. Noise tests must be conducted in an open area with a space of at least 10 metres between the motorcycle being tested and walls or other obstacles. There should be a minimum amount of ambient noise in the area.
2. The measuring equipment must be calibrated prior to the test and recalibrated at regular intervals.
3. The measuring equipment should be placed 50 cm from the end of the exhaust pipe and at 45 degree angle to the pipe either to the side or above.
4. The maximum noise levels at all times are:

MotoGP: 130 dB/A

For convenience, the test may be conducted at a fixed RPM.

	1 cylinder	2 cylinders	3 cylinders	4 cylinders
MotoGP	5,500 rpm	5'500 rpm	5'500 rpm	5'500 rpm

2.4.6 Wild Card Technical Regulations

Wild Card entries are subject to all of the above MotoGP technical regulations, with the following conditions:

1. Each Wild Card entry is allowed a maximum of 3 engines for their exclusive use during each event.

2. Wild Card entries using machines from an MSMA manufacturer currently entered in the MotoGP class are subject to all technical regulations related to their specific manufacturer, including engine specification, ECU hardware and software, sensor approval (Art 2.4.3.5.3.c) and free device checking (Art. 2.4.3.5.d.iii).

However, a Wild Card entry may be exempt from the engine approval regulations, according to the manufacturer's Concession ranking. Refer to Art. 2.4.2 for rankings and specific regulations.

Wild Card entries using machines from a manufacturer not currently entered in the MotoGP class are not subject to the regulations covering ECU hardware and software, dataloggers, sensors and free devices.

3. Wild Card entries must comply with the current bodywork regulations (Art. 2.4.4.7).
4. Prior to the close of Technical Control at the Wild Card's first event of the season, the manufacturer must provide the following information, to the satisfaction of the Technical Director:
 - Aero Body samples or drawings
 - Engine specification
 - Gearbox ratios
 - Wheel rim sizes
 - Schematic diagram of the fuel system
5. Riders Safety Equipment for Wild Card entries (Art. 2.4.5.2):
 - Any safety equipment which does not show an approved model number and serial number will be subject to approval for use by the Technical Director.
 - It is the responsibility of all wildcards to make sure that their airbag system meets the current FIM Regulations which must be presented to technical control along with all other safety equipment for inspection, prior to the start of the event.
 - The use of an Airbag system in the leather suit is compulsory.

2.5 Moto2 Class Technical Regulations

2.5.2 Concessions

1. Various concessions in the Sporting and Technical regulations are granted to Moto2 Class chassis manufacturers who have not accrued 6 Concession Points in the previous two seasons.
2. Concessions are:
 - a) The manufacturer is permitted once during the season, to upgrade either: the front fender and main fairing,
or: the frame and swingarm.
 - b) Teams using machines provided by a chassis manufacturer eligible for Concessions are permitted 7 days of private testing during the season in addition to the Official pre-season test.
3. The granting and removal of concessions is based on the accrual by the chassis manufacturer of Concession Points during races, in dry or wet conditions, taking into account all riders using that manufacturer's machines. Concession points are cumulative over all seasons until such time as a manufacturer accumulates 6 Concession Points and therefore loses the concessions (taking into account that Concession Points expire after 2 years from the date they were accrued). When 6 Concession Points are gained and concessions lost, the points count for this manufacturer re-sets to zero.

First place	=	3 concession points
Second place	=	2 concession points
Third place	=	1 concession point

When a chassis manufacturer reaches 6 concession points:

- The right to upgrade components as per 2.5.2.2.a) is cancelled from the start of the following season.
- The right to 7 days of private testing for teams using machines from that manufacturer is cancelled from the start of the following season.

2.5.3 Engines

2.5.3.1 Engine Description

1. Engines may operate on the reciprocating piston four stroke principle only.
The normal section of each engine cylinder and piston in plan view must be circular. Circular section cylinders & pistons are defined as having less than 5% difference in the diameter measured at any two points.
2. Engines must be normally aspirated.
3. Cubic capacity of the engine will be defined by the swept volume of the cylinder, ie. the area of the bore of the cylinder multiplied by the stroke, multiplied by the number of cylinders.

No tolerance on capacities is permitted.

Engine capacity will be measured at ambient temperature.

2.5.3.2 Moto2 Engine Supply

1. Only engines from the official Supplier are allowed to be used. The term official Supplier shall refer to the engine producer and/or to the company nominated to perform such functions as engine assembling, rebuilding, maintenance, and logistics.
2. Sealed engines will be provided to each team, allocated on a random basis by the Technical Director and staff.
3. Security seals may not be removed or broken and the team may not open the engine, except to remove unsealed covers for maintenance as described in Art. 2.5.3.2.4) specifically the cam cover, cylinder head, cylinders, crankcase, may not be opened or removed.
4. Teams may only perform maintenance of parts specifically authorised by the Championship Organisers which does not involve removal of security seals. This includes change of oil and external items as detailed in the following articles including cooling, fuel and electrical systems, and clutch parts including plates, hubs, control mechanisms.

5. All other maintenance and repair, specifically that involving removal of security seals will be carried out by the official Supplier. Regular maintenance, rebuilding and replacement of engines will be at the sole discretion of the Championship Organisers, and on a schedule determined by them.
6. Engines returned for maintenance, repair or replacement must be in the original condition as delivered, that is with the original fittings in place as required by the Championship Organiser, which may include:
 - covers, cooling system including hoses and connectors, electrical system including wiring and connectors, clutch.
7. In the case of engine breakdown or damage, another engine may be allocated by the Technical Director. Such allocation can not be made during a Moto2 practice session or within 30 minutes of the pit lane being opened for the race sighting lap.

Engine Definition, Specification and Modification

8.
 - i) Use of the complete engine is mandatory, and it may not be modified in any way except as specifically described in these regulations, or as directed by the Technical Director. In the case of dispute over modifications, the decision of the Technical Director will be final.
 - ii) The engine design and specification will be determined by the official Supplier in consultation with the Organisers. The engine design and specification may be changed at any time with the agreement of both the official Supplier and the series Organiser. New technologies (for example; materials, cylinder head and valve design, valve operating mechanisms, alternative fuels, etc.) are encouraged provided they meet the Series' principle of cost reduction and long-term cost control, and are agreed by the official Supplier and series Organiser.
 - iii) The official Supplier may change the specification of individual parts from time to time, as is normal to improve reliability and function.
 - iv) All engines supplied to teams must be equal in specification and the engine performance, as measured by the official Supplier under their standard dynamometer conditions, must be within the tolerance range agreed by the Organiser and the official Supplier.

- v) A team may request a replacement engine on the grounds of substandard performance:
 - a) If the Technical Director is satisfied that there is clear evidence of an engine problem causing substandard performance a replacement engine may be issued under Art. 2.5.3.2.7 with the approval of Race Direction.
 - b) If the Technical Director determines that there is no clear evidence of an engine problem, the team may still request a replacement engine.

Such request must be made in writing to the Technical Director accompanied by a deposit of 7,500 Euros (seven thousand five hundred Euros) per engine paid to IRTA.

The engine may be replaced with the approval of Race Direction, and the original engine will be returned to the official Supplier to be tested under standard conditions by the official Supplier and the dynamometer report sent to the Technical Director.

If the engine is deemed to be within specified performance parameters and fit for use, the same engine may be returned to the team at a subsequent race and the team's deposit will be forfeited.

If the engine is deemed to be outside of specified performance parameters and not fit for use, the deposit will be returned to the team in full.

In the case where a team or rider forfeits a deposit for an unfounded engine change, each subsequent claim during the season by the same team and rider (including replacement riders) will attract an additional deposit of 2,500 Euros (two thousand five hundred Euros).

- vi) The complete engine ("engine" in these regulations) is defined as the supplied engine cases, covers and everything contained within, and including all external parts supplied by the official Supplier, including but not limited to:
 - a) Fuel system including airbox, air filter, fuel pump & regulator, throttle bodies, intake manifolds, air intake funnels, fuel injectors, fuel delivery lines hoses and breathers.
 - b) Electrical system including generator, ignition coils.

- c) Lubrication system including oil filter, oil cooler, oil pressure switch (or oil pressure sensor as approved by the Technical Director).
9. To ensure reliability and performance, the official Supplier does not recommend any changes to the engine. However at the Team's risk the following items may be replaced and/or modified:
- a) Coolant hoses and fittings may be changed to suit individual radiator designs. Where an inlet/outlet pipe fitting is changed it must have the same internal diameter as the original part.
 - b) The fuel delivery line between the fuel pump and the primary injectors may be modified to adjust the length and/or to fit a connector in-line.
10. The following external items may not be replaced, removed or modified, except if replaced with an original part due to malfunction or damage (as authorised by the Technical Director):
- a) Gearbox position sensor
 - b) Oil cooler (heat exchanger)
 - c) Oil filter
 - d) Oil pressure sensor
 - e) Gearbox output speed sensor
 - f) Water temperature sensor
 - g) Electrical cables and connectors supplied as part of the engine

Cooling System

11. Design and construction of the cooling system is free, provided it complies with Art. 2.5.3.2.9, Art. 2.5.3.2.10, and Art. 2.5.3.2.15 ensuring that the engine meets the operating parameters specified by the official Supplier (refer to the Appendix, Moto2: Fig. 5).
12. The standard engine oil cooler is mandatory, and additional oil coolers are not permitted.

Engine Use

13. The engine may be used only at official Moto2 events as defined by the Championship Organisers. Moto2 events include Official Tests and Grand Prix race events.
14. The Championship Organisers may require that engines are returned at the completion of certain events and/or maintenance period (Art. 2.5.3.2.5). This is at the sole discretion of the Championship Organisers, and Teams must comply with such requests.

15. The engine must be used at all times respecting the range of operating parameters provided by the official Supplier, and avoiding deliberate misuse. **The Technical Director, in consultation with the official Supplier, will be the sole judge of whether an engine has been deliberately misused, and may report such misuse to the FIM MotoGP Stewards for possible disciplinary action to the rider and/or team.**

Refer to the Appendix, Moto2: Fig. 5.

2.5.3.5 Electronics

2. Tyre temperature/pressure sensors are permitted in all classes.

Moto2 Ignition and Electronics

11. Only the official Electronic ignition/fuel injection control unit (ECU, with built-in datalogger), Inertial Measurement Unit (IMU), Dashboard, and Switch Panel as supplied by the official Supplier are allowed, and any ECU used on a Moto2 machine at a GP event must be registered with the Technical Director.

This ECU must remain unmodified in hardware and software as delivered by the official Supplier, with the exception of the normal tuning adjustments allowed only by the standard software 'Setting Tool' supplied as part of the Moto2 Kit. The use of any additional device or module to modify the signals sent from the ECU to the actuators is forbidden. Injectors, bypass systems and ignition must be operated exclusively by the original and unmodified ECU signal.

13. The Technical Director may inspect all ECU hardware and software at any time, including access to all stored information. The Technical Director may require the team to change the ECU on any machine for another identical standard one at any time.
14. Design and construction of the wiring harness is free to accommodate the needs of different machine designs, provided it respects the official Supplier's wiring diagram. Only the standard ECU, Datalogger and junction units may be connected to the harness, and connection of the components listed in Art. 2.5.3.2.8 and Art. 2.5.3.2.10 is mandatory.

Datalogger

15. Only the standard Moto2 Datalogger system supplied within the official ECU approved by the Championship Organiser is allowed to be used at official Moto2 race and test events. No additional loggers are permitted as well as no other calibration and data logging/downloading tools (other than Sysma and Wintax from MMM). Analysing software/tools are free, and one will be supplied together with the ECU.
16. In order to ensure checking and monitoring of a safe and correct operation of the engine/chassis control strategies, logging and delivery of some channels is compulsory. A list of the compulsory channels is available from the Technical Director.
17. Other than the Mandatory use of the official ECU, IMU, Dashboard, Datalogger, Switch Panel, Gearshift load cell, Tyre pressure sensor, there are additional channels available for specific sensors.

No other sensors are permitted on the machine at official Moto2 events, and all free listed sensors are subject to the approval of the Technical Director. Refer to the Appendix, Moto2: Fig. 4, and to the updated list of approved dataloggers and sensors on the FIM website (<http://www.fim-live.com/en/library/>).

Note that following Art. 2.5.4.9.1) it is mandatory to log rear slick tyre pressure.

18. The throttle control valve must be operated exclusively by the ECU software, no other controls or strategies are permitted.

2.5.3.6 Fuel System

Moto2 class fuel system

6. Use of the fuel system (as described in Art. 2.5.3.2.8.vi) a) from the official Supplier is mandatory, and it must remain standard, as delivered by the official Supplier. The only modifications permitted are those specifically described in these regulations. The Technical Director may require the team to exchange any parts of the fuel system for another standard part, at any time.
8. Fuel Tank Design and construction of the fuel tank is free, within the constraints of the FIM Grand Prix Regulations, Art. 2.5.4.5. There are no capacity restrictions.

9. Fuel Delivery Hoses: Fuel delivery hose fittings must remain standard, as supplied. However it is permitted to fit quick -connectors (e.g. “dry-break” connectors) in the fuel lines.
10. Airbox: Only the standard airbox supplied by the official Supplier (including air filter) may be used. No modifications, alterations or additions to this airbox are allowed, except as described in Art. 2.5.3.6.11 below).

The air pressure sensor must be fitted in its original location. Refer to the Appendix: Moto2, Fig. 2: Ambient Air Pressure Sensor.

11. To ensure correct performance the official Supplier does not recommend any change to the airbox. However at the risk of the team, the following changes are allowed:
 - a) The transition duct; airbox to headstock, ahead of the air filter, may be changed to suit individual chassis designs.
 - b) A catch-tank may be fitted in the engine breather between the cam cover and airbox. The catch tank is solely for the purpose of collecting engine fluids, no other functions (such as pressure modification) are permitted and breather connections may only be directly between the cam cover, catch tank and airbox. The catch tank and connections must be visible for inspection at all times (that is, not permanently built into the chassis or other parts).

2.5.3.7 Exhaust

1. The outlet of the exhaust must not extend behind a line drawn vertically through the edge of the rear tyre.
2. For safety reasons the exposed edge of the exhaust pipe outlet must be rounded to avoid any sharp edges.
3. Variable length exhaust systems are not permitted.
4. Exhaust Gas Recirculation (EGR) systems are not permitted.

Moto2 class exhaust:

6. The design and construction of the Moto2 exhaust system must conform to the official engine supplier’s specified layout, respecting all dimensions and tolerances on pipe lengths and diameters. The specified dimensions from the engine supplier are shown in the Appendix, Moto2: Fig. 3.

7. The Linear Air-Fuel sensor will be located 125 mm after the final 3 into 1 junction of the exhaust, with a tolerance of 20 mm (minimum 105 mm, maximum 145 mm after the 3 into 1 junction). Refer to the Appendix, Moto2: Fig. 3.

2.5.3.8 Control Systems

1. The use of hydraulic and/or pneumatic pressurized powered systems is not allowed, with the exception of cylinder inlet/exhaust valve springs in the MotoGP class. All hydraulic systems on the motorcycle must be powered only by the rider's manual inputs with the following clarifications:
 - Normal hydraulic hand/foot controls such as master/slave cylinders for brakes/clutch are allowed.
 - Pneumatic engine valve closing systems are allowed in the MotoGP class only.
 - Oil/water pumps for engine lubricating/cooling are allowed.
 - The use of engine lubricating oil for any purpose other than lubrication and cooling (such as powered hydraulic systems) is not allowed.
2. Variable valve timing and variable valve lift systems, driven by hydraulic and/or electric/electronic systems are not permitted.

2.5.3.9 Transmission

1. A maximum of six gear ratios is permitted.
2. Twin clutch transmission systems (DSG) are not permitted.
3. Continuously Variable Transmission systems (CVT) are not permitted.
4. Automatic transmission systems are not permitted. Manual transmissions with gearshifts assisted by quick-shifter systems are permitted. No other electronic quick-shifting strategies are allowed, any additional electric/electronic devices that are in any way interfering with the quick-shifting are not permitted.

Moto2 class Clutch and Transmission

6. Only the official racing slipper clutch (back-torque-limiter) and clutch cover may be used, without modification, at all official Moto2 events. **The official clutch is considered as being all parts listed in the official parts list, including clutch plates.**

7. It is the team's responsibility to fit, adjust and maintain all parts of the clutch. Engines returned for maintenance, repair or replacement will have the racing clutch removed, and the team retains their own clutch for use with subsequent engines.
8. Only the official Quick-Shifter load cell is permitted to be used. Refer to the Appendix, Moto2: Fig. 4.

It is mandatory to log the load cell signal data of the Quick-shifter at all official events, with this information supplied to the Organisers as part of the IRTA data download.

2.5.3.10 Materials

NB. "X-based alloy" or "X materials" here means the element X (e.g. Fe, for ferrous or iron-based alloy) must be the most abundant element in the alloy, on a % w/w basis.

1. The use of titanium in the construction of the following parts is forbidden:
 - The frame/chassis, excluding bolts and fasteners (the decision of the Technical Director will be final when determining what constitutes a part of the chassis).
 - The swinging arm, excluding bolts and fasteners.
 - The swinging arm spindles.
 - The wheel spindles (for wheels spindles, the use of light alloys is also forbidden).
 - The handlebars.
 - The front suspension inner and outer tubes and bottoms (ie. axle mounting point).
 - The shock absorber piston shaft and damper tube.
2. The basic structure of the crankshaft and camshafts must be made from ferrous materials, steel or cast iron. Inserts of a different material are allowed in the crankshaft for the sole purpose of balancing.
3. Pistons, cylinder heads and cylinder blocks may not be composite structures which use carbon or aramid fibre reinforcing materials.
4. Brake calipers must be made from aluminium materials with a modulus of elasticity no greater than 80 Gpa.

Brake disc carriers may be made only from aluminium and magnesium alloys (specifically composites, including carbon fibre reinforced, glass fibre reinforced, and similar are not permitted).

5. All connectors from the brake hose to the brake calipers (front and rear) and the brake master cylinders must have structural components (*) manufactured from either steel or titanium alloys with a tensile strength no less than 500 Mpa.

* Brass connectors are permitted for rear brake hoses only.

6. No parts of the motorcycle or engine may be made from metallic materials which have a specific modulus of elasticity greater than 50 Gpa/(g/cm³).
7. The use of MMC (Metal Matrix Composite) and FRM (Fibre Reinforced Metal) materials is forbidden.

2.5.4 Chassis

- a) The following parts will be classified as Performance Parts and will therefore be required to be approved.
 - Frame
 - Swingarm
 - Main Fairing
 - Front Fender
- b) All current specifications of Performance Parts declared in 2021 will continue to be approved for 2022 and future seasons.
- c) Each manufacturer will be permitted to make one upgrade during the season of each of the above listed Performance Parts. Upgrades of different parts may be made at different times.
- d) The only permitted modification to Performance Parts is the removal of material, under the following conditions:

Frame and Swingarm

The removal of material can only be requested by the manufacturer with the condition that it does not affect or change any profile of the approved design. The sole purpose of material removal shall be to provide additional clearance and/or cooling where necessary, and all possible effort must be made to have these as the only effects, at the sole discretion of the Technical Director.

Before any material is removed, the frame or swingarm must be submitted to the Technical Director for confirmation that it complies with the original approved design in shape and weight. Once confirmed, the part will be registered and an official seal applied to allow removal of material. When the material removal is completed the new weight of the part will be recorded.

Main Fairing and Front Fender

Material may be removed by grinding, drilling and cutting on the condition that it does not affect or change any profile of the approved design. The sole purpose of material removal shall be to provide additional clearance and/or cooling where necessary, and all possible effort must be made to have these as the only effects, at the sole discretion of the Technical Director.

2.5.4.1 Weights

1. The following are the minimum weights permitted:

Moto2 motorcycle + rider: 217 kg

2. Ballast may be added to achieve the minimum weights.
3. Weight may be checked at the initial technical control, but the main control of weight will be made at the end of practice sessions or at the end of the race. The weight of the motorcycle will be that measured in the form that the motorcycle participated, with fuel tank on and including normal levels of oil and water, and all additional equipment attached to the motorcycle, for example timekeeping transponders, camera equipment, electronic datalogging equipment etc.

For the Moto2 class the weight checked will be the total of the rider with full protective clothing plus the weight of the motorcycle. Random weight controls may be carried out during practice in a designated weighing area.

Any rider directed to parc fermé for technical checks after a practice session or race, must first proceed directly to the weighing scales as indicated by the Technical Director or Technical Control staff, to confirm their finishing weight. Only after the weight check, the rider is free to continue with any media duties and to interact with their team.

2.5.4.2 Safety and Construction criteria

Note: Please also refer to the Appendix, General and Moto2 sections.

1. Chassis Design and Construction

The chassis must be a prototype, the design and construction of which is free within the constraints of the FIM Grand Prix Technical Regulations. The main frame, swingarm, fuel tank, seat and fairing/bodywork from a non-prototype (ie. series production road-homologated) motorcycle may not be used.

2. Throttle Twist grips

Throttle twistgrips must close automatically when released. They must also be approved by the Technical Director. Refer to the Appendix, Moto2: Fig. 4, and to the updated list of approved sensors on the FIM website (<http://www.fim-live.com/en/library/>).

3. Steering

a) Handlebars must have a width of not less than 450 mm and their ends must be solid or rubber covered. The width of the handlebar is defined as the width measured between the outside of the handlebar grips or throttle twist grips.

The maximum permitted overall length of the handlebar grip is 130 mm (Moto2 class). The handlebar grip must be fitted at the end of the handlebar, with the only exceptions being the handlebar end plug and/or the fittings of the brake lever protection. **The grip must be designed with an inner end-stop to prevent the rider's hand from sliding too far inwards and therefore off the grip. All grips and their fitting position are subject to approval by the Technical Director.**

b) There must be at least 15 degrees of movement of the steering each side of the centre line.

c) Stops must be fitted to ensure a clearance of at least 30 mm between the handlebar and the fuel tank frame and/or bodywork when at the extremes of steering lock.

4. Footrests

Footrests must have rounded ends with a minimum solid spherical radius of 8 mm.

5. Handlebar Levers

Levers must not be longer than 200 mm measured from the pivot point.

6. Clearances

- a) The motorcycle, unloaded, must be capable of being leaned at an angle of 50 degrees from the vertical without touching the ground, other than with the tyre.
- b) There must be a clearance of at least 15 mm around the circumference of the tyre at all positions of the motorcycle suspension and all positions of the rear wheel adjustment.

7. Breather Pipes

Any breather pipe from the engine or gearbox must discharge into the airbox and/or a suitable container.

8. Chain Guards

A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

9. Engine Covers

Lateral engine covers containing oil and which could be in contact with the ground during a crash, should be protected by a second cover made from composite materials, e.g. nylon, carbon or Kevlar®. Plates and/or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and abrasion and must be fixed properly and securely.

Such protection is mandatory in the Moto2 class.

10. Timing Transponders

- a) All machines must have a correctly-positioned timekeeping transponder, of the correct type for the class entered. The transponder (**currently the X2 RaceLink Pro**) must be supplied or approved by the official Timekeeper.
- b) The transponder must be supplied with power at all times the machine is in pit lane or on the track, including when the engine is switched off by the rider.

- c) The Official timing transponder **and antenna** must be mounted **only in the position that has been approved by the official Timekeeper and the Technical Director prior to the start of the season, following the latest version of the guidelines document issued by them.**

It it becomes necessary to change the position of the transponder or antenna during the season, approval must be obtained from the official Timekeeper before any change is made.

- d) Transponders must be fully functional on the motorcycle as required by the Organiser, including wiring, power supply, and inputs / outputs for data or signals purposes. Where signals are required to be displayed on the motorcycle, the display device (eg. dashboard) must be compatible and fully functional for this purpose, as approved by the Technical Director. Refer to the Appendix, General: Fig. 7 for the current list of signals required to be displayed.
- e) Virtual Pit Board messaging systems (VPB) are optional, but if used they must follow the regularly updated technical protocols issued by Dorna Timekeeping. The dashboard must display exactly the same the message as that sent by the team and received by Timekeeping/ TV, following the protocols in the current VPB documents. Refer to the Appendix, General: Fig. 12 for technical details of the VPB system.

11. Onboard Cameras

- a) Where the Organiser has required a team to carry onboard camera(s) under Art. 1.21.13, such cameras and associated equipment must be carried during all practice sessions and the race, or as requested by the Organiser.
- b) Cameras and other equipment will be supplied to the designated Teams no later than 10h00 on the day preceding the first day of practice at an event.
- c) Teams must give reasonable access and assistance to the company designated for the supply of the camera equipment to facilitate the mounting of the equipment.
- d) Onboard camera equipment must be fitted to the machine following the mounting instructions and only in the location(s) specified by the Organiser. Such fitting details will be communicated to the manufacturers and teams before July of the previous season.

- e) Any machine not requested by the organisers to carry on-board cameras will instead be required to fit dummy weights in place of the camera equipment. The location and weight of each dummy weight must be identical to each of the officially specified camera positions, transmitter (including weight of all wiring) and battery. The official weight of each item will be fixed by the organisers, with a tolerance of -10 grams per dummy weight. Teams are required to supply and fit their own dummy weights, the design and material of which are free.

12. Safety Lights

Moto2 machines equipped with the BAZ ECU

All motorcycles must have a functioning red light mounted at the rear of the machine such that it may be remotely operated by Race Direction, and also able to be switched on/off manually by the team.

The light shall be powered by the ECU power output, and the manual override switch shall be wired to the ECU input, according to the instructions of the Organiser.

The team must ensure that the light is switched on whenever a rain tyre is fitted on the motorcycle.

Lights must comply with the following:

- a) lighting direction must be parallel to the machine centre line (motorcycle running direction), and clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.**
- b) mounted on the seat/rear bodywork approximately on the machine centre line, in a position approved by the Technical Director. In case of dispute over the mounting position or visibility, the decision of the Technical Director will be final.**
- c) power output/luminosity equivalent to approximately: 10 – 15W (incandescent), 0.6 – 1.8 W (LED).**
- d) safety light power supply may be separated from the motorcycle main wiring and battery.**

Note that it is proposed to introduce the MotoGP Safety Light regulations (as per Art. 2.4.4.2.12) for the Moto2 class as soon as possible, with a target date of 2025.

2.5.4.3 Brakes

1. Motorcycles must have a minimum of one brake on each wheel that is independently operated.
2. In the Moto2 class, only brake discs of ferrous materials are allowed.

Brake disc carriers may be made only from aluminium and magnesium alloys (specifically composites, including carbon fibre reinforced, glass fibre reinforced, and similar are not permitted).

4. In all classes, the proportion of ceramic composite materials in brake discs must not exceed 2% by mass.

Ceramic materials are defined as inorganic, non metallic solids (e.g. Al₂O₃, SiC, B₄C, Ti₅Si₃, SiO₂, Si₃N₄).

Refer to Art. 2.5.3.10. 4) and 5) for other permitted materials in brake component construction.

5. Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever(s) from being accidentally activated in case of collision with another machine. Acceptable protection includes the fairing extending sufficiently to cover the brake lever, as viewed from the front.

Such devices must be strong enough to function effectively and designed so that there is no risk for the rider to be injured or trapped by it, and it must not be considered a dangerous fitting (at the sole discretion of the Technical Director).

In case the brake lever protection is attached to any part of the braking system (e.g. brake master cylinder), then the brake system manufacturer must officially confirm in writing to the Technical Director that the device does not interfere with the proper brake operation.

6. Anti-lock Brake Systems (ABS) are not permitted. Braking inputs must be powered and controlled solely by the rider's manual inputs. Conventional hydraulic hand/foot controls such as master/slave cylinders for brake systems are allowed (refer also to Art. 2.5.3.8 Control Systems) but no increase or control of brake pressure by electronic or mechanical systems apart from the rider's direct manual inputs are allowed. Specifically, brake systems designed to prevent the wheel from locking when the rider applies the brake are forbidden.

2.5.4.4 Suspension and Dampers

1. Electric/electronic controlled suspension, ride height and steering damper systems are not allowed. Adjustments to the suspension and steering damper systems may only be made by manual human inputs and mechanical/hydraulic adjusters.

The use of any device that modifies or adjusts the motorcycle's ride height while it is moving is forbidden. Devices that operate one time at the race start (referred to as "hole-shot" devices) are also forbidden.

Passive manual suspension springs preload adjusters (e.g. front fork cap mechanical preload adjusting knobs, shock absorber spring remote mechanical/hydraulic preload adjusters operated by a knob) are allowed.

In determining the legality of any such device, the judgement of the Technical Director will be final.

NB: For 2025, the use of any type of mass damper system is prohibited. The decision of the Technical Director will be final in determining what is considered as a mass damper system.

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2.5.4.5 Fuel Tanks

1. Fuel caps must be leak proof and have a positive closing device.
2. Fuel tank breather pipes must include a non-return valve. Fuel tank breather pipes must discharge into a suitable container or containers, with a minimum capacity of 200cc.
3. The main structure of the fuel tank must be made completely from either steel or aluminium. The use of other material, including carbon fibre, aramid fibre, glass fibre is permitted as an add-on to provide additional stiffness, protection, or for other purposes.

Fuel tanks must be filled with fire retardant material or be lined with a fuel cell bladder.

4. Except for the case that a fuel tank is fixed on the chassis with bolts, all fuel lines from the fuel tank to the engine/injector system should have a self sealing breakaway valve. This valve must separate at less than 50% of the load required to break any part of the fuel line or fitting or to pull it out of the fuel tank.

6. Refuelling may only be carried out from an unpressurised container, and the motorcycle fuel tank may not be artificially pressurised above atmospheric pressure at any time. It is allowed to vent the fuel tank to the atmosphere via the airbox in order to equalise pressure in the airbox and fuel tank.**2.5.4.7**

Bodywork

Refer to the Appendix, General: Fig. 7, Fig. 8, Fig. 9

1. The windscreen edge and the edges of all other exposed parts of the streamlining must be rounded.
2. The maximum width of bodywork must not exceed 600 mm. The width of the seat or anything to its rear shall not be more than 450 mm (exhaust pipes excepted).
3. Bodywork must not extend more than 150 mm beyond a line drawn vertically from the centre of the front wheel spindle and a line drawn vertically at the rearward edge of the rear tyre. The suspension should be fully extended when the measurement is taken.
4. When viewed from the side, it must be possible to see:
 - a) At least 180 degrees of the rear wheel rim.
 - b) The whole of the front rim, other than the part obscured by the **fender**, forks, brake parts or removable air-intake.
 - c) The rider, seated in a normal position with the exception of the forearms.

Notes: No transparent material may be used to circumvent the above rules. Covers for brake parts or wheels are not considered to be bodywork obstructing the view of wheel rims in regard to the above rules.

5. No part of the motorcycle may be behind a line drawn vertically at the edge of the rear tyre.
6. The seat unit shall have a maximum height of the (approximately) vertical section behind the rider's seating position of 150 mm. The measurement will be taken at a 90° angle to the upper surface of the flat base at the rider's seating position, excluding any seat pad or covering. **A line drawn parallel to and 150 mm above the seat base as described above, continuing to the extent of the rear of the seat unit, represents the maximum allowed height of the seat unit including any protrusions or attachments (excluding onboard camera/antenna). Refer to the Appendix, General: Fig. 8 Bodywork dimensions Moto2.**

7. When fitted, front **fenders** must not extend:
- Front leading edge: In front of a line drawn upwards and forwards at 45 degrees from a horizontal line through the front wheel spindle.
 - Rear trailing edge: Below a line drawn horizontally through the front wheel spindle.

The **fender** mounts/brackets and fork-leg covers, close to the suspension leg and wheel spindle, and brake disc covers are not considered part of the **fender**.

If the front fender is included in the approved Aero Body, it must be fitted at all times. (refer to Art. 2.5.4.7.8 below).

8. Devices or shapes protruding from the fairing or bodywork and not integrated in the body streamlining (eg. wings, fins, bulges, etc.) that may provide an aerodynamic effect (eg. providing downforce, disrupting aerodynamic wake, etc.) are not allowed.

The Technical Director will be the sole judge of whether a device or fairing design falls into the above definition.

Moving aerodynamic devices are prohibited. To this extent:

- In general the word “moving” makes reference to the chassis/engine. For parts of the steering assembly the word “moving” makes reference to the handlebars for sprung parts (e.g. handguards ...) and to wheel spindle for unsprung parts (e.g. front fender...).
- Any part of the Aero Body and any part that is deemed by the Technical Director to have an effect on aerodynamics (e.g. radiator ducts, internal fairing cooling ducts...) shall be attached so that neither active nor passive adjustability is possible, whether by means of moving linkages/bearings or deformable parts. The opinion of the Technical Director is final on this prescription.

For the avoidance of any doubt also parts, or portions of them, that are not belonging to the Front Fairing or the Front Fender, but still are directly impacted by the airflow while the motorcycle is moving forward, and are not in the wake (i.e. aerodynamic “shadow”) of the rider’s body or any other motorcycle body parts (e.g. handguards, forklegs covers...) are considered as parts of the Aero Body and included in the “Other Aero Body parts” in addition to the Front Fairing and Front fender.

The “Other Aero Body parts” are Performance Parts.

With the exception of the Front Fender, any unsprung attachment to the front suspension (e.g. brake rotors covers, calipers, cooling ducts...), that are contained inside a horizontal cylinder that is centered in the wheel center, symmetrical with respect to the symmetry plan of the front tyre and having a maximum diameter of 500 mm and a maximum staggered width of 330/365 mm, as per the diagrams the Appendix, General: Fig. 5, Fig. 6., are not considered a parts of the Aero Body.

Parts of the braking circuit (calipers, hoses) are not considered a parts of the Aero Body.

9. The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 4 litres for Moto2). This measurement should be taken with the fairing fitted to the motorcycle, whilst both wheels are on the ground and the motorcycle is upright at 90° to the horizontal.

The lower fairing should incorporate a maximum of two holes of 25 mm. These holes must remain closed in dry conditions and must be only opened in wet race conditions, as declared by the Race Director.

10. Moto2 Aero Body Approval

The Moto2 Aero Body is defined as the portion of the motorcycle bodywork that is directly impacted by the airflow while the motorcycle is moving forward, and is not in the wake (ie. aerodynamic “shadow”) of the rider’s body or any other motorcycle body parts. Therefore the Aero Body consists of the two separate components Front Fairing and Front Fender, as per the diagrams the Appendix, General: Fig. 10, Fig. 11.

Only the external shape, excluding the windscreen, is defined in this regulation, so the following parts are not considered as part of the Aero Body: windscreen, cooling ducts, fairing supports, and any other parts inside the external profile of the bodywork.

- a) The Aero Body is approved and samples or detailed drawings (to the satisfaction of the Technical Director) must be delivered to the Technical Director prior to the close of technical control at the first event of the season. The drawings must show the position of the “Aero Line”. The aero line is the line that in side view is parallel to and 300 mm above a reference line that is touching at least one point of the lower body profile and leaves all the side surfaces of the Aero Body above (refer to Appendix, General: Fig. 11).

- b) Approval is on a “per-Manufacturer” basis, where the Manufacturer is the company building a rolling chassis for the Moto2 class.
- c) One update per component (ie. the 2 components are Front Fairing and Front Fender) is allowed at any time during the season, for each Manufacturer. Samples or drawings of the updated items must be delivered to the Technical Director prior to the updated items being used on track. The update may consist of using a previously-approved Aero Body component from the same manufacturer. Both the updated and the original Aero Body may be used (ie. each rider may have a maximum of 2 Aero Bodies available), but each Aero Body component is a separate approval and parts may not be interchanged between them. The 2 components of the Aero Body may be mixed, eg. the initial Front Fairing may be used on the motorcycle together with either the initial or the updated Front Fender (and vice versa).
- d) Each approved Aero Body component (Front Fairing and Front Fender) may consist of different parts, all of which must be able to fit together on the motorcycle. The parts of each component are considered together as a “kit” and different options of the same part are not allowed. It is allowed that some parts of an approved Aero Body component may not be mounted on the motorcycle (eg. hand guards used in wet weather only).
- e) **At the same time of the Aero Body approval, it is possible to have the following parts approved as “add-ons”.**
 - i. **Hand guards. The hand guard profile must mirror the existing fairing profile at the point of attachment, and hand guards will have the sole objective of increasing the surface area around the rider’s hands, so as to provide extra protection from rain.**
 - ii. **Rear water spoiler. A spoiler that is not wider than the parts it attaches to, and is located on the lower fairing, with the sole objective of minimising rainwater flow onto the rear tyre.**

The use of “add-ons” is allowed only when there is at least one rain tyre fitted to the motorcycle.

- f) Material may be removed (eg. trimming, drilling of holes, etc.) from Aero Body parts without affecting the approval, but material may not be added. However, for safety reasons it is permitted to add ducts to the front fender for the sole purpose of cooling the brake system including discs. All ducts must be pre-approved by the Technical Director before being used on track and the decision of the Technical Director will be final when determining what constitutes an approved cooling duct.
- g) Modifications to the portion of the approved Aero Body below the Aero Line in a side view are allowed, provided that:
- The only purpose of the modifications is to provide clearance from interfering covered motorcycle parts (eg. exhaust pipes, engine cases, etc.), and the design is such that providing clearance is the only effect, at the sole discretion of the Technical Director.
 - The new outer body surface is no more than 30 mm offset outwards from the existing outer surface.
 - The total amount of the modified surface (ie. the sum of all the changes to the left and right sides) is less than 300 cm² in side view.

2.5.4.8 Wheels

1. Permitted wheel rim sizes are as follows:

	<u>Front</u>	<u>Rear</u>
Moto2	3.75" x 17" only	6.00" x 17" only
For 2025	3.5" x 17" only	6.00" x 17" only

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2. In all classes, composite construction wheels (including carbon fibre reinforced, glass fibre reinforced, and similar) are not permitted. The permitted materials for wheel construction are magnesium and aluminium alloys.
3. All wheels must conform to the requirements published in the document "FIM Requirements for Grand Prix Wheels 2018", and be certified by the wheel manufacturer. Wheels approved before the end of 2017 under the previous FIM standard (2015) are permitted to be used until the end of their service life.

(refer to <http://www.fim-live.com/en/library/> Motorcycle Parts Testing Standards)

The following procedures will apply:

- A sample wheel of each different design or model must pass all the tests described in the FIM requirements document.
 - Every wheel of this design or model must be identified with the model code and a unique serial number, by a permanent marking, which must be visible with the tyre fitted.
 - Each individual design or model that has passed the tests will be certified by an official document issued by the wheel manufacturer stating that the wheel conforms to the FIM Requirements for Grand Prix Wheels 2018.
 - A copy of this compliance certificate must be sent to the MotoGP Technical Director (Danny Aldridge danny@irta.org.uk) and to the FIM Racing Homologation Programme (frhp@fim.ch). A copy of this certificate must also be provided to customers together with approved wheels purchased.
- 4. For safety, the use of wheel covers that either fully or partially enclose the front or rear wheel are not permitted. The decision of the Technical Director will be final in determining what is considered as a wheel cover.**

GP Commission Decision Silverstone 2 August 2024

2.5.4.9 Tyre restrictions

1. In all classes, only tyres from the official appointed tyre supplier for each class may be used in a Grand Prix event, including official tests.

The official tyre supplier will provide sufficient tyres for all riders entered in the event.

The tyre specifications available at each event will be determined by the tyre supplier. Identical tyres of each specification for the relevant class and/or designation must be available to every rider, and the total quantity of tyres will be the same for every rider.

Tyres must be used according to the advised parameters which are agreed in consultation with the official tyre supplier, the Technical Director and the Organisers. Parameters may include pressure, temperature, or other usage guidelines, including that allocated tyres must be mounted and unmounted from wheels only by the official tyre supplier.

Teams must comply with requests by the Technical Director, his staff, and the official tyre supplier to check tyre parameters at any time, which may include tyre pressure and/or temperature data from the datalogger. To ensure compliance, the use of tyre pressure sensors on all rear wheels used for slick tyres is mandatory. Tyre pressure must be logged and the Technical Director and his staff may request tyre pressure data from the team at any time. Refer also to Art. 2.5.3.5.17).

The use of any device on the wheel to adjust the tyre pressure whilst on track is prohibited.

Riders or teams found to be using tyres outside of these operating parameters may be subject to penalties. The decision of the Technical Director, in consultation with the official tyre supplier, will be final.

2. During the two days prior to the start of official practice, the tyre supplier must provide to the Technical Director details including specifications, quantities and the identification markings of the tyres available for that event.

The Technical Director and staff will allocate the tyres available for the exclusive use of each entered rider (as described in Article 2.5.4.9.3). The allocation of individual tyres will be made on a random basis with no involvement of any representative from the tyre supplier, teams or riders.

In the case of a rider change after the final tyre allocation has been made, the replacement rider must use only the tyres allocated to the original rider.

3. The quantity, specification and allocation of tyres will be determined by the official tyre supplier in consultation, and by agreement with, the Organisers and the Technical Director. Due to ongoing technical developments and changing conditions, the quantity, specification and allocation of tyres may be varied from time to time by mutual agreement.

The base allocation, subject to mutually agreed changes, is as follows:

B. Moto2 Class

During all practice sessions, warm up and the race a maximum of 17 slick tyres, specifically:

Front slick tyres:

8 front tyres, comprised of the two standard specifications only.*

Rear slick tyres:

9 rear tyres, comprised of the two standard specifications only.*

* Riders who participate in both Q1 and Q2 qualifying sessions (maximum 4 riders) will be allocated one extra front slick tyre of their preferred specification (therefore if taken, a maximum of 9 front slick tyres) and one extra rear slick tyre of **their preferred** ~~the softest (highest grip level)~~ specification after Q2 (therefore, if taken, a maximum of 10 rear slick tyres), on the condition that both Q1 and Q2 are declared dry.

The rider's selection of the additional front tyre specification must be declared to the tyre supplier no later than 1 hour after the end of Q2. If no specification selection is received by this time the allocation will automatically be the softest option available (highest grip level).

GP Commission Decision Jerez 26 April

For both front and rear tyres, the specifications available at each event and the quantity of each specification allocated to each rider will be determined solely by the Official tyre supplier. All riders will receive equal allocations.

Rain tyre quantities are not restricted, however only the current specification of rain tyres from the Official tyre supplier may be used. The tyre supplier undertakes to have available 4 sets of rain tyres per rider. Tyres of the correct specification retained by the team from previous events may be used.

4. a) Riders may use only the tyres allocated for his/her exclusive use (as described in Article 2.5.4.9.3).
- b) Tyres will be individually identified and may not be exchanged between riders, including between team-mates, and may not be exchanged by the tyre supplier after allocation, except with the permission of the Technical Director (for example, under Article 2.5.4.9.8).
- c) Tyres may not be materially altered in any way after allocation, such as hand-cutting and any other action or treatment that will alter the tyre's performance (with the exception of the use of tyre warmers), unless deemed necessary by the tyre manufacturer. Such alterations may be performed only by or under the supervision of the tyre manufacturer's representative, and shall be made available equally for all riders.

5. Each allocated tyre must be marked with its specification and carry an official identification label with a unique serial number. In the event of damage to or loss of the official label, the tyre company must be able to satisfy the Technical Director as to the tyre's specification. Tyres may be checked for compliance at any time, before or after use.
6. In the case of an interrupted race, a rider must use tyres from his allocation of marked tyres for the restarted race.
7. In the unlikely event of a tyre being accidentally damaged before it is used (for example during the fitting process) and deemed to be unusable by the Technical Director, it may be replaced with a tyre of the same specification with the permission of the Technical Director. Such replacement tyres will be marked and included in the allocation of the rider concerned. The damaged tyre will be removed from the allocation and may not be allocated again.

Once it is used (i.e. has exited pit lane) a tyre may not be replaced because of damage or defect, except if all the following conditions apply:

- a) The tyre supplier must confirm to the Technical Director that the damage is solely due to a manufacturing defect or fitting problem (i.e. out of the team's control), and not due to any other reason such as impact, cut, abrasion or accident.
- b) The tyre supplier must confirm to the Technical Director that the damage is significant enough to deem the tyre unsafe to use.
- c) Tyres that are deemed to have covered more than 2/3 of race distance will not be considered for replacement. The determination of distance covered will be the sole decision of the Technical Director in consultation with the tyre supplier, and the team may be required to submit information such as lap charts and logger data to support a claim.

In determining whether a replacement will be allowed the decision of the Technical Director will be final.

- d) If a replacement tyre is granted, it must be of the same specification as the damaged tyre and selected at random by the Technical Director and/or his staff.
8. Should an exceptional and unpredictable safety problem arise for the tyre supplier during an event, so as to prevent riders from safely competing in the race, then the tyre supplier must inform the Technical Director and Race Direction of the problem as soon as possible.

A re-allocation of suitable tyres may be made under the supervision of the Technical Director. Such allocated tyres will be the same specification(s) and quantities for all riders, the quantity being determined by the tyre supplier in consultation with the Technical Director.

9) Tests, Moto2 Class:

For all winter and post-race tests, each rider will be restricted in the quantity and specification of tyres they may use at a single test. The tyre supplier will determine the number of specifications and quantities it will bring to each test. Every rider present will receive the same allocation of standard tyre specifications and quantities.

The tyre supplier may choose to provide additional tyres of a different specification, for tyre development purposes. The allocation of any development tyres will be solely at the discretion of the tyre supplier.

2.5.4.10 Numbers and Backgrounds

1. The racing number must be affixed to the front of the motorcycle fairing in a central position. Rear or side numbers are optional.
2. Numbers should be a minimum height of 140 mm.
3. Numbers must be easily legible, in a clear simple font and contrast strongly with the background colour.

In the Moto2 class, numbers must be of one single colour which contrasts strongly with the background colour. A small outline in a different colour is permitted. Two-digit numbers must have a separation (min. 10 mm) between digits so the background colour is visible between digits. Reflective finishes (eg. silver, gold, etc.) are not permitted.

4. Backgrounds must be of one single colour over an area large enough to provide a minimum clear area of 25 mm around the numbers.

In the Moto2 class reflective finishes (eg. silver, gold, etc.) are not permitted.

5. In the Moto2 class, teams with more than one rider must differentiate between the riders by using different number and/or background colours.
6. In case of a dispute concerning the legibility of numbers, the decision of the Technical Director will be final.

2.5.5 General

2.5.5.1 Fuel and Oil

- All motorcycles must be fuelled with unleaded petrol, which must comply with the FIM Grand Prix specification for each racing class (**Category 1 of 2024 FIM Fuel Regulations**).

From 2024 this fuel must be a minimum of 40% of non-fossil origin, increasing to 100% of non-fossil origin from 2027.

- Unleaded petrol will comply with the FIM Grand Prix specification if it has the following characteristics:

Property	Units	Test method	Min.	Max.
Non-fossil components	% (14C/C)	ASTM D6866-22 - Method B - AMS	40.0*	
RON		ISO 5164	95.0	102.0
MON		ISO 5163	85.0	90.0
Oxygen	% (m/m)	ISO 22854		3.7
Benzene	% (v/v)	ISO 22854		1.0
Vapour pressure (DVPE)	kPa	EN 13016-1		90.0
Density at 15°C	kg/m ³	ASTM D 4052 / EN 12185	720.0	775.0
Oxidation stability	minutes	ASTM D 525 / EN ISO 7536	360	
Existent gum	mg/100ml	EN ISO 6246		5.0
S	mg/kg	ASTM D 5453 / EN ISO 20846		10
N	% (m/m)	ASTM D 4629		0.2
Cu corrosion	Rating	ISO 2160		Class1
Distillation at 70°C	% (v/v)	ISO 3405	22.0	50.0
Distillation at 100°C	% (v/v)	ISO 3405	46.0	72.0
Distillation at 150°C	% (v/v)	ISO 3405	75.0	
Final boiling point	°C	ISO 3405		210.0
Residue	% (v/v)	ISO 3405		2.0
Olefins	% (v/v)	ISO 22854		18.0
Bi/Polycyclic olefins	% (m/m)	GCMS		0.01
Total di-olefins	% (m/m)	GCMS/HPLC		1.0
Aromatics	% (v/v)	ISO 22854		35.0

Total HC's containing only H and C and present <5% each	% (m/m)	Gas chromatography	30.0	
Substances capable of exothermic reaction in absence of external O		GCMS		Not permitted**
Oxygenates other than below list	% (m/m)	EN ISO 22854		0.1
Methanol	% (v/v)	ISO 22854		3.0
Mn content	mg/l	ICPOES or ASTM D3831		1.0
Pb content	mg/l	ICPOES or ASTM D3237		5.0
Fe content	mg/l	EN 16136 :2015 or ASTM D5059 – 20		5.0
Ni content	mg/l	EN 16136 :2015 or ASTM D5059 – 20		5.0
Appearance		Visual inspection	Clear and bright	

All reported min. and max. thresholds (except for the non-fossil components determination) do not include the tolerance, which needs to be calculated in accordance with ISO 4259 and be taken into account to correct the min. and max. thresholds.

List of permitted oxygenates:

Methanol, Ethanol, Iso-propyl alcohol, Iso-butyl alcohol, Methyl tertiary butyl ether, Ethyl tertiary butyl ether, Tertiary amyl methyl ether, Di-isopropyl ether, n-Propyl alcohol, Tertiary butyl alcohol, n-Butyl alcohol, Secondary butyl alcohol.

* As it is guaranteed that all the samples will be analysed by the same laboratory, an absolute measure uncertainty of +/- 0.5% will be taken in account, as per ASTM D6866- 22 - Method B - AMS.

** A limit of detection of 0.01% m/m will be applied.

3. Fuel definitions:

- **Paraffins** Straight chain and branched alkanes.
- **Olefins** Straight chain and branched monoolefins and diolefins.
- **Monocyclic monoolefins** (with five or more carbon atoms in the ring) with or without paraffinic side chains.
- **Diolefins** Straight chain or branched or monocyclic hydrocarbons (with five or more carbon atoms in any ring) with or without paraffinic side chains, containing two double bonds per molecule.
- **Naphthenes** Monocyclic alkanes (with five or more carbon atoms in the ring) with or without paraffinic side chains.
- **Aromatics** Monocyclic and bicyclic aromatic rings with or without paraffinic side chains.
- **Oxygenates** Organic compounds containing oxygen.
- **Additive** An additive is a component added to the fuel at low concentration to improve a particular property of the fuel. These include (but are not limited to) antioxidants, antiknock agents, antistatic additives and deposit control additives.
- **Metals** are defined as alkali metals, alkaline earth metals, transition metals, actinides, lanthanides, post-transition metals and metalloids.

4. Moto2 class fuel and oil:

- a) **In the Moto2 class, the fuel and oil specification will be determined by the appointed fuel supplier and oil supplier in consultation with the Organisers and the official engine supplier and may be changed at any time by mutual agreement.**
- b) Only fuel from the appointed fuel supplier is permitted. This fuel will be available at all official events, and will conform to the FIM Grand Prix specification. Use of this fuel without any addition or alteration is mandatory.
- c) **In the Moto2 class, oil for engine lubrication will comply with the FIM Grand Prix Moto2 specification if it matches the reference fingerprint(s) for the official oil(s) of the relevant class, established by the appointed oil supplier.**

- d) Only engine oil from the appointed oil supplier is permitted. This oil will be available at all official events and will conform to the FIM Grand Prix specification for the relevant class. The use of the official oil without any addition or alteration is mandatory. The Technical Director may require that an oil sample be taken from any team or machine at any time.

5. Fuel and Oil Approval

1. All fuel in use in the Championship must be approved prior to the race in which the fuel is to be used. Fuel companies supplying petrol to participating teams must submit ten litres (2 x 5 L) to the laboratory appointed by the FIM/Dorna for analysis in accordance with the specification. Providing the petrol is within the specification, a certificate containing a test report number will be issued. The test report number must be given to the appropriate teams before they take part in a race.
2. All companies supplying oil, for engine lubrication in the Moto2 class, to participating teams must submit two litres (2 x 1 L) of the oil to the laboratory appointed by the FIM/Dorna for approval. If the oil conforms to the specifications, a certificate will be issued. The test report number given on the certificate must be supplied to teams which intend to use the oil.
3. During Thursday's technical control, each team will declare the certificate test report numbers corresponding to the petrol and oil to be used. This information will be entered in the Technical Control Book of each motorcycle at every Grand Prix.

Therefore, the fuel and oil which is to be used must be approved by the Thursday afternoon before the race in which the fuel is to be used.

4. When a fuel or oil sample is requested at any Grand Prix Circuit, either during practice, warm up or following the race, the certificate test report numbers corresponding to the petrol and oil used must be declared to the Grand Prix Technical Director by the team. Failure to provide the correct number may result in a penalty.
5. Each fuel and/or oil Company will be responsible for payment to the laboratory for these batch analyses costs and establishment of the basic fingerprints.

6. Fuel and Oil Sampling and Testing

1. The Grand Prix Technical Director will appoint a senior Technical Scrutineer to take responsibility for the administration and supervision of the fuel or oil sampling procedure.
2. Motorcycles selected for fuel or oil controls will usually be amongst the first three finishers, and will be directed to the “parc fermé” for technical controls.
3. Other finishers may be chosen at random for fuel or oil controls. A Technical Scrutineer will be posted at the entrance to the pit box of the selected rider(s) whose machine must immediately accompany the Technical Scrutineer to the technical control area or “parc fermé”.
4. The fuel or oil to be tested will be transferred into two bottles, “A” and “B” identified by reference to the rider, team and machine from which the sample was taken. The bottles will be closed, sealed and labelled by the Technical Director and/or Technical Scrutineer.
5. Only new bottles will be used for the samples and only new materials will be used to transfer the fuel or oil.
6. The Fuel/Oil Sample Declaration form will be filled out immediately, containing all necessary information, including the riders and machines identity, date and place of fuel or oil sampling. A responsible team member will sign this declaration, after verifying that all the information is correct.
7. Sample “A” will be sent to the official appointed laboratory, accompanied by a copy of the Fuel/Oil Sample Declaration form. The fuel sample will be compared with the approved fuel or oil. If necessary the concentration of other elements, including lead, manganese, iron, nickel, nitrogen and oxygen may be measured at the request of the Technical Director to ensure that octane and power boosters have not been added.

If any observed deviations indicate that they are due to mixing with one other fuel, which has been approved by the FIM/Dorna for use by the team, the fuel sample will be deemed to comply, provided the fuel sample still falls within FIM Grand Prix specification as described in Article 2.5.5.1.2.

Costs for the analyses of sample “A” will be paid by FIM/Dorna.

8. Sample “B” will be handed over to the FIM designated storage facility for safeguarding in case of protests and/or requirement of a counter analysis by the appointed laboratory. Costs for the analyses of sample “B” will be paid by the team concerned.
9. Both samples will be transported by an authorised courier.
10. The laboratory must deliver the results of the fuel sample analyses to the Grand Prix Technical Director, with a copy to the FIM MotoGP Stewards, as soon as possible after receipt of the samples.
11. In the case of non-conformity, the Technical Director must notify, as soon as practical after receipt of the results, the FIM MotoGP Stewards, the Grand Prix Race Direction and the rider/team representative concerned.

Within 48 hours of the receipt of the notification of the results of the laboratory test of sample “A”, the team must notify the FIM MotoGP Stewards and the Technical Director if counter-expertise is required (or not required) for sample “B”.

The FIM MotoGP Stewards Panel will take a decision at the Grand Prix event immediately following the notification of the results of the final expertise. Any appeal against the decision of the FIM MotoGP Stewards Panel will be heard by the FIM Appeal Stewards appointed for the Grand Prix event at which the FIM MotoGP Stewards Panel decision is taken.

If there is no more Grand Prix following the notification of the results of the final expertise, the FIM MotoGP Stewards Panel will take a decision as soon as practical. Any appeal against the decision of the FIM MotoGP Stewards Panel will be heard by the FIM Appeal Stewards appointed by the FIM for this specific task.

12. The director of fuel analysis at the official laboratory must confirm to the Technical Director that the identification and the seal status of the “B” sample is correct before any B sample analysis is carried out.
13. Failure of the sample to comply to approved petrol or oil and/or the addition of octane and power boosters, as described in Article 2.5.5.1.6.7, will automatically result in the disqualification of the competitor from the entire meeting.

The result of the competitor’s fuel or oil sample analysis (“A” or “B” sample) more favourable to the competitor will be taken into account.

7. Fuel Temperature

In the Moto2 class fuel on the motorcycle must not be below the prevailing ambient temperature, as measured by the Technical Director. Other than a simple removable fuel tank cover, the use of any device on the motorcycle to artificially decrease the fuel temperature below ambient temperature is forbidden.

8. Fuel Handling Safety

- The use of anti-static mats and grounding wrist straps is mandatory when filling fuel containers used for transferring fuel to and from motorcycles.
- The use of approved fuel fillers/fuel dumps is mandatory when adding or removing fuel to/from motorcycle fuel tanks.
- All fuel handling equipment must be approved by the Technical Director.

2.5.5.2 Rider's Safety Equipment

1. It is compulsory that each contracted rider must begin each race event with at least two complete sets of undamaged safety equipment. A complete set of safety equipment shall contain:
 - Helmet
 - Leather Suit, 1-piece
 - **Airbag with its own box (ECU)**
 - Gloves
 - Boots
 - Back Protector
 - Chest Protector

GP Commission Decision Silverstone 2 August 2024

The equipment must be worn, correctly fastened, at all times during on-track activity. **In certain cases (for example the Airbag system) the equipment must be present and functional at least at the start of each track session. The decision of the Technical Director is final in matters of rider equipment.**

The only purpose of any part of the rider's race suit, boots and gloves should be to protect the rider in an incident. Therefore, any part of these items of equipment that is deemed to be solely for the purpose of aiding the rider's aerodynamic effect will not be permitted. The decision of the Technical Director will be final in determining what constitutes an item solely for aerodynamic effect.

2. Safety Equipment Control

- a) At Technical Control at the first race of the season, one complete set of undamaged safety equipment (as listed in Art. 2.5.5.2.1) must be presented and checked for the following:
- Helmet: FIM Homologation Label indicating valid FIM homologation.
 - Leather Suit, Boots, Gloves: the model names of each of these items must correspond to the Self Certifications previously supplied to the Technical Director.
 - Back Protector: a marking indicating certification to EN1621-2:2014 or to prEN1621-2:2010.
 - Chest Protector: a marking indicating conformity with the standards specified in 2.5.5.2.3.c.v) below.
- b) At any time during the season, the Technical Director may request a piece of rider's equipment in order to check that it meets the requirements listed in Art. 2.5.5.2.3. The item of equipment will be sent to the official appointed laboratory for testing. Supply of equipment and test results as follows:
- The manufacturer of the equipment may be asked to supply a duplicate item of equipment for testing.
 - Equipment damaged after an accident may be taken and tested on an undamaged portion.
 - In the event that the item tested fails to meet the required standard, the manufacturer may request a further test, at their cost, on a duplicate item of used equipment.
 - In the event that the first test and/or optional retest are still negative, the Self Certification provided by the manufacturer will be suspended and the manufacturer shall have 30 days to rectify the problem and demonstrate this.
 - In the event that the problem is not rectified in this time, the manufacturer shall not be permitted to supply any new equipment of the failed type.

3. FIM Rider’s Equipment Minimum Requirements (REMR)

a) Standards for Helmet and Visor

Only FIM homologated helmets (with a valid FIM Homologation Label) will be allowed with the following deadlines:

- Until 31/12/2025: FRHPhe-01 & FRHPhe-02
- From 01/01/2026: FRHPhe-02 only

A list of FIM Homologated helmets is available on www.frhp.org.

<p>FRHPhe-01 (FIM)</p>	
<p>FRHPhe-02 (FIM)</p>	

- Disposable visor “tear-offs” are permitted.

b) Certification for Leather Suit & Airbag system, Gloves, Boots, Back Protectors

All rider’s safety equipment must comply with the requirements detailed in Art. 2.5.5.2.3.c) Sections i to vi, below. The following procedures will apply:

- A sample of each different design or model must pass all the tests described in the FIM Standards, Table 1 below, or in the case of Airbag systems, the FIM Requirements for Grand Prix Airbags 2018.

Every example of this design or model must be identified with the model code by a permanent marking.

Each individual design or model that has passed the tests will be self-certified by the manufacturer, using the official document, stating that the item conforms to the FIM requirements.

- A copy of this Certificate must be sent to the MotoGP Technical Director (Danny Aldridge, danny@irta.org.uk) and to the FIM Racing Homologation Programme (frhp@fim.ch).
 - For leather suits only, the manufacturer must complete and maintain the “Riders Race Suit Database” file for each of their riders.
 - This database must be submitted to the MotoGP Technical Director, and updated each time a leather suit is supplied to or withdrawn from a rider.
 - The Technical Director and the rider also have the right to withdraw a race suit from the database.
- c) Standards for Leather Suit, Gloves, Boots, Back & Chest Protectors
- i) Leather Suit
- Shall be constructed from leather or an equivalent material which satisfies the requirements of Table 1, column 1.
 - The use of abrasion-resistant stretch material is permitted up to a maximum of 50% of the surface area, provided that the requirements of Table 1, column 2 are met, **but stretch material is forbidden for the Zone C indicated in figure 1.**
 - The use of sliders (specific parts of the riders safety equipment, either permanently fixed or removable, intended to make regular contact with the track surface to assist the rider while cornering), is permitted on the knees, elbows or any other parts of the race suit, where it is deemed necessary. They must not be manufactured from or contain any material that when in contact with the track surface may cause visual or other disturbance to other riders.
 - The main closure zip must be an autolock system meaning when the zip puller is flat the zip cannot come undone until pressure is applied to the puller.
 - All suits must be fitted with a clasp system to secure the zip in position when fully closed. The system must work in such a way that the zip cannot come undone until the clasp has been released. In determining the legality of any such system, the judgement of the Technical Director will be final.

- Shall contain armour certified to EN1621-1:2012 in the shoulders, elbows, knees, and legs.
- It is mandatory for the leather suit to be fitted with an Airbag system, with the following requirements:
 - All Airbag systems must be approved according to clause b), above.
 - Every rider must start each track session with a functional Airbag system. Once the airbag has been deployed, the responsibility for continuing the practice or race rests with the rider. (For the purposes of this regulation, Moto2 QP1 and QP2 are considered as one track session.)
 - For substitute or replacement riders, the use of an Airbag system is recommended for their first event of the season, and is compulsory for any further events of that season.
 - For Wild Card riders the use of an Airbag system is compulsory. Wild Card riders equipment must be presented to Technical Control for inspection prior to the start of the event.

ii) Gloves

- Shall be constructed from leather or an equivalent material which satisfies the requirements of Table 1, column 3. **The EN 13594 level 2 Standard for gloves can be also allowed.**

Level 2 With knuckle protection



- Shall have a cuff length sufficient to overlap the leather suit by at least 50 mm.
- Shall have a means of fastening to secure them to the hand (an elastic closure alone is not acceptable).
- Shall have suitable knuckle protection.

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iii) Boots

- Shall be constructed from leather or an equivalent material which satisfies the requirements of Table 1, column 4.
- Flexing zones are permitted up to a maximum of 40% of surface area, provided that they comply with the requirements of Table 1, column 5.
- Shall have a minimum height sufficient to overlap the leather suit by at least 70 mm.
- Shall have a means of fastening to secure them to the foot (a slip-on boot is not acceptable).

iv) Back Protector

- Must be certified to EN1621-2:2014 or prEN1621-2:2010.
- May be full back or central back configuration.

v) Chest Protector

- Full chest protectors (protector designed as a single piece) and Divided chest protectors (protector designed in two separate halves) are permitted.
- All types of chest protectors (Full or Divided) must have a minimum protection area of no less than 230 cm².
- Only protectors in conformity with prEN1621-3 (level 1 or 2) are permitted.

vi) Marking

- When an equipment manufacturer has tested and proven that the safety equipment in question meets the relevant requirements in paragraphs i) to vi) above, and Table 1 below, they shall attach a permanent marking stating the model number of the product.
- The marking of race suits must additionally contain a unique serial number.
- **The marking of chest and back protectors must additionally contain the European Standard reference.**

Specific marking for Leather Suit, Gloves and Boots:

For all existing equipment in 2024, a marking must be sewn/ printed on the zipper underlay (leather suit) or on the lining (gloves, boots) of the equipment, regarding the material properties indicated in table 1.

Any other location on a fixed part of the equipment has to be approved by the Technical Director.

The sole EN 13594 level 2 label for gloves can be also accepted (if present) instead of the specific marking.

Example for suits:

Declared by: as compliant to MotoGP Regulations 2024	Brand of leather suit (logo or name)	Model/Code
Airbag brand	Airbag model	Airbag code

Minimum size of the marking is not fixed but all information must be clearly visible (font size 7 minimum).

Example for gloves:

Declared by: as compliant to MotoGP Regulations 2024	Brand of gloves (logo or name)	Model Code
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Minimum size of the marking is not fixed but all information must be clearly visible (font size 7 minimum).

Table 1.

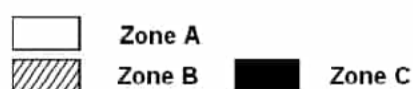
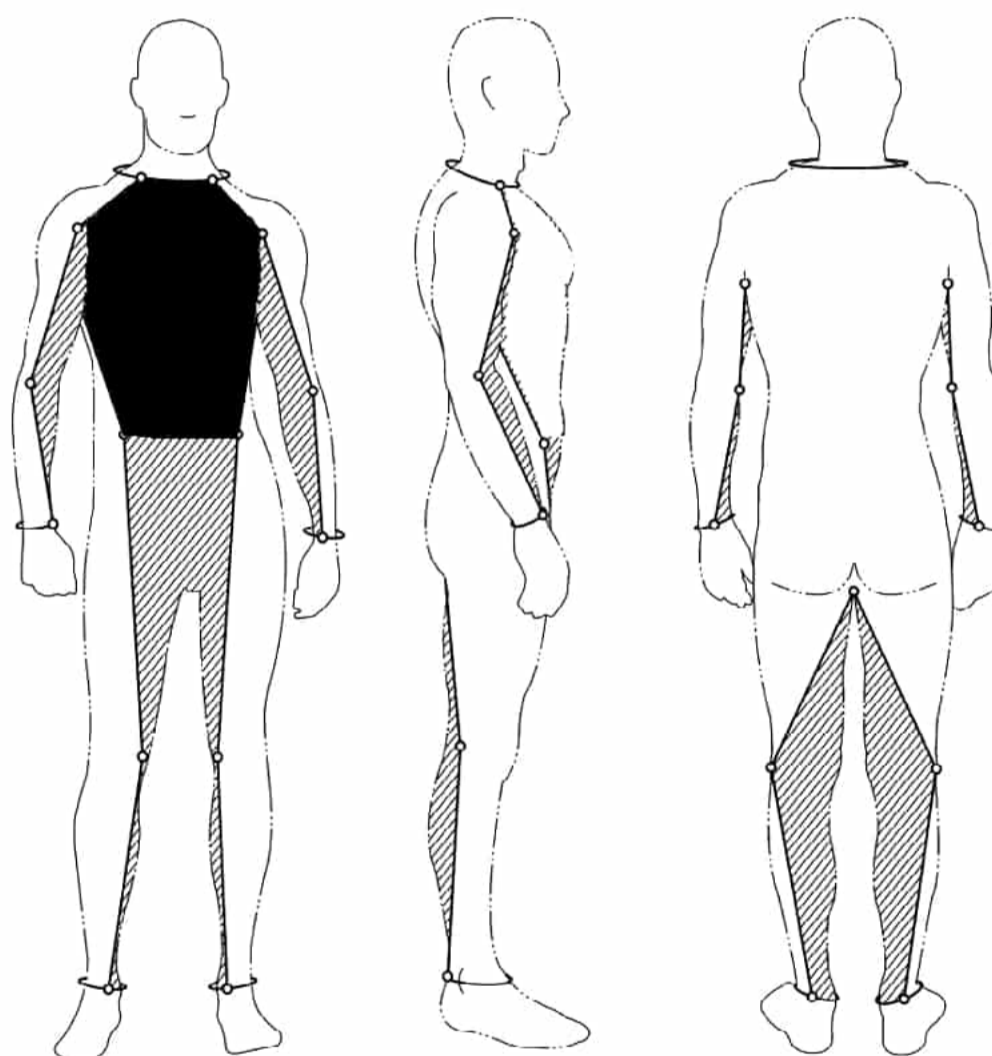
Material Properties

		1	2	3	4	5
TEST	Test Method	Leather Suit Zone A	Leather Suit Zone B & C	Gloves	Boots All Areas	Boots Flex Areas
Tear (in Newton)	ISO 3377-1 (for suit) or EN388 (for boots & gloves)	≥50	≥35	≥30	≥100	≥60

Moto2

Abrasion (in RPM for suit) (in seconds for boots & gloves)	EN17092-1 (for suit) EN13594 (for gloves) EN13634 (for boots)	≥442	≥265	≥3	≥5	≥2.5
Seam (in Newton/ millimetre)	EN17092-1 (for suit & boots) EN13594 (for gloves)	≥12	≥8	≥8	≥15	≥15

The zones A, B and C are defined in the drawings hereunder.



4. Post-crash Riders Safety Equipment Check

After a crash the Technical Director may at his discretion request that the rider's safety equipment is checked prior to the start of the following practice session, warm up or race.

In the event that any item of equipment is considered, by either the Technical Director or the representative of the manufacturer of the item, to be too damaged for use on track, the rider will be required to replace or repair the item before being permitted on track.

Any question concerning the condition and suitability for use of the riders safety equipment shall be decided by the Technical Director, who may consult with the manufacturers of the product before making a final decision.

2.5.5.3 Procedures for Technical Control

To ensure compliance with the technical regulations and appropriate control and checking procedures, the Technical Director may use outside third-party experts for certain checking and analysis.

1. At each circuit an area must be designated as the Technical Checking Area. In this area, under the control of the Chief Technical Scrutineer and the supervision of the Technical Director, suitable equipment will be installed to conduct the various tests **such as**:
 - i) Equipment for measuring the noise of the motorcycle.
 - ii) Weighing scales with check weights for calibration purposes.
 - iii) Instruments for measuring engine capacity.
 - iv) Instruments and gauges as necessary for measuring other dimensions and criteria specified in the Technical Regulations.
2. The technical control procedure will be carried out in accordance with the schedule set out in the Regulations. The technical scrutineers must be available throughout the event to check motorcycles and equipment as required by the Technical Director.
3. Presentation of a machine will be deemed as an implicit statement of conformity with the technical regulations. Responsibility for the preparation of the machine to comply with all technical and safety regulations rests with the team.
4. A rider's presence at the initial technical control is not mandatory, except in the case of the Moto2 class when the rider must be present for a weight check together with **their** helmet and all protective clothing.
5. Motorcycles will be inspected under the name of the team and at the initial technical control each motorcycle will be registered by the technical scrutineers who will prepare a technical control card to record technical specifications, check results and the riders in that team entitled to use the motorcycle.

- 6 At the initial technical control the technical scrutineers should inspect the motorcycle to record technical details including weight (plus rider weight in the Moto2 class), noise level and may also check the motorcycle for technical compliance with other aspects of the Regulations, as requested by the Technical Director.
- 8 At each event, at the conclusion of technical control procedures prior to the first practice, the technical scrutineers will place a small sticker on the motorcycle indicating that it has been registered for use by the team's rider(s) for that race and passed the technical control procedures.
9. The Chief Technical Scrutineer will prepare a report on the results of technical control which, will be submitted to the Event Management Committee via the Technical Director.
- 10 The technical scrutineers should re-inspect any machine that has been involved in an accident, and if necessary to issue a new technical control sticker for a rebuilt machine. This would normally be carried out at the pit of the rider concerned. The team has sole responsibility for any repairs carried out, and to determine when the machine is fit for further use.
- 11 The technical scrutineers must be available, based on instructions from the Technical Director, to re-inspect any motorcycle for technical compliance during the meeting or after the race and to supervise inspection of a motorcycle following a protest on a technical matter.
- 12 At the end of the race, the Chief Technical Scrutineer will ensure that the motorcycles placed in the first three positions, plus any other motorcycles designated by the Technical Director, are placed in the Check Area for a period of 60 minutes pending any protest.

The motorcycles may be checked for compliance with any of the FIM Grand Prix technical regulations, and any other technical requirement at the discretion of, under the control of and as requested by the Technical Director.
13. The Technical Director may require a team to provide such parts or samples as he may deem necessary.
14. In the case that a machine fails post-qualifying or post-race technical checks due to damage or technical issues on-track, the following protocol will apply, always at the sole discretion of the MotoGP Technical Director.

- a) Machines under the minimum weight limit due to:
- i) Loss of fluid.
 - If the Technical Director has verified that there is physical evidence of fluid loss due to an incident or mechanical issue on track, he may approve the fluid to be replenished to the levels as declared by the Manufacturer at the start of the season.
 - If it is necessary to replace a damaged part to accommodate the fluid (eg. radiator), this will be permitted only under the supervision of the Technical Director who will confirm that the new part is identical to the damaged part. In the MotoGP class, the Technical Director may require that the replacement part is taken from the rider's second machine.
 - ii) Loss of material or parts.
 - If the Technical Director has verified that the machine has lost a part or material due to an incident or mechanical issue on track, he may approve the replacement of the part(s) with the following conditions:
 - The Technical Director must verify that any new parts are identical to the original.
 - If the Technical Director determines that there is insufficient physical evidence to prove that a part or material is missing, then the original part must be found before it can be replaced.
 - Missing ballast weights will only be permitted to be replaced if they are found and returned to Technical Control by the circuit officials.
- b) Machines exceeding the maximum noise levels:
- If the Technical Director is satisfied that there is sufficient physical evidence of damage or loss due to an incident or mechanical issue on track, he may approve the replacement of the missing or damaged exhaust parts, and the machine to be re-tested.
 - In the MotoGP class the Technical Director may require that the exhaust parts from the rider's second machine be used for such replacement.

2.5.5.4 Noise Tests

1. Noise tests must be conducted in an open area with a space of at least 10 metres between the motorcycle being tested and walls or other obstacles. There should be a minimum amount of ambient noise in the area.
2. The measuring equipment must be calibrated prior to the test and recalibrated at regular intervals.
3. The measuring equipment should be placed 50 cm from the end of the exhaust pipe and at 45 degree angle to the pipe either to the side or above.
4. The maximum noise levels at all times are:

Moto2: 118 dB/A

For convenience, the test may be conducted at a fixed RPM.

	1 cylinder	2 cylinders	3 cylinders	4 cylinders
Moto2	5,500 rpm	5'500 rpm	5'500 rpm	5'500 rpm

2.5.6 Wild Card Technical Regulations

Wild Card entries are subject to all of the above Moto2 technical regulations, with the following conditions:

1. Wild Card entries must comply with the current bodywork regulations (Art. 2.5.4.7).
2. Riders Safety Equipment for Wild Card entries (Art. 2.5.5.2):
 - Any safety equipment which does not show an approved model number and serial number will be subject to approval for use by the Technical Director.
 - It is the responsibility of all wildcards to make sure that their airbag system meets the current FIM Regulations which must be presented to technical control along with all other safety equipment for inspection, prior to the start of the event.
 - The use of an Airbag system in the leather suit must be in accordance with Art. 2.5.5.2.3.

2.6 Moto3 Class Technical Regulations

Refer to Article 1.11.11 for regulations concerning entry and supply conditions for Moto3 Manufacturers, and equipment ordering for Moto3 teams.

From 2024, machine specifications will be declared for a minimum 2-year rolling period, with a review during mid-season of the first year to evaluate the possibility to increase to a 3-year period. Therefore, each manufacturer will declare their machine specification at the first event of the 2024 season, which will be frozen until at least the end of the 2025 season.

To avoid possible issues of a design problem impacting performance and not being able to be rectified for 3 years, each manufacturer will be permitted to upgrade one of the following areas, in the first year only **and subject to GPC approval**:

- Engine
- Frame
- Swingarm
- Main fairing
- Front fender

The upgraded parts must be supplied free of charge to all riders and be available to all riders at the same time.

2.6.3 Engines

2.6.3.1 Engine Description

1. Engines may operate on the reciprocating piston four stroke principle only.
The normal section of each engine cylinder and piston in plan view must be circular. Circular section cylinders & pistons are defined as having less than 5% difference in the diameter measured at any two points.
2. Engines must be normally aspirated.
3. Cubic capacity of the engine will be defined by the swept volume of the cylinder, ie. the area of the bore of the cylinder multiplied by the stroke, multiplied by the number of cylinders.

No tolerance on capacities is permitted.

Engine capacity will be measured at ambient temperature.

Moto3 Class Engines

11. Maximum engine RPM in acceleration is controlled by the official ECU*. The RPM Limiter strategy target is set at 13,500 rpm.
12. Moto3 Class engine valves.
 - Valve timing system drive must be by one chain. An intermediate drive gear which rotates on only one axle or rotation centre is allowed in the system (refer to the Appendix, Moto3: Fig. 1 for some examples of permitted systems).
 - Only reciprocating inlet and exhaust valves are permitted, with a maximum of 2 valves each for inlet and exhaust.

2.6.3.2 Engine Supply

21. Moto3 Engine Definition and Approval

- a) The engine is defined as the complete engine including intake system (throttle body, injectors), and one complete transmission.

“Complete transmission” hereunder means all transmission parts including primary gears, gearbox, and gearshift mechanisms. “Gearbox” hereunder means the secondary gears, shafts and shifting mechanisms, excluding primary gears.

“Complete engine” here means ready to undergo the Initial Mapping procedure (refer to Art. 2.6.3.5.24, therefore including necessary sensors and electrical items to run for calibration (e.g. spark plugs, pickups, idle bypass motor [if used], etc.).

- b) Each engine manufacturer may receive approval for a maximum of two different engine specifications per season. Manufacturers must supply all permanent contracted riders with the same specification engines, the second specification (if any) is intended for Wild Card entries only.
- c) For contracted and Wild Card entries, only approved engines and parts may be used in GP events.

22. Moto3 Engine Availability

- a) Any manufacturer entering the championship must supply a minimum of 6 riders with engine packages and spare parts for the season.

- b) Each engine manufacturer must undertake to supply sufficient engine packages and spare parts to supply up to 14 riders per season if requested. The following conditions apply:
- i) This requirement may be adjusted by the Organiser, subject to agreement by the Moto3 Manufacturers, in special circumstances (eg. a new manufacturer entering for the first time).
 - ii) The minimum supply number may be comprised of complete motorcycles or separate engines. Manufacturers supplying complete motorcycles must allow their customers to also purchase spare complete engines and parts as necessary to complete the season.
 - iii) Engine supply requests which comply with the manufacturer's requirements for payment and terms, will be noted in chronological order to determine the first officially accepted requests up to the minimum requirement.
 - iv) This minimum supply applies to each separate engine specification (according to Art. 2.6.3.5.24) offered by the manufacturer.
 - v) Lead-time of complete engines is a maximum of 4 calendar months regardless of quantity. Lead-time starts from the official order receipt or the completion date of the engine entry procedure (see Art. 2.6.3.5.24 above), whichever is the later.

23. Moto3 Engine Price

- a) The maximum price of a single engine must not exceed 12,000 Euros (twelve thousand Euros). No optional parts or service contracts may be used to circumvent this price limit.
- b) For contracted riders, the manufacturer undertakes to supply customer teams with a "Moto3 Engine Rental Package" for the season for which it may charge a maximum of 60,000 Euros (excluding VAT, excluding freight) per rider. The Moto3 Engine Rental Package will be comprised of:
 - 6 engines, without throttle bodies, without gearboxes*
 - 2 throttle bodies
 - Gearboxes, being 3 complete gearboxes per 2-rider team

Additional gearboxes will be rented separately as the team requires. Each team may rent up to a maximum of 2 complete gearboxes per season at a capped price of 2,500 Euros each. Any additional gearboxes rented will be charged as per the Manufacturer's approved price list.

* The manufacturer may choose to allocate 5 engines per rider for the season (the Moto3 engine package price remains the same whether 5 or 6 engines per rider are allocated).

c) As an exception to clause b) above, for engine manufacturers in their first season of Moto3 the maximum number of engines per rider per season is 8 (Art. 2.6.3.3.11.b). Therefore first-time manufacturers may charge a maximum of 79,000 Euros (excluding VAT, excluding freight) per rider for the Moto3 Engine Rental Package comprised of:

- 8 engines, without throttle bodies, without gearboxes
- 2 throttle bodies
- Gearboxes, being 3 complete gearboxes per 2-rider team

Additional gearboxes will be rented separately as the team requires. Each team may rent up to a maximum of 2 complete gearboxes per season at a capped price of 2,500 Euros each. Any additional gearboxes rented will be charged as per the Manufacturer's approved price list.

d) Included in the engine supply agreement with the teams will be a protocol from the Manufacturer, as approved by the Technical Director, defining the parameters of "acceptable use" of the engine by the team and/or rider. The Manufacturer may charge teams for proven engine damage caused by the rider or team exceeding these parameters (subject to verification by the Technical Director).

24. Moto3 Engine Allocation and Verification

a) Engines, throttle bodies and gearboxes, will be rented by the manufacturer to the team and remain the property of the manufacturer, with the teams returning the engines, throttle bodies and gearboxes to the manufacturer at the end of the season. However engine distribution will be controlled by the Organiser to ensure equality of specification.

- b) Manufacturers will deliver the engines (minimum of 2 engines per rider in the first batch), in a schedule approved by the Technical Director prior to the season, and respecting the regulations for the maximum number of engines per rider per season. The delivery schedule will also include one additional engine for verification purposes, plus sufficient spare engines (number decided by the manufacturer and approved by the Technical Director).
- c) The engines will be sealed by the Technical Director and staff, who will randomly select engines for delivery to the teams supplied by each manufacturer. Spare engines will also be sealed ready for distribution as required.
- d) The Technical Director and his staff will randomly select one of the engines from the first batch to be sealed and held as the sample engine.

When subsequent batches are delivered the Technical Director and his staff will randomly choose one engine from each batch to be opened and checked for conformity with the sample engine.

After a batch is confirmed to be the correct specification, the engines in that batch will be sealed and randomly allocated to the teams. No protests against engine specification will be accepted for such confirmed and sealed engines.

The engine opened for verification may be reassembled under supervision of the Technical Director and staff, or the manufacturer may choose to withdraw it from the allocation.

- e) The manufacturer will decide whether engines delivered will be new or rebuilt, and if rebuilt the manufacturer has complete discretion over which parts are replaced in the rebuilding process. All engines must comply with the approval regulations.
- f) The manufacturer will undertake to deliver their batches of engines in equal numbers to each of its riders at the same time. When necessary to remove engines from rider's allocation, this will be done in equal numbers from each rider, such that each rider will always have at least two usable engines available to them at any time. However, if an engine is withdrawn due to mechanical problems, it may be replaced as a one-off delivery from the manufacturer's supply of spare engines.

25. Moto3 Engine Maintenance and Updates

- a) Maintenance and rebuilding of engines by teams is not permitted. Engines will be delivered to the team with official security seals in place.
- b) Optional and aftermarket parts are not permitted, except for parts that can be changed without removing the official engine seals. For such parts the approval, supply and price rules described in Art. 2.6.3.2.26 will apply.
- c) In case of a proven, documented reliability or safety issue (eg. a faulty batch of parts), a manufacturer may apply to the Grand Prix Commission to allow replacement parts to be fitted to rectify the problem. If approved, teams may not be charged, and engine power performance may not be altered in any way.

26. Moto3 Parts Supply

- a) Each engine manufacturer must submit a price and lead-time list of all the parts of the engine which may be changed (ie. those parts outside of the official security seals). The list must include:
 - a complete engine minus throttle body and transmission parts.
 - a complete gearbox price list for the purpose of spares only.
 - It is permitted to list multiple manufacturers for sensors on the official parts list. The sensor package price must not cause the total engine or chassis price to exceed the price cap, and the sensor list must be finalised by the close of technical control at the first event of the season.
- b) This price list is subject to approval by the Organiser and the manufacturer may not charge more than these published prices. Approval is based on the prices and lead-times being in line with current market norms for these parts and technologies.
- c) Only parts on the relevant manufacturer's parts list may be used. Any alternative brand or supplier of a part must be approved by the engine manufacturer and that part added to the manufacturer's official parts list.

- An exception is made in the case of a Back-Torque-Limiter clutch assembly (BTL or Slipper Clutch). This may be offered as an alternative to the original clutch assembly by the manufacturer, or supplied to teams by a third-party (aftermarket) supplier. In each case the maximum price for the clutch assembly is 1,500 €uros (excluding VAT, excluding freight). Any third-party supplied clutches must first be approved by the Technical Director (such approval will include submission of a detailed parts price list), and when first introduced must be available to at least the same number of riders as in Art. 2.6.3.2.22 above.
- d) Updates to parts on the list are permitted, but must be approved by the Technical Director and added to the official published parts list. Price and lead-time for updated parts must not be more than those for the original parts in the manufacturer's approved parts list. Updated parts must be available to all customers at the same time, and may not be used until the manufacturer has the required availability.

27. Moto3 Engine and Parts Updates

Updates to the specification of engines or engine parts are not permitted during the season.

28. Moto3 Approved Parts

Only parts that have been approved by the Technical Director may be used on a Moto3 engine. These parts can be from the approved parts list of any of the approved versions of a manufacturer's engine, or from the approved parts list of a third-party (aftermarket) clutch supplier.

Generic ancillaries not specialised to the specific engine design, such as bolts and fasteners, are not subject to approval.

2.6.3.3 Engine Durability

Moto3 Class

11. In the Moto3 class the number of engines available to each contracted rider is limited to 6 engines per rider for all of the scheduled races of the season. The limit applies to practice and race at GP events only, engines for testing outside of events are not controlled.
 - a) Should a rider be replaced for any reason, the replacement rider will be deemed to be the original rider for purposes of engine allocation.

- b) For engine manufacturers in their first Moto3 season the maximum number of engines per rider per season is 8.
 - c) Each wild card entry is allowed two engines per event for his exclusive use.
12. The engines available for the exclusive use of each rider must be marked and sealed by the Technical Director or his staff prior to first use. It is the Team's obligation to register any new engine with the Technical Director prior to use. Once registered and used for the first time, engines may not be swapped between riders, even within the same team. A new engine is deemed to be used when the motorcycle with that engine crosses the transponder timing point at the pit lane exit.
13. The engines will be sealed (e.g. by means of wiring and identification tabs, stickers, etc. **In these regulations the term "wired" refers to all security sealing methods**) so that major components (including but not limited to: crankshaft and its bearings, conrod and its bearings, piston, piston rings and piston pin, valves and their springs, camshafts) can not be replaced. Sealing positions must be approved by the Technical Director so that:
- a) The cylinder head cover cannot be removed from the cylinder head. If the engine design allows for valve clearance and/or camchain maintenance without removing the cylinder head cover, it must not be possible to remove camshafts and rocker arms, if any, without breaking the seals.
 - b) the cylinder head and the cylinder (if any) cannot be removed from the engine (e.g. the cylinder head is wired to the cylinder and the cylinder is wired to the engine crankcase),
 - c) the crankcase cannot be opened (e.g. the crankcase halves are wired together).

All the parts that are accessible without removing the security seals can be replaced. Breaking or removing the seal or wiring without supervision by the Technical Director or staff will be deemed to be "engine rebuilding" and engines with broken, tampered with or missing security seals will be treated as a new engine in the allocation.

14. Should a competitor, for any reason, require the use of another engine above their allocation, the Technical Director must be informed before the new engine is used, and the FIM MotoGP Stewards Panel will apply the appropriate penalty according to the Sporting Regulations (Art. 1.21.20).

The damaged engine will be removed from the allocation and if it is used again, it will be treated as a new engine with the appropriate penalty.

15. There is no limit to the number of times a sealed, allocated engine can be fitted to and used in a motorcycle, provided the security seal is not broken or removed. Replacing an engine with another sealed engine (new or used) from the rider's allocation is allowed with no penalty.
16. As an exception to the above, it will be possible for a team to apply to the Technical Director to break the seals under the following conditions:
 - a) permission may or may not be granted at the sole discretion of the Technical Director,
 - b) any work permitted is under supervision of the Technical Director or staff,
 - c) with the sole purpose of either:
 - i) To inspect, clean and repair damage to sealed engine parts caused solely by a crash. The only parts that may be replaced during such supervised repairs are non-moving items (e.g. covers, cases and related seals), exhibiting crash damage as determined by the Technical Director or:
 - ii) To open the cylinder head cover (cam cover) to carry out a visual inspection on safety grounds. No parts may be removed, replaced, or modified with the exception of the cover's seal/gasket.
 - d) any of the above operations approved by the Technical Director will be informed to the other Moto3 manufacturers.

2.6.3.5 Electronics

2. Tyre temperature/pressure sensors are permitted in all classes.

Moto3 Ignition, Electronics, Datalogger

21. a) Only the ignition/fuel injection control units (“ECU”)* supplied by the series Organiser are allowed. This ECU will have a maximum of one ignition driver and include an engine RPM limiter, and the ECU must remain unmodified in hardware and software, as delivered by the Organiser. The use of any additional device or module to modify the signals sent from the ECU to the actuators is forbidden. Injectors, bypass systems and ignition must be operated exclusively by the original and unmodified ECU signal.
- b) Only the official “Race” version of the ECU software supplied by the ECU manufacturer may be used by the team to modify the ECU configuration file. The only permitted changes by the team are the setting (tuning) options included in this software.

Only the official manufacturer (or their official representative) of the approved engine may provide new configuration files (which must be available to all customers), and the manufacturer is permitted to use their “Factory” version software to modify existing configuration files.

- c) Within 4 hours of the end of Practice 1 of an event, each manufacturer must submit for approval to the Technical Director and the official ECU supplier any new configuration files that they wish to use at that event or any future events.
- Once a configuration file has been submitted it is not allowed to be modified, other than what is allowed with the “Race” version of the ECU software license.
 - It is the responsibility of the manufacturer to ensure that all their customers are aware of which configuration files are approved for use.
 - All configuration files once approved will stay on the approved list until the end of the season, unless the manufacturer requests them to be removed.

- d) The Technical Director may require the team to change the ECU on any machine for another standard one at any time.
- e) The official ECU will include a datalogger*, and no other additional dataloggers are permitted. Data analysis software is not controlled.
- f) The datalogger download cable in the wiring harness must be of the approved standard type or one which is completely compatible with it. Details of connector type and connection are detailed in the online documents from the official ECU supplier.*

NB. * for all ECU and electronic items identified with this symbol, details are available at the website: <http://www.dellorto.it/>

22. Compulsory Engine Management features.

Refer to the Appendix, Moto3: Fig. 2 for details of compulsory engine management equipment and design, including ignition and sensors.

23. Recommended Engine Management features.

Refer to the Appendix, Moto3: Fig. 3 for details of recommended engine management and electronic equipment and design, including timing pattern, O² sensor, knock sensor, idle control, dashboard.

24. There is a compulsory official Initial Mapping and Set Up Procedure for new engines to be compatible with the official ECU. Refer to the Appendix, Moto3: Fig. 4 for details of the initial mapping options.

2.6.3.6 Fuel System

Moto3 Class fuel system

15. Maximum relative fuel pressure is 5.0 Bar.
16. Variable – length inlet tract systems are not permitted.
17. Only one throttle control valve per throttle body is permitted to control the power demand by the rider, which must be controlled exclusively by mechanical means (e.g. cable) operated by the rider only. No other powered moving devices (except injectors and the idle control air bypass) are permitted in the inlet tract before the engine intake valve. No interruption of the mechanical connection between the rider's input and the throttle is allowed.

18. Idle speed (including engine braking) adjustment by means of an air bypass system, controlled by the ECU* is allowed. The maximum size of such air bypass is 12 mm equivalent diameter; control systems may include a butterfly-type control valve.
19. Fuel injectors must be located upstream of the engine intake valves.
20. A maximum of 2 fuel injectors per throttle body, and 2 independent fuel injector drivers, controlled by the official ECU*, is permitted.
21. Other than engine sump breather gases, only air/fuel mixture is permitted in the inlet tract and combustion chamber.

2.6.3.7 Exhaust

1. The outlet of the exhaust must not extend behind a line drawn vertically through the edge of the rear tyre.
2. For safety reasons the exposed edge of the exhaust pipe outlet must be rounded to avoid any sharp edges.
3. Variable length exhaust systems are not permitted.
4. Exhaust Gas Recirculation (EGR) systems are not permitted.

Moto3 class exhaust

11. No moving parts (e.g. valves, baffles) are permitted in the exhaust system.
12. Exhausts are not included in the Moto3 Chassis Approval regulations (Art. 2.6.4), so the choice of exhaust supplier is free.

2.6.3.8 Control Systems

1. The use of hydraulic and/or pneumatic pressurized powered systems is not allowed, with the exception of cylinder inlet/exhaust valve springs in the MotoGP class. All hydraulic systems on the motorcycle must be powered only by the rider's manual inputs with the following clarifications:
 - Normal hydraulic hand/foot controls such as master/slave cylinders for brakes/clutch are allowed.
 - Pneumatic engine valve closing systems are allowed in the MotoGP class only.
 - Oil/water pumps for engine lubricating/cooling are allowed.
 - The use of engine lubricating oil for any purpose other than lubrication and cooling (such as powered hydraulic systems) is not allowed.

2. Variable valve timing and variable valve lift systems, driven by hydraulic and/or electric/electronic systems are not permitted.

Decompression systems which operate only at engine start are permitted, but variable valve timing/valve lift systems which operate other than at engine start are not permitted.

2.6.3.9 Transmission

1. A maximum of six gear ratios is permitted.
2. Twin clutch transmission systems (DSG) are not permitted.
3. Continuously Variable Transmission systems (CVT) are not permitted.
4. Automatic transmission systems are not permitted. Manual transmissions with gearshifts assisted by quick-shifter systems are permitted.

Moto3 class Transmission

11. A maximum of 2 possible gear ratios for each gearbox speed, and 3 possible ratios for the primary drive gear is permitted. Teams will be required to declare the gearbox ratios chosen for each gear at the beginning of the season, and only these ratios may be used during the entire season.
12. Gearbox systems must be of the conventional type. That is; constant-mesh with engagement dogs as an integral part of the gear, and/or shifters (eg. “dog rings”), actuated by shift forks and shift cam or drum, with only one set of gears engaging at one time. So-called “seamless shift” transmissions (also known as Automated Manual Transmission, Instantaneous Gearchange System, etc.) are not permitted.
13. Electro-mechanical and/or electro-hydraulic clutch actuating systems are not permitted.

2.6.3.10 Materials

NB. “X-based alloy” or “X materials” here means the element X (e.g. Fe, for ferrous or iron-based alloy) must be the most abundant element in the alloy, on a % w/w basis.

1. The use of titanium in the construction of the following parts is forbidden:
 - The frame/chassis, excluding bolts and fasteners (the decision of the Technical Director will be final when determining what constitutes a part of the chassis).

- The swinging arm, excluding bolts and fasteners.
 - The swinging arm spindles.
 - The wheel spindles (for wheels spindles, the use of light alloys is also forbidden).
 - The handlebars.
 - The front suspension inner and outer tubes and bottoms (ie. axle mounting point).
 - The shock absorber piston shaft and damper tube.
2. The basic structure of the crankshaft and camshafts must be made from ferrous materials, steel or cast iron. Inserts of a different material are allowed in the crankshaft for the sole purpose of balancing.
 3. Pistons, cylinder heads and cylinder blocks may not be composite structures which use carbon or aramid fibre reinforcing materials.
 4. Brake calipers must be made from aluminium materials with a modulus of elasticity no greater than 80 Gpa.

Brake disc carriers may be made only from aluminium and magnesium alloys (specifically composites, including carbon fibre reinforced, glass fibre reinforced, and similar are not permitted).
 5. All connectors from the brake hose to the brake calipers (front and rear) and the brake master cylinders must have structural components (*) manufactured from either steel or titanium alloys with a tensile strength no less than 500 Mpa.

* Brass connectors are are permitted for rear brake hoses only.
 6. No parts of the motorcycle or engine may be made from metallic materials which have a specific modulus of elasticity greater than 50 Gpa/(g/cm³).
 7. The use of MMC (Metal Matrix Composite) and FRM (Fibre Reinforced Metal) materials is forbidden.
 8. In the Moto3 class, the following materials restrictions apply:
 - a) Engine crankcases, cylinder blocks and cylinder heads must be made from cast aluminium alloys.
 - b) Pistons must be made from an aluminium alloy.

- c) Piston pins must be made from ferrous materials.
- d) Connecting rods, valves and valve springs must be made from either ferrous or titanium-based alloys.
- e) The use of carbon fibre for the main construction of the swing arm is forbidden.

2.6.4 Chassis

Moto3 Chassis Approval and Supply

- a) The rolling chassis may only be supplied by one of the engine Manufacturers participating in the Moto3 class. This manufacturer may appoint sub-contractor(s) or independent supplier(s) to provide chassis or components, but the responsibility for the Approval, price and sale of the complete chassis rests with the manufacturer.
- b) Each Manufacturer is permitted to receive approval for only one version of it's own chassis and one version of any third-party supplied chassis they make available. Teams may use a chassis approved from the previous season, in which case the following conditions apply:
 - No upgrades to performance parts (see f. below) are permitted during the season.
 - Sensors that are not listed in the manufacturer's previous season approved complete chassis parts list are not permitted.
 - Current season performance parts may not be used on the previous season chassis being used, unless they are the same part.
- c) All Performance Parts, excluding wheels and exhausts (see f. below), will be approved, with an approval deadline of 31 January for each season. Approval includes submission of a price list for all parts required for the motorcycle, the total of which may not exceed 120% of the complete chassis package price.
- d) The deadline for submission of technical details, drawings or sample parts requested by the Technical Director for approval, is the end of Technical Control of the first race of the season. Such technical information and drawings must satisfy the requirements of the Technical Director regarding the level of detail and information required, at his sole discretion.

- e) The price of a complete rolling chassis (requiring only engine, ECU/ Datalogger, transponder and radio data transmitter/receiver to be functioning and compliant with the Organiser's prescriptions) will be capped at 87,000 Euros (excluding VAT, excluding freight). All parts required to build the complete rolling chassis must be supplied, including parts mentioned in the Appendix, "Moto3: Fig 2: Moto3 Compulsory Engine Management features", non-approved parts such as wheels, exhaust system, and parts not listed as Performance Parts.
- f) The following items will be designated as "Performance Parts" and must be homologated. Only homologated performance parts may be used in GP events.
- Chassis
 - Swing Arm
 - Radiator and/or Heat Exchangers
 - Airbox complete (including any breathers, catch tanks and related connections)
 - Seat*
 - Aero Body*
- * it is permitted to modify the seat and/or bodywork by removing material only.
- Fuel Tank
 - Suspension (excluding internal and setting parts**).
- ** internal suspension parts are not approved and not controlled. They may be modified or replaced at any time by the team or suspension manufacturer. **The following listed setting parts are permitted as part of the complete rear shock package, as supplied by the manufacturer in their official parts list.**
- **Rear shock bottom end eye (a maximum of 2 additional for length adjustment purposes only permitted for the season).**
 - Complete motorcycle wiring harness (including wiring connections to airbox, dashboard, throttle body, handlebar switch panel and kill switch)***

- Complete fuel pump assembly from fuel pump to throttle body, including all connectors and hoses.***
- Fuel pressure regulator.

*** The only permitted modifications to these components are those made by the manufacturer and approved by the Technical Director, to the brackets, cable or pipe/hose lengths, and to rectify technical defects.

- g) The remaining chassis parts, not designated as performance parts, do not require approval and may be updated, replaced or added as required (with the exceptions of sensors and parts belonging to the Aero Body) under the following conditions:
- i) supplied by the team; with no price or supply conditions,
 - ii) supplied by the manufacturer; the complete rolling chassis as supplied by the manufacturer must include all of the items on their official parts list, and if a manufacturer intends to add parts during the season, then at least one item of any such parts shall be supplied free of charge to each rider using that manufacturer's equipment. Such additional parts may not be used until such time as the manufacturer has supplied the parts to all riders.

2.6.4.1 Weights

1. The following are the minimum weights permitted:
Moto3: motorcycle + rider 152 kg
2. Ballast may be added to achieve the minimum weights.
3. Weight may be checked at the initial technical control, but the main control of weight will be made at the end of practice sessions or at the end of the race. The weight of the motorcycle will be that measured in the form that the motorcycle participated, with fuel tank on and including normal levels of oil and water, and all additional equipment attached to the motorcycle, for example timekeeping transponders, camera equipment, electronic datalogging equipment etc.

For the Moto3 class the weight checked will be the total of the rider with full protective clothing plus the weight of the motorcycle. Random weight controls may be carried out during practice in a designated weighing area.

Any rider directed to parc fermé for technical checks after a practice session or race, must first proceed directly to the weighing scales as indicated by the Technical Director or Technical Control staff, to confirm their finishing weight. Only after the weight check, the rider is free to continue with any media duties and to interact with their team.

2.6.4.2 Safety and Construction criteria

Note: Please also refer to Appendix, General and Moto3 sections.

1. Chassis Design and Construction

The chassis must be a prototype, the design and construction of which is free within the constraints of the FIM Grand Prix Technical Regulations. The main frame, swingarm, fuel tank, seat and fairing/bodywork from a non-prototype (ie. series production road-homologated) motorcycle may not be used.

2. Throttle Twist grips

Throttle twistgrips must close automatically when released.

3. Steering

a) Handlebars must have a width of not less than 450 mm and their ends must be solid or rubber covered. The width of the handlebar is defined as the width measured between the outside of the handlebar grips or throttle twist grips.

The maximum permitted overall length of the handlebar grip is 130 mm (Moto3 class). The handlebar grip must be fitted at the end of the handlebar, with the only exceptions being the handlebar end plug and/or the fittings of the brake lever protection. **The grip must be designed with an inner end-stop to prevent the rider's hand from sliding too far inwards and therefore off the grip. All grips and their fitting position are subject to approval by the Technical Director.**

b) There must be at least 15 degrees of movement of the steering each side of the centre line.

c) Stops must be fitted to ensure a clearance of at least 30 mm between the handlebar and the fuel tank frame and/or bodywork when at the extremes of steering lock.

4. Footrests

Footrests must have rounded ends with a minimum solid spherical radius of 8 mm.

5. Handlebar Levers

Levers must not be longer than 200 mm measured from the pivot point.

6. Clearances

- a) The motorcycle, unloaded, must be capable of being leaned at an angle of 50 degrees from the vertical without touching the ground, other than with the tyre.
- b) There must be a clearance of at least 15 mm around the circumference of the tyre at all positions of the motorcycle suspension and all positions of the rear wheel adjustment.

7. Breather Pipes

Any breather pipe from the engine or gearbox must discharge into the airbox and/or a suitable container.

8. Chain Guards

A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

9. Engine Covers

Lateral engine covers containing oil and which could be in contact with the ground during a crash, should be protected by a second cover made from composite materials, e.g. nylon, carbon or Kevlar®. Plates and/or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and abrasion and must be fixed properly and securely.

Such protection is mandatory as directed by the Technical Director.

10. Timing Transponders

- a) All machines must have a correctly-positioned timekeeping transponder, of the correct type for the class entered. The transponder (**currently the X2 RaceLink Pro**) must be supplied or approved by the official Timekeeper.

- b) The transponder must be supplied with power at all times the machine is in pit lane or on the track, including when the engine is switched off by the rider.
- c) The Official timing transponder **and antenna** must be mounted **only in the position that has been approved by the official Timekeeper and the Technical Director prior to the start of the season, following the latest version of the guidelines document issued by them.**

It it becomes necessary to change the position of the transponder or antenna during the season, approval must be obtained from the official Timekeeper before any change is made.

- d) Transponders must be fully functional on the motorcycle as required by the Organiser, including wiring, power supply, and inputs / outputs for data or signals purposes. Where signals are required to be displayed on the motorcycle, the display device (eg. dashboard) must be compatible and fully functional for this purpose, as approved by the Technical Director. Refer to the Appendix, General: Fig. 7 for the current list of signals required to be displayed.
- e) Virtual Pit Board messaging systems (VPB) are optional, but if used they must follow the regularly updated technical protocols issued by Dorna Timekeeping. The dashboard must display exactly the same the message as that sent by the team and received by Timekeeping/ TV, following the protocols in the current VPB documents. Refer to the Appendix, General: Fig.12 for technical details of the VPB system.

11. Onboard Cameras

- a) Where the Organiser has required a team to carry on-board camera(s) under Art. 1.21.13, such cameras and associated equipment must be carried during all practice sessions and the race, or as requested by the Organiser.
- b) Cameras and other equipment will be supplied to the designated Teams no later than 10h00 on the day preceding the first day of practice at an event.
- c) Teams must give reasonable access and assistance to the company designated for the supply of the camera equipment to facilitate the mounting of the equipment.

- d) Onboard camera equipment must be fitted to the machine following the mounting instructions and only in the location(s) specified by the Organiser. Such fitting details will be communicated to the manufacturers and teams before July of the previous season.
- e) Any machine not requested by the organisers to carry on-board cameras will instead be required to fit a single dummy weight in place of the camera equipment. The location of the dummy weight must be identical to the official position of the transmitter and battery, as notified by each manufacturer to the Technical Director. Every machine from that manufacturer must use the same dummy weight location. The official weight of the dummy weight will be fixed by the organisers, with a tolerance of -10 grams per dummy weight. Teams are required to supply and fit their own dummy weight, the design and material of which is free.

12. Safety Lights

Moto3

All motorcycles must have a functioning red light mounted at the rear of the machine such that it may be remotely operated by Race Direction, and also able to be switched on/off manually by the team.

The light shall be powered by the unified power module and wired to the ECU CAN and a manual override switch, all according to the instructions of the Organiser.

The team must ensure that the light is switched on whenever a rain tyre is fitted on the motorcycle.

Lights must comply with the following:

- a) **lighting direction must be parallel to the machine centre line (motorcycle running direction), and clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.**
- b) **mounted on the seat/rear bodywork approximately on the machine centre line, in a position approved by the Technical Director. In case of dispute over the mounting position or visibility, the decision of the Technical Director will be final.**
- c) **power output/luminosity equivalent to approximately: 10 – 15W (incandescent) 0.6 – 1.8 W (LED).**

- d) safety light power supply may be separated from the motorcycle main wiring and battery.**

Note that it is proposed to introduce the MotoGP Safety Light regulations (as per Art. 2.4.4.2.12) for the Moto3 class as soon as possible.

2.6.4.3 Brakes

1. Motorcycles must have a minimum of one brake on each wheel that is independently operated.
2. In the Moto3 class, only brake discs of ferrous materials are allowed.

Brake disc carriers may only be made from aluminium and magnesium alloys (specifically composites, including carbon fibre reinforced, glass fibre reinforced, and similar are not permitted).

4. In all classes, the proportion of ceramic composite materials in brake discs must not exceed 2% by mass.

Ceramic materials are defined as inorganic, non metallic solids (e.g. Al₂O₃, SiC, B₄C, Ti₅Si₃, SiO₂, Si₃N₄).

Refer to Art. 2.6.3.10. 4) and 5) for other permitted materials in brake component construction.

5. Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever(s) from being accidentally activated in case of collision with another machine. Acceptable protection includes the fairing extending sufficiently to cover the brake lever, as viewed from the front.

Such devices must be strong enough to function effectively and designed so that there is no risk for the rider to be injured or trapped by it, and it must not be considered a dangerous fitting (at the sole discretion of the Technical Director).

In case the brake lever protection is attached to any part of the braking system (e.g. brake master cylinder), then the brake system manufacturer must officially confirm in writing to the Technical Director that the device does not interfere with the proper brake operation.

6. Anti-lock Brake Systems (ABS) are not permitted. Braking inputs must be powered and controlled solely by the rider's manual inputs. Conventional hydraulic hand/foot controls such as master/slave cylinders for brake systems are allowed (refer also to Art. 2.6.3.8 Control Systems) but no increase or control of brake pressure by electronic or mechanical systems apart from the rider's direct manual inputs are allowed. Specifically, brake systems designed to prevent the wheel from locking when the rider applies the brake are forbidden.

2.6.4.4 Suspension and Dampers

1. Electric/electronic controlled suspension, ride height and steering damper systems are not allowed. Adjustments to the suspension and steering damper systems may only be made by manual human inputs and mechanical/hydraulic adjusters.

The use of any device that modifies or adjusts the motorcycle's ride height while it is moving is forbidden.

Devices that operate one time at the race start (referred to as "hole-shot" devices) are also forbidden.

Passive manual suspension springs preload adjusters (e.g. front fork cap mechanical preload adjusting knobs, shock absorber spring remote mechanical/hydraulic preload adjusters operated by a knob) are allowed.

In determining the legality of any such device, the judgement of the Technical Director will be final.

NB: For 2025, the use of any type of mass damper system is prohibited. The decision of the Technical Director will be final in determining what is considered as a mass damper system.

GP Commission Decision Silverstone 2 August 2024

2.6.4.5 Fuel Tanks

1. Fuel caps must be leak proof and have a positive closing device.
2. Fuel tank breather pipes must include a non-return valve. Fuel tank breather pipes must discharge into a suitable container or containers, with a minimum capacity of 200cc.
3. The main structure of the fuel tank must be made completely from either steel or aluminium. The use of other material, including carbon fibre, aramid fibre, glass fibre is permitted as an add-on to provide additional stiffness, protection, or for other purposes.

Fuel tanks must be filled with fire retardant material or be lined with a fuel cell bladder.

4. Except for the case that a fuel tank is fixed on the chassis with bolts, all fuel lines from the fuel tank to the engine/injector system should have a self sealing breakaway valve. This valve must separate at less than 50% of the load required to break any part of the fuel line or fitting or to pull it out of the fuel tank.
6. Refuelling may only be carried out from an unpressurised container, and the motorcycle fuel tank may not be artificially pressurised above atmospheric pressure at any time. It is allowed to vent the fuel tank to the atmosphere via the airbox in order to equalise pressure in the airbox and fuel tank.

2.6.4.7 Bodywork

Refer to the Appendix, General: Fig. 7, Fig. 8, Fig. 9

1. The windscreen edge and the edges of all other exposed parts of the streamlining must be rounded.
2. The maximum width of bodywork must not exceed 600 mm. The width of the seat or anything to its rear shall not be more than 450 mm (exhaust pipes excepted).
3. Bodywork must not extend more than 150 mm beyond a line drawn vertically from the centre of the front wheel spindle and a line drawn vertically at the rearward edge of the rear tyre. The suspension should be fully extended when the measurement is taken.
4. When viewed from the side, it must be possible to see:
 - a) At least 180 degrees of the rear wheel rim.
 - b) The whole of the front rim, other than the part obscured by the **fender**, forks, brake parts or removable air-intake.
 - c) The rider, seated in a normal position with the exception of the forearms.

Notes: No transparent material may be used to circumvent the above rules. Covers for brake parts or wheels are not considered to be bodywork obstructing the view of wheel rims in regard to the above rules.

5. No part of the motorcycle may be behind a line drawn vertically at the edge of the rear tyre.

6. The seat unit shall have a maximum height of the (approximately) vertical section behind the rider's seating position of 150 mm. The measurement will be taken at a 90° angle to the upper surface of the flat base at the rider's seating position, excluding any seat pad or covering. **A line drawn parallel to and 150 mm above the seat base as described above, continuing to the extent of the rear of the seat unit, represents the maximum allowed height of the seat unit including any protrusions or attachments (excluding onboard camera/antenna). Refer to the Appendix, General: Fig. 8 Bodywork dimensions Moto3.**
7. When fitted, front **fenders** must not extend:
- Front leading edge: In front of a line drawn upwards and forwards at 45 degrees from a horizontal line through the front wheel spindle.
 - Rear trailing edge: Below a line drawn horizontally through the front wheel spindle.

The **fender** mounts/brackets and fork-leg covers, close to the suspension leg and wheel spindle, and brake disc covers are not considered part of the **fender**.

If the front fender is included in the **approved Aero Body, it must be fitted at all times. (refer to Art. 2.6.4.7.8 below).**

8. Devices or shapes protruding from the fairing or bodywork and not integrated in the body streamlining (eg. wings, fins, bulges, etc.) that may provide an aerodynamic effect (eg. providing downforce, disrupting aerodynamic wake, etc.) are not allowed.

The Technical Director will be the sole judge of whether a device or fairing design falls into the above definition.

Moving aerodynamic devices are prohibited. To this extent:

- In general the word "moving" makes reference to the chassis/engine. For parts of the steering assembly the word "moving" makes reference to the handlebars for sprung parts (e.g. handguards ...) and to wheel spindle for unsprung parts (e.g. front fender...).
- Any part of the Aero Body and any part that is deemed by the Technical Director to have an effect on aerodynamics (e.g. radiator ducts, internal fairing cooling ducts...) shall be attached so that neither active nor passive adjustability is possible, whether by means of moving linkages/bearings or deformable parts. The opinion of the Technical Director is final on this prescription.

For the avoidance of any doubt also parts, or portions of them, that are not belonging to the Front Fairing or the Front Fender, but still are directly impacted by the airflow while the motorcycle is moving forward, and are not in the wake (i.e. aerodynamic “shadow”) of the rider’s body or any other motorcycle body parts (e.g. handguards, forklegs covers...) are considered as parts of the Aero Body and included in the “Other Aero Body parts” in addition to the Front Fairing and Front fender.

The “Other Aero Body parts” are Performance Parts.

With the exception of the Front Fender, any unsprung attachment to the front suspension (e.g. brake rotors covers, calipers, cooling ducts...), that are contained inside a horizontal cylinder that is centered in the wheel center, symmetrical with respect to the symmetry plan of the front tyre and having a maximum diameter of 500 mm and a maximum staggered width of 330/365 mm, as per the diagrams the Appendix, General: Fig. 5, Fig. 6., are not considered a parts of the Aero Body.

Parts of the braking circuit (calipers, hoses) are not considered a parts of the Aero Body.

9. The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 2.5 litres for Moto3). This measurement should be taken with the fairing fitted to the motorcycle, whilst both wheels are on the ground and the motorcycle is upright at 90° to the horizontal.

The lower fairing should incorporate a maximum of two holes of 25 mm. These holes must remain closed in dry conditions and must be only opened in wet race conditions, as declared by the Race Director.

10) Moto3 Aero Body Approval

The Moto3 Aero Body is defined as the portion of the motorcycle bodywork that is directly impacted by the airflow while the motorcycle is moving forward, and is not in the wake (ie. aerodynamic “shadow”) of the rider’s body or any other motorcycle body parts. Therefore the Aero Body consists of the two separate components Front Fairing and Front Fender, as per the diagrams the Appendix, General: Fig. 10, Fig. 11.

Only the external shape, excluding the windscreen, is defined in this regulation, so the following parts are not considered as part of the Aero Body: windscreen, cooling ducts, fairing supports, and any other parts inside the external profile of the bodywork.

- a) The Aero Body is approved and samples or detailed drawings (to the satisfaction of the Technical Director) must be delivered to the Technical Director prior to the close of technical control at the first event of the season. The drawings must show the position of the “Aero Line”. The aero line is the line that in side view is parallel to and 300 mm above a reference line that is touching at least one point of the lower body profile and leaves all the side surfaces of the Aero Body above (refer to Appendix, General: Fig. 11).
- b) Approval is on a “per-Manufacturer” basis.
- c) **If one of the Aero Body components is updated to rectify a design problem as per Art. 2.6, the new part becomes the approved version and replaces the original version.**
- d) The supply of any upgraded Aero Body part is subject to the Moto3 chassis regulations for Performance Parts (Art. 2.6.4.g).
- e) Each approved Aero Body component (Front Fairing and Front Fender) may consist of different parts, all of which must be able to fit together on the motorcycle. The parts of each component are considered together as a “kit” and different options of the same part are not allowed. It is allowed that some parts of an approved Aero Body component may not be mounted on the motorcycle (eg. hand guards used in wet weather only).
- f) **At the same time of the Aero Body approval, it is possible to have the following parts approved as “add-ons”.**
 - i. **Hand guards. The hand guard profile must mirror the existing fairing profile at the point of attachment, and hand guards will have the sole objective of increasing the surface area around the rider’s hands, so as to provide extra protection from rain.**
 - ii. **Rear water spoiler. A spoiler that is not wider than the parts it attaches to, and is located on the lower fairing, with the sole objective of minimising rainwater flow onto the rear tyre.**

The use of “add-ons” is allowed only when there is at least one rain tyre fitted to the motorcycle.

- g)** Material may be removed (eg. trimming, drilling of holes, etc.) from Aero Body parts without affecting the approval, but material may not be added.
- h)** Modifications to the portion of the approved Aero Body below the Aero Line in a side view are allowed, provided that:
 - The only purpose of the modifications is to provide clearance from interfering covered motorcycle parts (eg. exhaust pipes, engine cases, etc.), and the design is such that providing clearance is the only effect, at the sole discretion of the Technical Director.
 - The new outer body surface is no more than 30 mm offset outwards from the existing outer surface.
 - The total amount of the modified surface (ie. the sum of all the changes to the left and right sides) is less than 300 cm² in side view.

2.6.4.8 Wheels

1. Permitted wheel rim sizes are as follows:

	<u>Front</u>	<u>Rear</u>
Moto3	2.50" x 17" only	3.50" x 17" only

2. In all classes, composite construction wheels (including carbon fibre reinforced, glass fibre reinforced, and similar) are not permitted. The permitted materials for wheel construction are magnesium and aluminium alloys.
3. All wheels must conform to the requirements published in the document "FIM Requirements for Grand Prix Wheels 2018", and be certified by the wheel manufacturer. Wheels approved before the end of 2017 under the previous FIM standard (2015) are permitted to be used until the end of their service life.

(refer to <http://www.fim-live.com/en/library/> Motorcycle Parts Testing Standards)

The following procedures will apply:

- A sample wheel of each different design or model must pass all the tests described in the FIM requirements document.

- Every wheel of this design or model must be identified with the model code and a unique serial number, by a permanent marking which must be visible with the tyre fitted.
 - Each individual design or model that has passed the tests will be certified by an official document issued by the wheel manufacturer stating that the wheel conforms to the FIM Requirements for Grand Prix Wheels 2018.
 - A copy of this compliance certificate must be sent to the MotoGP Technical Director (Danny Aldridge danny@irta.org.uk) and to the FIM Racing Homologation Programme (frhp@fim.ch). A copy of this certificate must also be provided to customers together with approved wheels purchased.
- 4. For safety, the use of wheel covers that either fully or partially enclose the front or rear wheel are not permitted. The decision of the Technical Director will be final in determining what is considered as a wheel cover.**

GP Commission Decision Silverstone 2 August 2024

- 5.** Wheels are not included in the Moto3 Chassis Approval regulations (Art. 2.6.4), so the choice of wheel supplier is free.

2.6.4.9 Tyre restrictions

1. In all classes, only tyres from the official appointed tyre supplier for each class may be used in a Grand Prix event, including official tests.

The official tyre supplier will provide sufficient tyres for all riders entered in the event.

The tyre specifications available at each event will be determined by the tyre supplier. Identical tyres of each specification for the relevant class and/or designation must be available to every rider, and the total quantity of tyres will be the same for every rider.

Tyres must be used according to the advised parameters which are agreed in consultation with the official tyre supplier, the Technical Director and the Organisers. Parameters may include pressure, temperature, or other usage guidelines, including that allocated tyres must be mounted and unmounted from wheels only by the official tyre supplier.

Teams must comply with requests by the Technical Director, his staff, and the official tyre supplier to check tyre parameters at any time, which may include tyre pressure and/or temperature data from the datalogger.

The use of any device on the wheel to adjust the tyre pressure whilst on track is prohibited.

Riders or teams found to be using tyres outside of these operating parameters may be subject to penalties. The decision of the Technical Director, in consultation with the official tyre supplier, will be final.

2. During the two days prior to the start of official practice, the tyre supplier must provide to the Technical Director details including specifications, quantities and the identification markings of the tyres available for that event.

The Technical Director and staff will allocate the tyres available for the exclusive use of each entered rider (as described in Article 2.6.4.9.3). The allocation of individual tyres will be made on a random basis with no involvement of any representative from the tyre supplier, teams or riders.

In the case of a rider change after the final tyre allocation has been made, the replacement rider must use only the tyres allocated to the original rider.

3. The quantity, specification and allocation of tyres will be determined by the official tyre supplier in consultation, and by agreement with, the Organisers and the Technical Director. Due to ongoing technical developments and changing conditions, the quantity, specification and allocation of tyres may be varied from time to time by mutual agreement.

The base allocation, subject to mutually agreed changes, is as follows:

C. Moto3 Class

During all practice sessions, warm up and the race a maximum of 17 slick tyres, specifically:

Front slick tyres:

8 front tyres, comprised of 2 of the standard specifications only (S, M, H).*

Rear slick tyres:

9 rear tyres, comprised of 2 of the standard specifications only (S, M, H).*

* Riders who participate in both Q1 and Q2 qualifying sessions (maximum 4 riders) will be allocated one extra front slick tyre of their preferred specification (therefore if taken, a maximum of 9 front slick tyres) and one extra rear slick tyre **of their preferred** specifications after Q2 (therefore, if taken, a maximum of 10 rear slick tyres), on the condition that both Q1 and Q2 are declared dry.

The rider's selection of the additional front tyre specification must be declared to the tyre supplier no later than 1 hour after the end of Q2. If no specification selection is received by this time the allocation will automatically be the softest option available (highest grip level).

GP Commission Decision Jerez 26 April

For both front and rear tyres, the specifications available at each event and the quantity of each specification allocated to each rider will be determined solely by the Official tyre supplier. All riders will receive equal allocations.

Rain tyre quantities are not restricted, however only the current specification of rain tyres from the Official tyre supplier may be used. The tyre supplier undertakes to have available 4 sets of rain tyres per rider. Tyres of the correct specification retained by the team from previous events may be used.

4.
 - a) Riders may use only the tyres allocated for his/her exclusive use (as described in Article 2.6.4.9.3).
 - b) Tyres will be individually identified and may not be exchanged between riders, including between team-mates, and may not be exchanged by the tyre supplier after allocation, except with the permission of the Technical Director (for example, under Article 2.6.4.9.8).
 - c) Tyres may not be materially altered in any way after allocation, such as hand-cutting and any other action or treatment that will alter the tyre's performance (with the exception of the use of tyre warmers), unless deemed necessary by the tyre manufacturer. Such alterations may be performed only by or under the supervision of the tyre manufacturer's representative, and shall be made available equally for all riders.
5. Each allocated tyre must be marked with its specification and carry an official identification label with a unique serial number. In the event of damage to or loss of the official label, the tyre company must be able to satisfy the Technical Director as to the tyre's specification. Tyres may be checked for compliance at any time, before or after use.

6. In the case of an interrupted race, a rider must use tyres from his allocation of marked tyres for the restarted race.
7. In the unlikely event of a tyre being accidentally damaged before it is used (for example during the fitting process) and deemed to be unusable by the Technical Director, it may be replaced with a tyre of the same specification with the permission of the Technical Director. Such replacement tyres will be marked and included in the allocation of the rider concerned. The damaged tyre will be removed from the allocation and may not be allocated again.

Once it is used (i.e. has exited pit lane) a tyre may not be replaced because of damage or defect, except if all the following conditions apply:

- a) The tyre supplier must confirm to the Technical Director that the damage is solely due to a manufacturing defect or fitting problem (i.e. out of the team's control), and not due to any other reason such as impact, cut, abrasion or accident.
- b) The tyre supplier must confirm to the Technical Director that the damage is significant enough to deem the tyre unsafe to use.
- c) Tyres that are deemed to have covered more than 2/3 of race distance will not be considered for replacement. The determination of distance covered will be the sole decision of the Technical Director in consultation with the tyre supplier, and the team may be required to submit information such as lap charts and logger data to support a claim.

In determining whether a replacement will be allowed the decision of the Technical Director will be final.

- d) If a replacement tyre is granted, it must be of the same specification as the damaged tyre and selected at random by the Technical Director and/or his staff.
8. Should an exceptional and unpredictable safety problem arise for the tyre supplier during an event, so as to prevent riders from safely competing in the race, then the tyre supplier must inform the Technical Director and Race Direction of the problem as soon as possible.

A re-allocation of suitable tyres may be made under the supervision of the Technical Director. Such allocated tyres will be the same specification(s) and quantities for all riders, the quantity being determined by the tyre supplier in consultation with the Technical Director.

9. Tests, Moto3 Class:

For all winter and post-race tests, each rider will be restricted in the quantity and specification of tyres they may use at a single test. The tyre supplier will determine the number of specifications and quantities it will bring to each test. Every rider present will receive the same allocation of standard tyre specifications and quantities.

The tyre supplier may choose to provide additional tyres of a different specification, for tyre development purposes. The allocation of any development tyres will be solely at the discretion of the tyre supplier.

2.6.4.10 Numbers and Backgrounds

1. The racing number must be affixed to the front of the motorcycle fairing in a central position. Rear or side numbers are optional.
2. Numbers should be a minimum height of 140 mm.
3. Numbers must be easily legible, in a clear simple font and contrast strongly with the background colour.

In the Moto3 class, numbers must be of one single colour which contrasts strongly with the background colour. A small outline in a different colour is permitted. Two-digit numbers must have a separation (min. 10 mm) between digits so the background colour is visible between digits. Reflective finishes (eg. silver, gold, etc.) are not permitted.

4. Backgrounds must be of one single colour over an area large enough to provide a minimum clear area of 25 mm around the numbers.

In the Moto3 class reflective finishes (eg. silver, gold, etc.) are not permitted.

5. In the Moto3 class, teams with more than one rider must differentiate between the riders by using different number and/or background colours.
6. In case of a dispute concerning the legibility of numbers, the decision of the Technical Director will be final.

2.6.5 General

2.6.5.1 Fuel and Oil

1. All motorcycles must be fuelled with unleaded petrol, which must comply with the FIM Grand Prix specification for each racing class (**Category 1 of 2024 FIM Fuel Regulations**).

From 2024 this fuel must be a minimum of 40% of non-fossil origin, increasing to 100% of non-fossil origin from 2027.

2. Unleaded petrol will comply with the FIM Grand Prix specification if it has the following characteristics:

Property	Units	Test method	Min.	Max.
Non-fossil components	% (14C/C)	ASTM D6866-22 - Method B - AMS	40.0*	
RON		ISO 5164	95.0	102.0
MON		ISO 5163	85.0	90.0
Oxygen	% (m/m)	ISO 22854		3.7
Benzene	% (v/v)	ISO 22854		1.0
Vapour pressure (DVPE)	kPa	EN 13016-1		90.0
Density at 15°C	kg/m ³	ASTM D 4052 / EN 12185	720.0	775.0
Oxidation stability	minutes	ASTM D 525 / EN ISO 7536	360	
Existent gum	mg/100ml	EN ISO 6246		5.0
S	mg/kg	ASTM D 5453 / EN ISO 20846		10
N	% (m/m)	ASTM D 4629		0.2
Cu corrosion	Rating	ISO 2160		Class1
Distillation at 70°C	% (v/v)	ISO 3405	22.0	50.0
Distillation at 100°C	% (v/v)	ISO 3405	46.0	72.0
Distillation at 150°C	% (v/v)	ISO 3405	75.0	
Final boiling point	°C	ISO 3405		210.0
Residue	% (v/v)	ISO 3405		2.0
Olefins	% (v/v)	ISO 22854		18.0
Bi/Polycyclic olefins	% (m/m)	GCMS		0.01
Total di-olefins	% (m/m)	GCMS/HPLC		1.0
Aromatics	% (v/v)	ISO 22854		35.0

Total HC's containing only H and C and present <5% each	% (m/m)	Gas chromatography	30.0	
Substances capable of exothermic reaction in absence of external O		GCMS		Not permitted**
Oxygenates other than below list	% (m/m)	EN ISO 22854		0.1
Methanol	% (v/v)	ISO 22854		3.0
Mn content	mg/l	ICPOES or ASTM D3831		1.0
Pb content	mg/l	ICPOES or ASTM D3237		5.0
Fe content	mg/l	EN 16136 :2015 or ASTM D5059 – 20		5.0
Ni content	mg/l	EN 16136 :2015 or ASTM D5059 – 20		5.0
Appearance		Visual inspection	Clear and bright	

All reported min. and max. thresholds (except for the non-fossil components determination) do not include the tolerance, which needs to be calculated in accordance with ISO 4259 and be taken into account to correct the min. and max. thresholds.

List of permitted oxygenates:

Methanol, Ethanol, Iso-propyl alcohol, Iso-butyl alcohol, Methyl tertiary butyl ether, Ethyl tertiary butyl ether, Tertiary amyl methyl ether, Di-isopropyl ether, n-Propyl alcohol, Tertiary butyl alcohol, n-Butyl alcohol, Secondary butyl alcohol.

* As it is guaranteed that all the samples will be analysed by the same laboratory, an absolute measure uncertainty of +/- 0.5% will be taken in account, as per ASTM D6866- 22 - Method B - AMS.

** A limit of detection of 0.01% m/m will be applied.

3. Fuel definitions:

- **Paraffins** Straight chain and branched alkanes.
- **Olefins** Straight chain and branched monoolefins and diolefins.
- **Monocyclic monoolefins** (with five or more carbon atoms in the ring) with or without paraffinic side chains.
- **Diolefins** Straight chain or branched or monocyclic hydrocarbons (with five or more carbon atoms in any ring) with or without paraffinic side chains, containing two double bonds per molecule.
- **Naphthenes** Monocyclic alkanes (with five or more carbon atoms in the ring) with or without paraffinic side chains.
- **Aromatics** Monocyclic and bicyclic aromatic rings with or without paraffinic side chains.
- **Oxygenates** Organic compounds containing oxygen.
- **Additive** An additive is a component added to the fuel at low concentration to improve a particular property of the fuel. These include (but are not limited to) antioxidants, antiknock agents, antistatic additives and deposit control additives.
- **Metals** are defined as alkali metals, alkaline earth metals, transition metals, actinides, lanthanides, post-transition metals and metalloids.

4. Moto3 class fuel and oil:

- a) In the Moto3 class, the fuel and oil specification will be determined by the appointed fuel supplier and oil supplier in consultation with the Organisers and the official engine supplier and may be changed at any time by mutual agreement.
- b) Only fuel from the appointed fuel supplier is permitted. This fuel will be available at all official events, and will conform to the FIM Grand Prix specification. Use of this fuel without any addition or alteration is mandatory.

- c) **In the Moto3 class, oil for engine lubrication will comply with the FIM Grand Prix Moto2 specification if it matches the reference fingerprint(s) for the official oil(s) of the relevant class, established by the appointed oil supplier. The Technical Director may require that an oil sample be taken from any team or machine at any time.**
- d) Only engine oil from the appointed oil supplier is permitted to be used in all parts of the engine, including crankcase, gearbox and clutch. This oil will be available at all official events and will conform to the FIM Grand Prix specification for the relevant class. The use of the official oil without any addition or alteration is mandatory. The Technical Director may require that an oil sample be taken from any team or machine at any time.

5. Fuel and Oil Approval

1. All fuel in use in the Championship must be approved prior to the race in which the fuel is to be used. Fuel companies supplying petrol to participating teams must submit ten litres (2 x 5 L) to the laboratory appointed by the FIM/Dorna for analysis in accordance with the specification. Providing the petrol is within the specification, a certificate containing a test report number will be issued. The test report number must be given to the appropriate teams before they take part in a race.
2. All companies supplying oil, for engine lubrication in the Moto3 class, to participating teams must submit two litres (2 x 1 L) of the oil to the laboratory appointed by the FIM/Dorna for approval. If the oil conforms to the specifications, a certificate will be issued. The test report number given on the certificate must be supplied to teams which intend to use the oil.
3. During Thursday's technical control, each team will declare the certificate test report numbers corresponding to the petrol and oil to be used. This information will be entered in the Technical Control Book of each motorcycle at every Grand Prix.

Therefore, the fuel and oil which is to be used must be approved by the Thursday afternoon before the race in which the fuel is to be used.

4. When a fuel or oil sample is requested at any Grand Prix Circuit, either during practice, warm up or following the race, the certificate test report numbers corresponding to the petrol and oil used must be declared to the Grand Prix Technical Director by the team. Failure to provide the correct number will result in a fine.
 5. Each fuel and/or oil Company will be responsible for payment to the laboratory for these batch analyses costs and establishment of the basic fingerprints.
6. Fuel and Oil Sampling and Testing
1. The Grand Prix Technical Director will appoint a senior Technical Scrutineer to take responsibility for the administration and supervision of the fuel or oil sampling procedure.
 2. Motorcycles selected for fuel or oil controls will usually be amongst the first three finishers, and will be directed to the “parc fermé” for technical controls.
 3. Other finishers may be chosen at random for fuel or oil controls. A Technical Scrutineer will be posted at the entrance to the pit box of the selected rider(s) whose machine must immediately accompany the Technical Scrutineer to the technical control area or “parc fermé”.
 4. The fuel or oil to be tested will be transferred into two bottles, “A” and “B” identified by reference to the rider, team and machine from which the sample was taken. The bottles will be closed, sealed and labelled by the Technical Director and/or Technical Scrutineer.
 5. Only new bottles will be used for the samples and only new materials will be used to transfer the fuel or oil.
 6. The Fuel/Oil Sample Declaration form will be filled out immediately, containing all necessary information, including the riders and machines identity, date and place of fuel or oil sampling. A responsible team member will sign this declaration, after verifying that all the information is correct.
 7. Sample “A” will be sent to the official appointed laboratory, accompanied by a copy of the Fuel/Oil Sample Declaration form. The fuel or oil sample will be compared with the approved fuel or oil. If necessary the concentration of other elements, including lead, manganese, iron, nickel, nitrogen and oxygen may be measured at the request of the Technical Director to ensure that octane and power boosters have not been added.

If any observed deviations indicate that they are due to mixing with one other fuel, which has been approved by the FIM/Dorna for use by the team, the fuel sample will be deemed to comply, provided the fuel sample still falls within FIM Grand Prix specification as described in Article 2.6.5.1.2.

Costs for the analyses of sample “A” will be paid by FIM/Dorna.

8. Sample “B” will be handed over to the FIM designated storage facility for safeguarding in case of protests and/or requirement of a counter analysis by the appointed laboratory. Costs for the analyses of sample “B” will be paid by the team concerned.
9. Both samples will be transported by an authorised courier.
10. The laboratory must deliver the results of the fuel sample analyses to the Grand Prix Technical Director, with a copy to the FIM MotoGP Stewards, as soon as possible after receipt of the samples.
11. In the case of non-conformity, the Technical Director must notify, as soon as practical after receipt of the results, the FIM MotoGP Stewards, the Grand Prix Race Direction and the rider/team representative concerned.

Within 48 hours of the receipt of the notification of the results of the laboratory test of sample “A”, the team must notify the FIM MotoGP Stewards and the Technical Director if counter-expertise is required (or not required) for sample “B”.

The FIM MotoGP Stewards Panel will take a decision at the Grand Prix event immediately following the notification of the results of the final expertise. Any appeal against the decision of the FIM MotoGP Stewards Panel will be heard by the FIM Appeal Stewards appointed for the Grand Prix event at which the FIM MotoGP Stewards Panel decision is taken.

If there is no more Grand Prix following the notification of the results of the final expertise, the FIM MotoGP Stewards Panel will take a decision as soon as practical. Any appeal against the decision of the FIM MotoGP Stewards Panel will be heard by the FIM Appeal Stewards appointed by the FIM for this specific task.

12. The director of fuel analysis at the official laboratory must confirm to the Technical Director that the identification and the seal status of the “B” sample is correct before any B sample analysis is carried out.

13. Failure of the sample to comply to approved petrol or oil and/or the addition of octane and power boosters, as described in Article 2.6.5.1.6.7, will automatically result in the disqualification of the competitor from the entire meeting.

The result of the competitor's fuel or oil sample analysis ("A" or "B" sample) more favourable to the competitor will be taken into account.

7. Fuel Temperature

In the Moto3 class fuel on the motorcycle must not be below the prevailing ambient temperature, as measured by the Technical Director. Other than a simple removable fuel tank cover, the use of any device on the motorcycle to artificially decrease the fuel temperature below ambient temperature is forbidden.

8. Fuel Handling Safety

- The use of anti-static mats and grounding wrist straps is mandatory when filling fuel containers used for transferring fuel to and from motorcycles.
- The use of approved fuel fillers/fuel dumps is mandatory when adding or removing fuel to/from motorcycle fuel tanks.
- All fuel handling equipment must be approved by the Technical Director.

2.6.5.2 Rider's Safety Equipment

1. It is compulsory that each contracted rider must begin each race event with at least two complete sets of undamaged safety equipment. A complete set of safety equipment shall contain:
 - Helmet
 - Leather Suit, 1-piece
 - **Airbag with its own box (ECU)**
 - Gloves
 - Boots
 - Back Protector
 - Chest Protector

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The equipment must be worn, correctly fastened, at all times during on-track activity. **In certain cases (for example the Airbag system) the equipment must be present and functional at least at the start of each track session. The decision of the Technical Director is final in matters of rider equipment.**

The only purpose of any part of the rider's race suit, boots and gloves should be to protect the rider in an incident. Therefore, any part of these items of equipment that is deemed to be solely for the purpose of aiding the rider's aerodynamic effect will not be permitted. The decision of the Technical Director will be final in determining what constitutes an item solely for aerodynamic effect.

2. Safety Equipment Control

a) At Technical Control at the first race of the season, one complete set of undamaged safety equipment (as listed in Art. 2.6.5.2.1) must be presented and checked for the following:

- Helmet: FIM Homologation Label indicating valid FIM homologation.
- Leather Suit, Boots, Gloves: the model names of each of these items must correspond to the Self Certifications previously supplied to the Technical Director.
- Back Protector: a marking indicating certification to EN1621-2:2014 or to prEN1621-2:2010.
- Chest Protector: a marking indicating conformity with the standards specified in 2.6.5.2.3.c.v) below.

b) At any time during the season, the Technical Director may request a piece of rider's equipment in order to check that it meets the requirements listed in Art. 2.6.5.2.3. The item of equipment will be sent to the official appointed laboratory for testing. Supply of equipment and test results as follows:

- The manufacturer of the equipment may be asked to supply a duplicate item of equipment for testing.
- Equipment damaged after an accident may be taken and tested on an undamaged portion.
- In the event that the item tested fails to meet the required standard, the manufacturer may request a further test, at their cost, on a duplicate item of used equipment.
- In the event that the first test and/or optional retest are still negative, the Self Certification provided by the manufacturer will be suspended and the manufacturer shall have 30 days to rectify the problem and demonstrate this.

- In the event that the problem is not rectified in this time, the manufacturer shall not be permitted to supply any new equipment of the failed type.

3. FIM Rider’s Equipment Minimum Requirements (REMR)

a) Standards for Helmet and Visor

Only FIM homologated helmets (with a valid FIM Homologation Label) will be allowed with the following deadlines:

- Until 31/12/2025: FRHPhe-01 & FRHPhe-02
- From 01/01/2026: FRHPhe-02 only

A list of FIM Homologated helmets is available on www.frhp.org.

<p>FRHPhe-01 (FIM)</p>	
<p>FRHPhe-02 (FIM)</p>	

- Disposable visor “tear-offs” are permitted.

b) Certification for Leather Suit & Airbag system, Gloves, Boots, Back Protectors

All rider’s safety equipment must comply with the requirements detailed in Art. 2.6.5.2.3.c) Sections i to vi, below. The following procedures will apply:

- A sample of each different design or model must pass all the tests described in the FIM Standards, Table 1 below, or in the case of Airbag systems, the FIM Requirements for Grand Prix Airbags 2018.
- Every example of this design or model must be identified with the model code by a permanent marking.

- Each individual design or model that has passed the tests will be self-certified by the manufacturer, using the official document, stating that the item conforms to the FIM requirements.
 - A copy of this Certificate must be sent to the MotoGP Technical Director (Danny Aldridge, danny@irta.org.uk) and to the FIM Racing Homologation Programme (frhp@fim.ch).
 - For leather suits only, the manufacturer must complete and maintain the 'Riders Race Suit Database' file for each of their riders.
 - This database must be submitted to the MotoGP Technical Director, and updated each time a leather suit is supplied to or withdrawn from a rider.
 - The Technical Director and the rider also have the right to withdraw a race suit from the database.
- c) Standards for Leather Suit, Gloves, Boots, Back & Chest Protectors
- i) Leather Suit
- Shall be constructed from leather or an equivalent material which satisfies the requirements of Table 1, column 1.
 - The use of abrasion-resistant stretch material is permitted up to a maximum of 50% of the surface area, provided that the requirements of Table 1, column 2 are met, **but stretch material is forbidden for the Zone C indicated in figure 1.**
 - The use of sliders (specific parts of the riders safety equipment, either permanently fixed or removable, intended to make regular contact with the track surface to assist the rider while cornering), is permitted on the knees, elbows or any other parts of the race suit, where it is deemed necessary. They must not be manufactured from or contain any material that when in contact with the track surface may cause visual or other disturbance to other riders.
 - The main closure zip must be an autolock system meaning when the zip puller is flat the zip cannot come undone until pressure is applied to the puller.

- All suits must be fitted with a clasp system to secure the zip in position when fully closed. The system must work in such a way that the zip cannot come undone until the clasp has been released. In determining the legality of any such system, the judgement of the Technical Director will be final.
- Shall contain armour certified to EN1621-1:2012 in the shoulders, elbows, knees, and legs.
- It is mandatory for the leather suit to be fitted with an Airbag system, with the following requirements:
 - All Airbag systems must be approved according to clause b), above.
 - Every rider must start each track session with a functional Airbag system. Once the airbag has been deployed, the responsibility for continuing the practice or race rests with the rider. (For the purposes of this regulation, Moto3 Q1 and Q2 are considered as one track session)
 - For substitute or replacement riders, the use of an Airbag system is recommended for their first event of the season, and is compulsory for any further events of that season.
 - For Wild Card riders the use of an Airbag system is compulsory. Wild Card riders equipment must be presented to Technical Control for inspection prior to the start of the event.

ii) Gloves

- Shall be constructed from leather or an equivalent material which satisfies the requirements of Table 1, column 3. **The EN 13594 level 2 Standard for gloves can be also allowed.**

Level 2 With knuckle protection



- Shall have a cuff length sufficient to overlap the leather suit by at least 50 mm.

- Shall have a means of fastening to secure them to the hand (an elastic closure alone is not acceptable).
- Shall have suitable knuckle protection.

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iii) Boots

- Shall be constructed from leather or an equivalent material which satisfies the requirements of Table 1, column 4.
- Flexing zones are permitted up to a maximum of 40% of surface area, provided that they comply with the requirements of Table 1, column 5.
- Shall have a minimum height sufficient to overlap the leather suit by at least 70 mm.
- Shall have a means of fastening to secure them to the foot (a slip-on boot is not acceptable).

iv) Back Protector

- Must be certified to EN1621-2:2014 or prEN1621-2:2010.
- May be full back or central back configuration.

v) Chest Protector

- Full chest protectors (protector designed as a single piece) and Divided chest protectors (protector designed in two separate halves) are permitted.
- All types of chest protectors (Full or Divided) must have a minimum protection area of no less than 230 cm².
- Only protectors in conformity with prEN1621-3 (level 1 or 2) are permitted.

vi) Marking

- When an equipment manufacturer has tested and proven that the safety equipment in question meets the relevant requirements in paragraphs i) to vi) above, and Table 1 below, they shall attach a permanent marking stating the model number of the product.
- The marking of race suits must additionally contain a unique serial number.

- The marking of chest and back protectors must additionally contain the European Standard reference.

Specific marking for Leather Suit, Gloves and Boots:

For all existing equipment in 2024, a marking must be sewn/printed on the zipper underlay (leather suit) or on the lining (gloves, boots) of the equipment, regarding the material properties indicated in table 1.

Any other location on a fixed part of the equipment has to be approved by the Technical Director.

The sole EN 13594 level 2 label for gloves can be also accepted (if present) instead of the specific marking.

Example for suits:

Declared by: as compliant to MotoGP Regulations 2024	Brand of leather suit (logo or name)	Model/Code
Airbag brand	Airbag model	Airbag code

Minimum size of the marking is not fixed but all information must be clearly visible (font size 7 minimum).

Example for gloves:

Declared by: as compliant to MotoGP Regulations 2024	Brand of gloves (logo or name)	Model Code
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Minimum size of the marking is not fixed but all information must be clearly visible (font size 7 minimum).

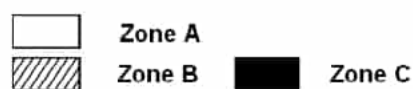
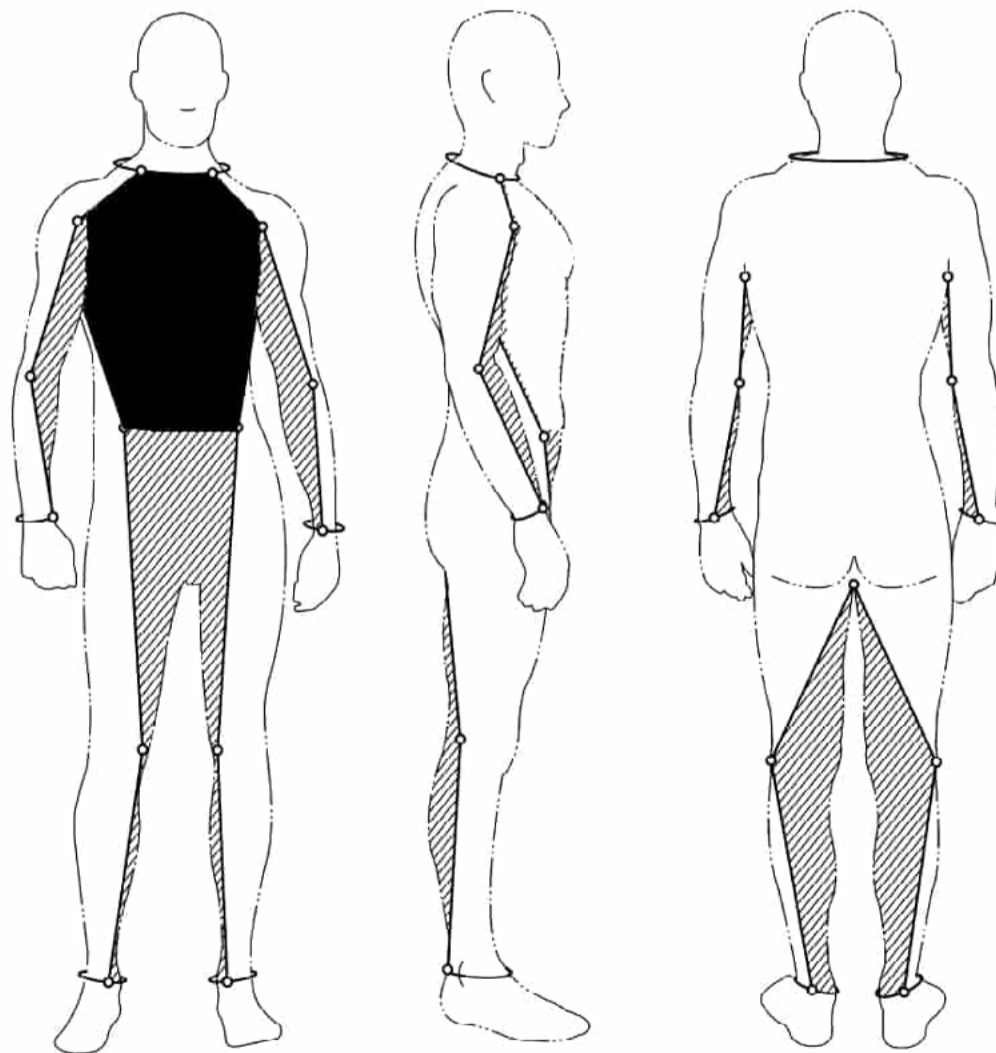
Table 1.

Material Properties

		1	2	3	4	5
TEST	Test Method	Leather Suit Zone A	Leather Suit Zone B & C	Gloves	Boots All Areas	Boots Flex Areas

Tear (in Newton)	ISO 3377-1 (for suit) or EN388 (for boots & gloves)	≥50	≥35	≥30	≥100	≥60
Abrasion (in RPM for suit) (in seconds for boots & gloves)	EN17092-1 (for suit) EN13594 (for gloves) EN13634 (for boots)	≥442	≥265	≥3	≥5	≥2.5
Seam (in Newton/millimetre)	EN17092-1 (for suit & boots) EN13594 (for gloves)	≥12	≥8	≥8	≥15	≥15

The zones A, B and C are defined in the drawings hereunder.



4. Post-crash Riders Safety Equipment Check

After a crash the Technical Director may at his discretion request that the rider's safety equipment is checked prior to the start of the following practice session, warm up or race.

In the event that any item of equipment is considered, by either the Technical Director or the representative of the manufacturer of the item, to be too damaged for use on track, the rider will be required to replace or repair the item before being permitted on track.

Any question concerning the condition and suitability for use of the riders safety equipment shall be decided by the Technical Director, who may consult with the manufacturers of the product before making a final decision.

2.6.5.3 Procedures for Technical Control

To ensure compliance with the technical regulations and appropriate control and checking procedures, the Technical Director may use outside third-party experts for certain checking and analysis.

1. At each circuit an area must be designated as the Technical Checking Area. In this area, under the control of the Chief Technical Scrutineer and the supervision of the Technical Director, suitable equipment will be installed to conduct the various tests **such as**:
 - i) Equipment for measuring the noise of the motorcycle.
 - ii) Weighing scales with check weights for calibration purposes.
 - iii) Instruments for measuring engine capacity.
 - iv) Instruments and gauges as necessary for measuring other dimensions and criteria specified in the Technical Regulations.
2. The technical control procedure will be carried out in accordance with the schedule set out in the Regulations. The technical scrutineers must be available throughout the event to check motorcycles and equipment as required by the Technical Director.
3. Presentation of a machine will be deemed as an implicit statement of conformity with the technical regulations. Responsibility for the preparation of the machine to comply with all technical and safety regulations rests with the team.
4. A rider's presence at the initial technical control is not mandatory, except in the case of the Moto3 class when the rider must be present for a weight check together with **their** helmet and all protective clothing.

5. Motorcycles will be inspected under the name of the team and at the initial technical control each motorcycle will be registered by the technical scrutineers who will prepare a technical control card to record technical specifications, check results and the riders in that team entitled to use the motorcycle.
6. At the initial technical control the technical scrutineers should inspect the motorcycle to record technical details including weight (plus rider weight in the Moto3 class), noise level and may also check the motorcycle for technical compliance with other aspects of the Regulations, as requested by the Technical Director.
8. At each event, at the conclusion of technical control procedures prior to the first practice, the technical scrutineers will place a small sticker on the motorcycle indicating that it has been registered for use by the team's rider(s) for that race and passed the technical control procedures.
9. The Chief Technical Scrutineer will prepare a report on the results of technical control which, will be submitted to the Event Management Committee via the Technical Director.
10. The technical scrutineers should re-inspect any machine that has been involved in an accident, and if necessary to issue a new technical control sticker for a rebuilt machine. This would normally be carried out at the pit of the rider concerned. The team has sole responsibility for any repairs carried out, and to determine when the machine is fit for further use.
11. The technical scrutineers must be available, based on instructions from the Technical Director, to re-inspect any motorcycle for technical compliance during the meeting or after the race and to supervise inspection of a motorcycle following a protest on a technical matter.
12. At the end of the race, the Chief Technical Scrutineer will ensure that the motorcycles placed in the first three positions, plus any other motorcycles designated by the Technical Director, are placed in the Check Area for a period of 60 minutes pending any protest.

The motorcycles may be checked for compliance with any of the FIM Grand Prix technical regulations, and any other technical requirement at the discretion of, under the control of and as requested by the Technical Director.

13. The Technical Director may require a team to provide such parts or samples as he may deem necessary.

14. In the case that a machine fails post-qualifying or post-race technical checks due to damage or technical issues on-track, the following protocol will apply, always at the sole discretion of the MotoGP Technical Director.

a) Machines under the minimum weight limit due to:

i) Loss of fluid.

- If the Technical Director has verified that there is physical evidence of fluid loss due to an incident or mechanical issue on track, he may approve the fluid to be replenished to the levels as declared by the Manufacturer at the start of the season.
- If it is necessary to replace a damaged part to accommodate the fluid (eg. radiator), this will be permitted only under the supervision of the Technical Director who will confirm that the new part is identical to the damaged part. In the MotoGP class, the Technical Director may require that the replacement part is taken from the rider's second machine.

ii) Loss of material or parts.

- If the Technical Director has verified that the machine has lost a part or material due to an incident or mechanical issue on track, he may approve the replacement of the part(s) with the following conditions:
- The Technical Director must verify that any new parts are identical to the original.
- If the Technical Director determines that there is insufficient physical evidence to prove that a part or material is missing, then the original part must be found before it can be replaced.
- Missing ballast weights will only be permitted to be replaced if they are found and returned to Technical Control by the circuit officials.

b) Machines exceeding the maximum noise levels:

- If the Technical Director is satisfied that there is sufficient physical evidence of damage or loss due to an incident or mechanical issue on track, he may approve the replacement of the missing or damaged exhaust parts, and the machine to be re-tested.

- In the MotoGP class the Technical Director may require that the exhaust parts from the rider's second machine be used for such replacement.

2.6.5.4 Noise Tests

1. Noise tests must be conducted in an open area with a space of at least 10 metres between the motorcycle being tested and walls or other obstacles. There should be a minimum amount of ambient noise in the area.
2. The measuring equipment must be calibrated prior to the test and recalibrated at regular intervals.
3. The measuring equipment should be placed 50 cm from the end of the exhaust pipe and at 45 degree angle to the pipe either to the side or above.
4. The maximum noise levels at all times are:

Moto3: 115 dB/A

For convenience, the test may be conducted at a fixed RPM.

	1 cylinder	2 cylinders	3 cylinders	4 cylinders
Moto3	5,500 rpm	5'500 rpm	5'500 rpm	5'500 rpm

2.6.6 Wild Card Technical Regulations

Wild Card entries are subject to all of the above Moto3 technical regulations, with the following conditions:

1. Each Wild Card entry is allowed a maximum of 2 engines for their exclusive use during each event.
2. Wild Card entries may use engines from any manufacturer currently competing in the FIM Grand Prix World Championship Moto3 Class or the **FIM JuniorGP** World Championship, provided such engines meet the current FIM Grand Prix World Championship Regulations.

Such engines may be a currently approved engine or any previously approved engine from the 2015 or later seasons of the relevant championship, provided such engines meet the current FIM Grand Prix World Championship Regulations.

In every case, Wild Card entries must declare to the relevant manufacturer the specification of engine they wish to use, to ensure it is compatible with the manufacturer's approved ECU mapping for that event. The Wild Card entry must present to the Technical Director written proof of approval from the manufacturer at pre-event technical control.

3. Wild Card entries must comply with the current bodywork regulations (Art. 2.6.4.7).
4. Prior to the close of Technical Control at the Wild Card's first event of the season, the team must provide the following information, to the satisfaction of the Technical Director:
 - Gearbox ratios
5. Riders Safety Equipment for Wild Card entries (Art. 2.6.5.2):
 - Any safety equipment which does not show an approved model number and serial number will be subject to approval for use by the Technical Director.
 - It is the responsibility of all wildcards to make sure that their airbag system meets the current FIM Regulations which must be presented to technical control along with all other safety equipment for inspection, prior to the start of the event.
 - The use of an Airbag system in the leather suit must be in accordance with Art 2.6.5.2.3.

General: Fig. 1, Fig. 2, Fig. 3, Fig. 4: Bodywork Dimensions, MotoGP

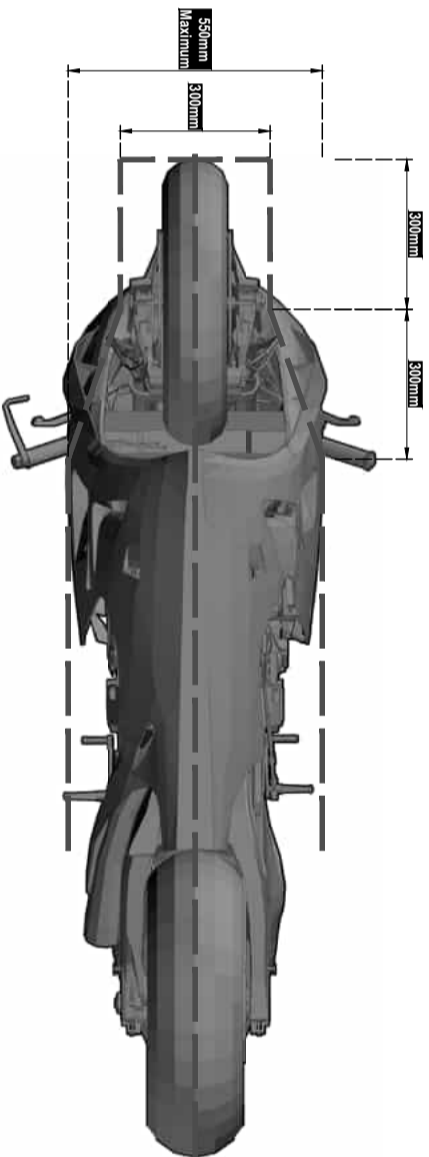
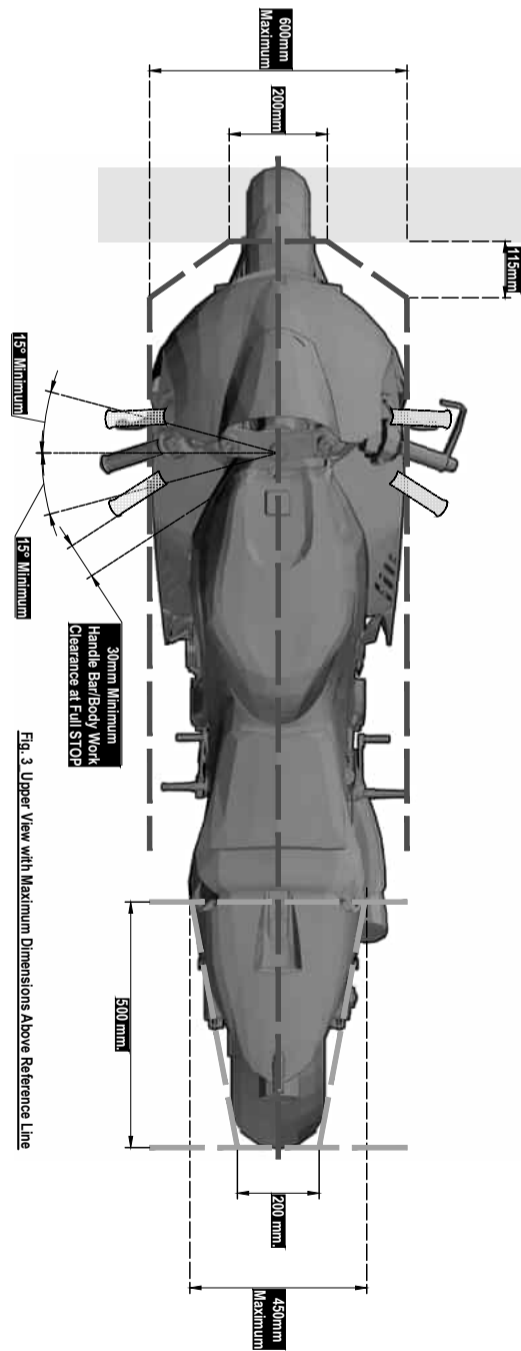
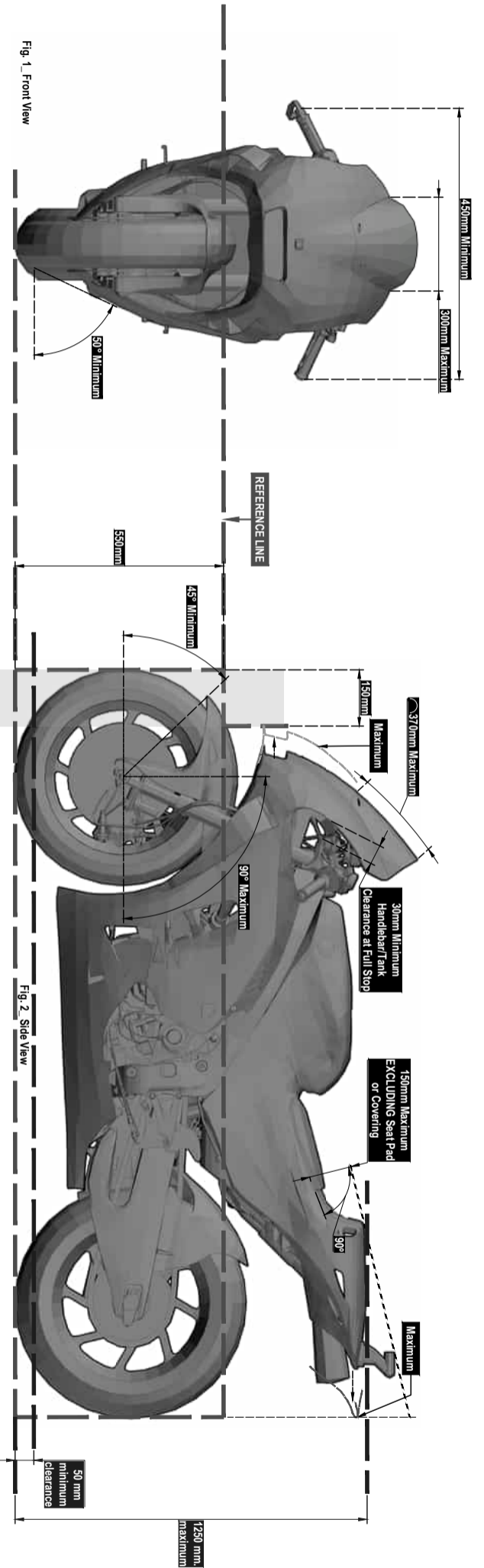
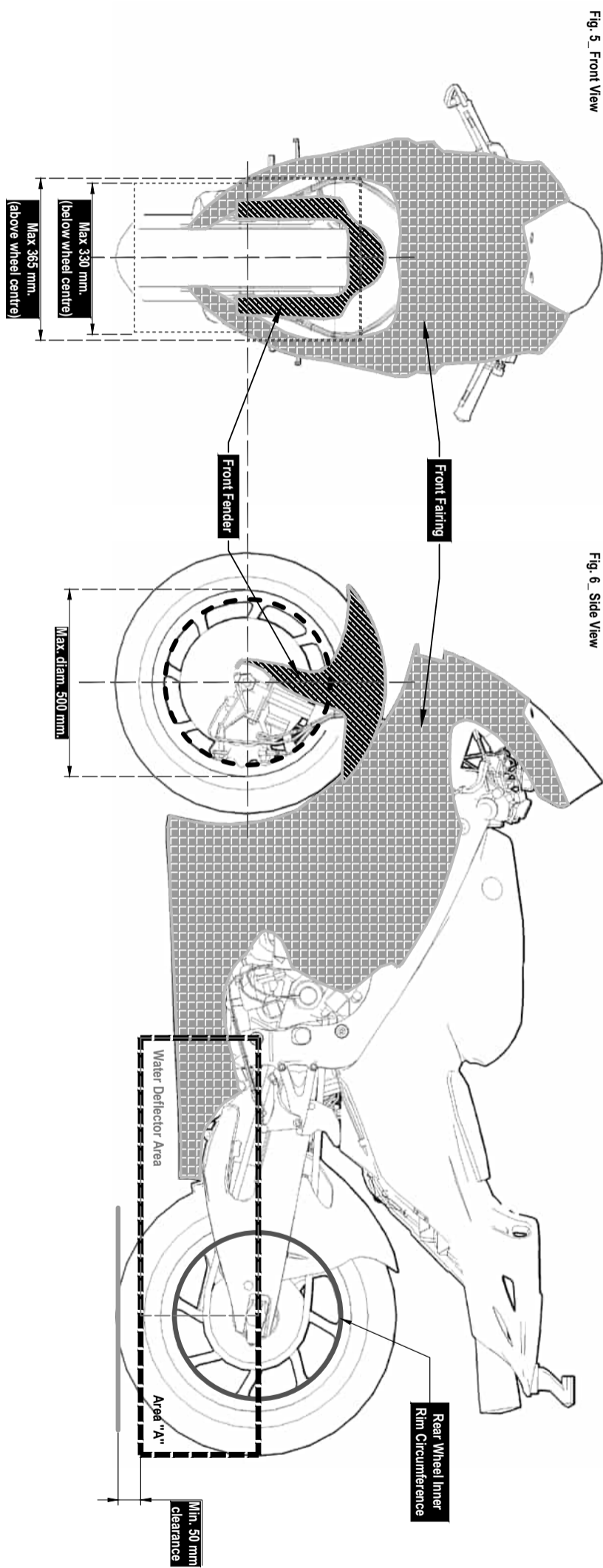
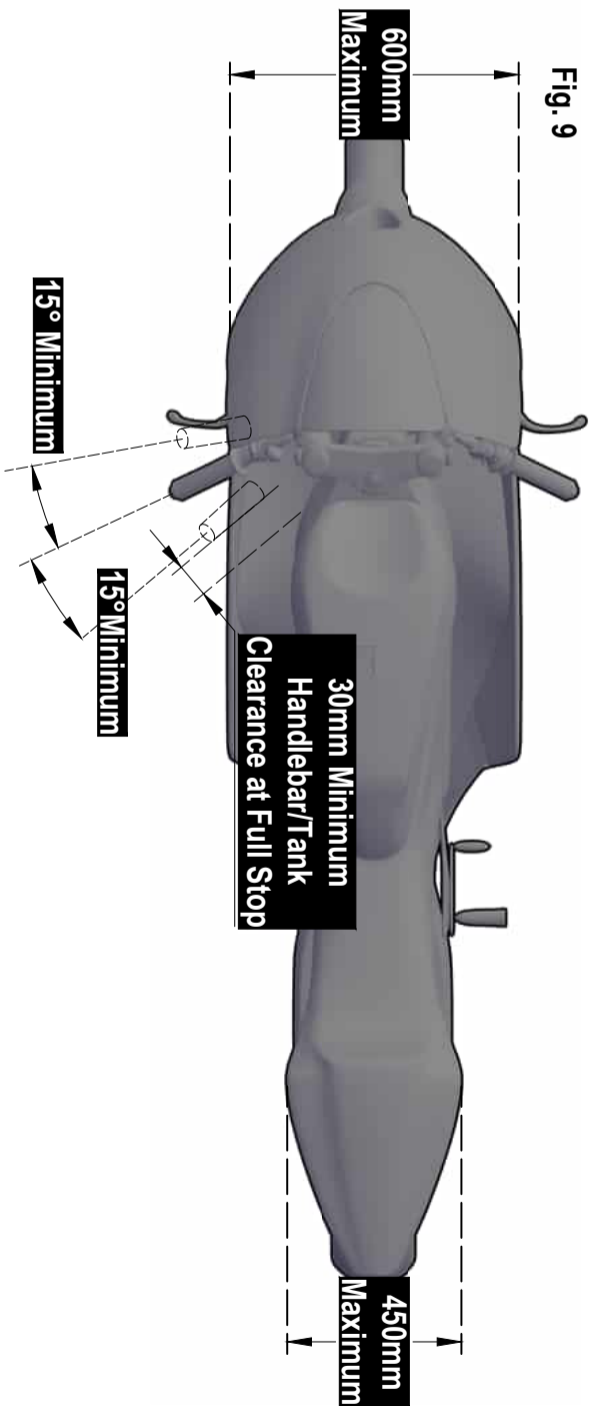
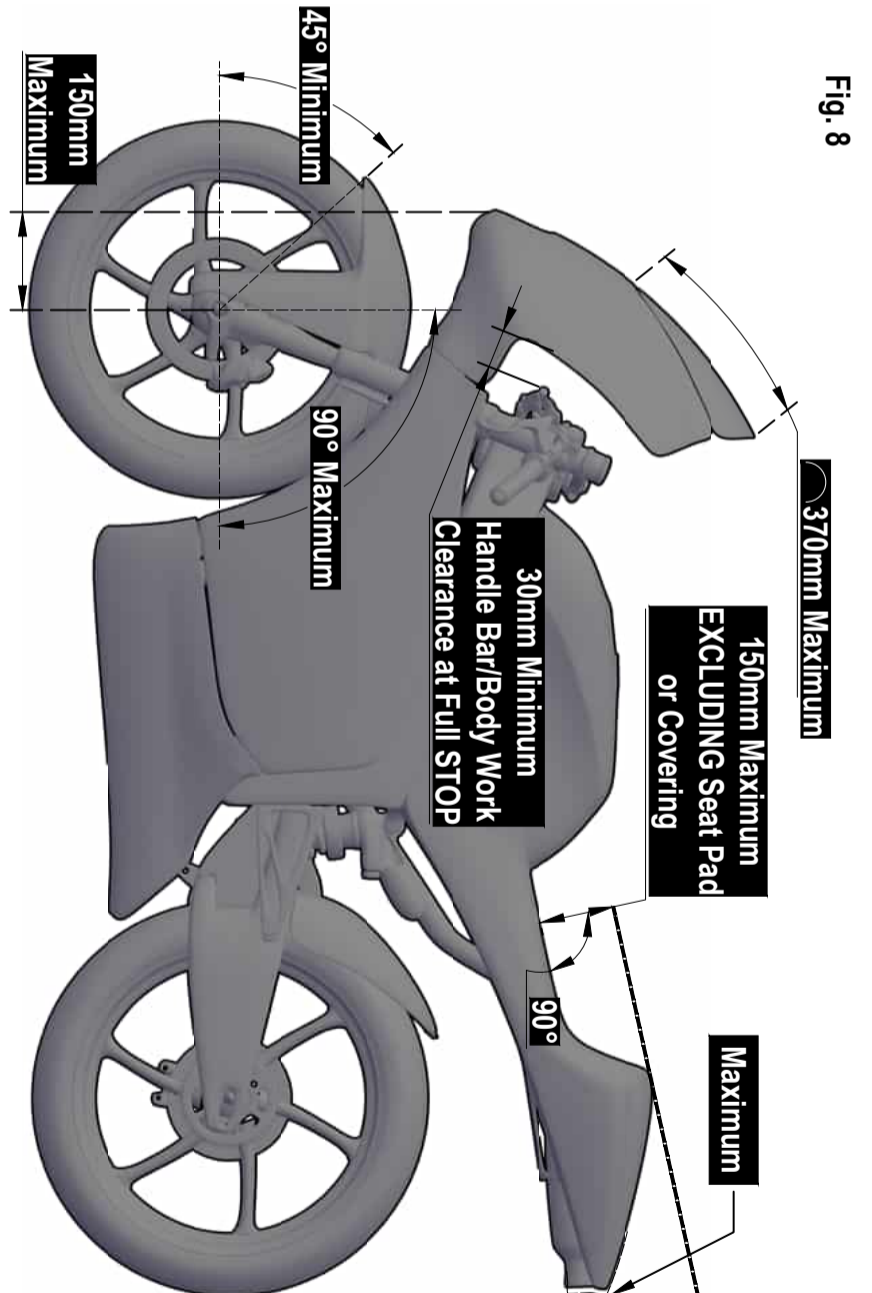
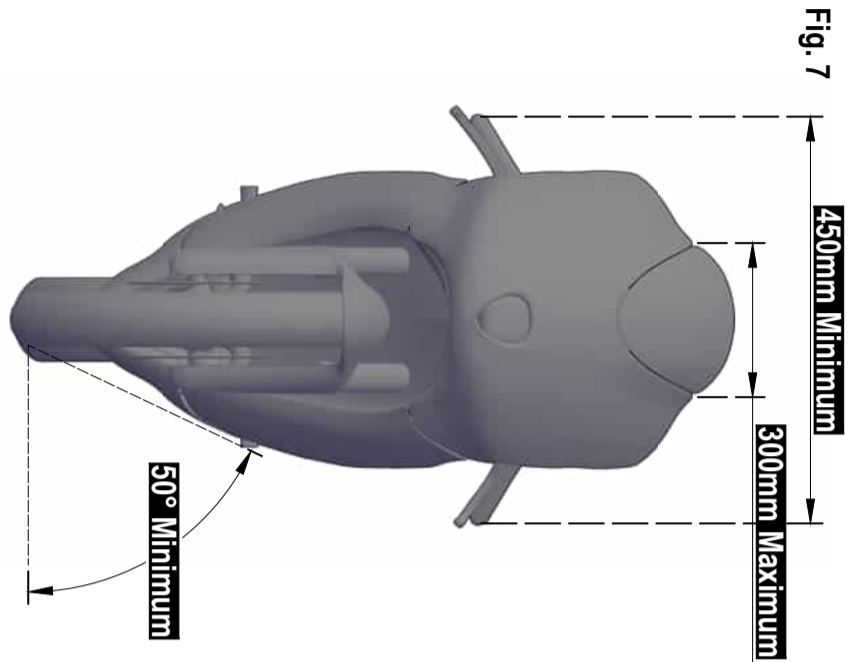


Fig. 4 Lower View with Maximum Dimensions Below Reference Line

General: Fig. 5, Fig. 6: Aero Body Definition, MotoGP



General: Fig. 7, Fig. 8, Fig. 9 : Bodywork Dimensions, Moto2, Moto3



General: Fig. 10, Fig. 11: Aero Body Definition, Moto2, Moto3

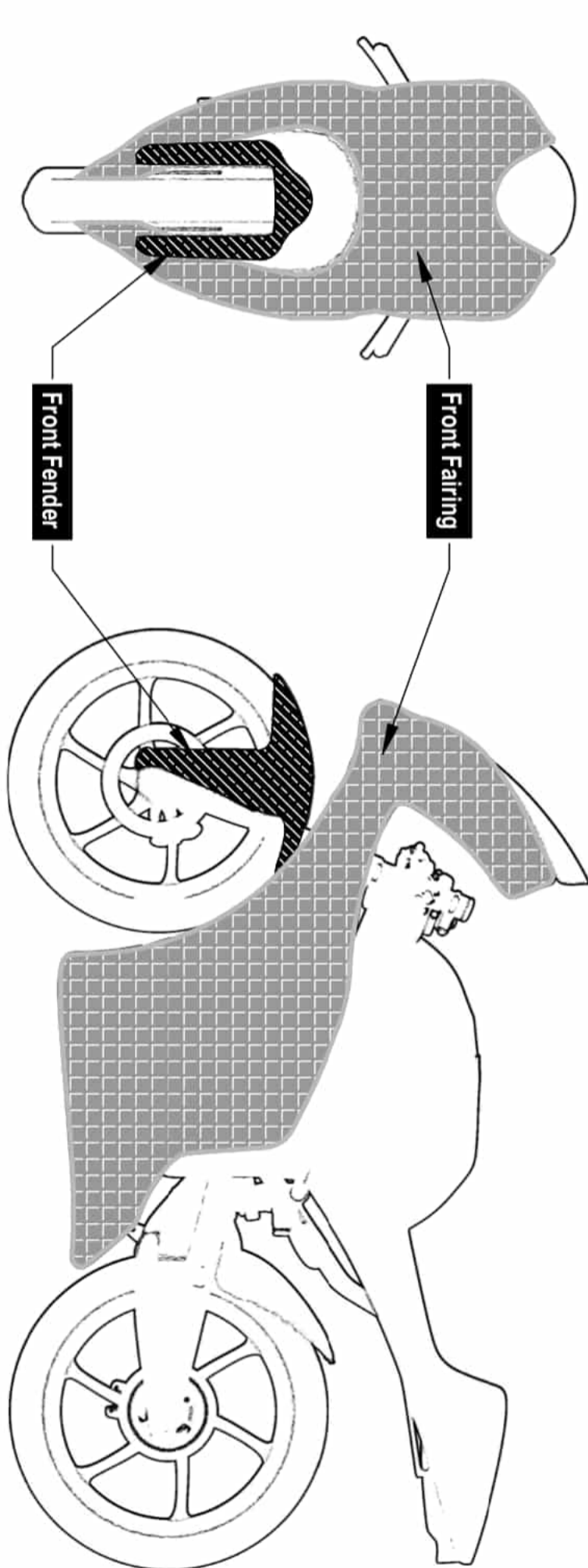


Fig.10

Fig.11

General: Fig. 12: Dashboard Display Signals

The signals in the following table may be transmitted by Race Direction using the Timekeeping transponder. Dashboard display signals may be updated as required with the approval of the Technical Director, Race Direction and MSMA. Refer to the Technical Director for the updated list.

All machines must have a system approved by the Technical Director to clearly display these signals to the rider, complying with the following:

- The following text messages (TEXT in the table below) are displayed, combined with a yellow light or lights (flashing or steady). The minimum text character dimension is 5 mm in height.
- Information lights used for other purposes may not be used to also convey Race Direction signals, to ensure there is no confusion over signals.
- The signal light(s) must have adequate brightness.

SIGNAL	TEXT	INFORMATION SENT	CANCELLATION
Red Flag	RED FLAG	To all bikes in all parts of the circuit	Cancelled by Race Direction only
Black Flag	BLACKFLG	To individual bike in all parts of the circuit	Cancelled by Race Direction only
Black Flag/Orange Disc	BLKORANG	To individual bike in all parts of the circuit	Cancelled by Race Direction only
Drop Positions *	DROP-##	To individual bike in all parts of the circuit	Cancelled by Race Direction only
Ride Through	RIDETHRO	To individual bike in all parts of the circuit	Cancelled by Race Direction only
Track limits warning	TRKLIMIT	To individual bike in all parts of circuit for limited time	Cancelled by Race Direction only**
Blue flag	BLUEFLAG	To individual bike in all parts of circuit for limited time	Cancelled by Race Direction only
Chequered Flag	CHEQFLAG	To each bike as it crosses finish line end of session	Cancelled when speed less than 15 km/h
Time Penalty *	TPEN##	To individual bike in all parts of circuit for limited time	Cancelled by Race Direction only**
Long Lap Penalty	LONG LAP	To individual bike in all parts of circuit	Cancelled by Race Direction only**
Double Long Lap	L LAP X2	To individual bike in all parts of circuit	Cancelled by Race Direction only**

Rider Equipment Problem	EQUIPMNT	To individual bike in all parts of circuit	Cancelled by Race Direction only
Rider Behaviour Problem	WARNING	To individual bike in all parts of circuit	Cancelled by Race Direction only
Lap Time Cancelled Penalty	CANC_LAP	To individual bike in all parts of the circuit	Cancelled by Race Direction only

*** Where “#” signifies a numerical value which is recommended but not compulsory to be displayed.**

**** It is permitted for these messages to be overwritten by the team when necessary to display engine warning messages.**

Virtual Pit Board messaging systems:

Virtual Pit Board (VPB) systems are optional, but if used they must follow the regularly updated technical protocols issued by Dorna Timekeeping and available from the MotoGP Technical Director, Danny Aldridge (danny@irta.org.uk). The dashboard must display exactly the same message as that sent by the team and received by Timekeeping/TV, following the protocols in the current VPB documents.

General: Fig. 13: MotoGP Rear Light



RL4 - MOTORBIKE RAIN LIGHTS

Rain light consisting of 4 high-brightness red LEDs enclosed in an aluminum case. The product is totally waterproof and provides great impact resistance; it can also work in areas subject to high temperatures. Available in two versions, one with STD brightness, the other with high brightness. Product range certified for MotoGP use.

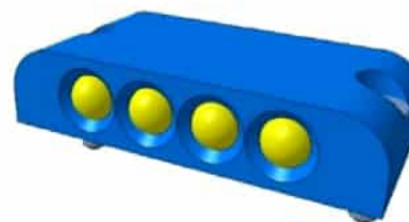
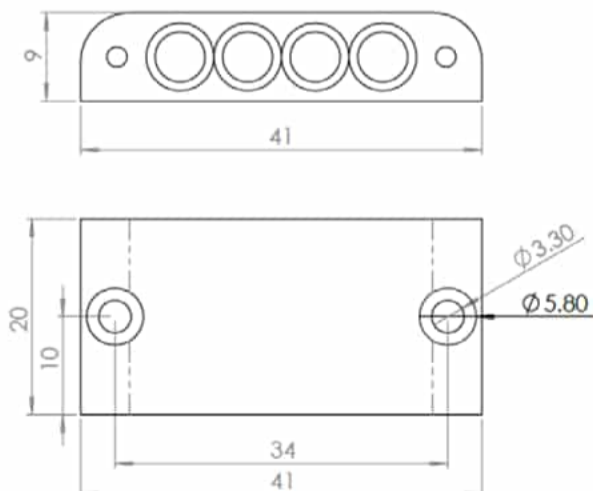


Code	Brightness – FOV	Brightness with light diffuser – FOV	Note
RL4	21 Lux - 55°	-	
RL4-H	80 Lux - 55°	37 Lux - 80°	
RL4-HR	80 Lux – 55°	37 Lux – 80°	Added resistor to drain leakage current - MotoGP specs. 2023

Test made @13.8V, at 1mt distance from the light source, in absence of external light

TECHNICAL SPECIFICATIONS:

- ◆ Supply: 8+15 V
- ◆ Current consumption: RL4 ~ 10mA @13.8V
RL4-H ~ 40mA @13.8V
RL4-HR ~ 95mA @13.8V
- ◆ Led color: Red
- ◆ Temperature range: -20° + 150 °C
- ◆ Protection: IP67
- ◆ Weight: ~ 22gr
- ◆ Cable length: AWG24 Spec 55A, 500mm
- ◆ Connections: Free wires, connector on request
- ◆ Cable exit: Straight
- ◆ Dimensions:



RAIN LIGHT 4 LED_REV4_E.DOCX

MotoGP: Fig. 1: MotoGP Data Download Cable



ECU-PC connector 1.0

Specifications of ECU-PC connector

Following table shows the main specifications of a connector will be requested on the bike system to permit DORNA/FIM/MMM people to have access ECU and other modules of DORNA Kit.

Connector bike side:

Deutsch AS0 10-35 SN (flange type)
or
Deutsch AS1 10-35 SN (in line type)

Connector PC side:

Deutsch AS6 10-35 PN (plug type)

Pin	Description
1	GND à to Jump Battery, if any
2	GND à to Jump Battery, if any
3	+12V à to Jump Battery, if any
4	+12V à to Jump Battery, if any
5	ENCP (global ENCP for all devices)
6	ETH_Rx_P
7	ETH_Rx_N
8	ETH_Tx_P
9	ETH_Tx_N
10	CAN1_P (CAN 1A of ECU)
11	CAN1_N
12	CAN2_P (CAN2A of ECU)
13	CAN2_N

On the PC side a switch must be provided to connect to ground the ENCP pin in case of software download will be required.

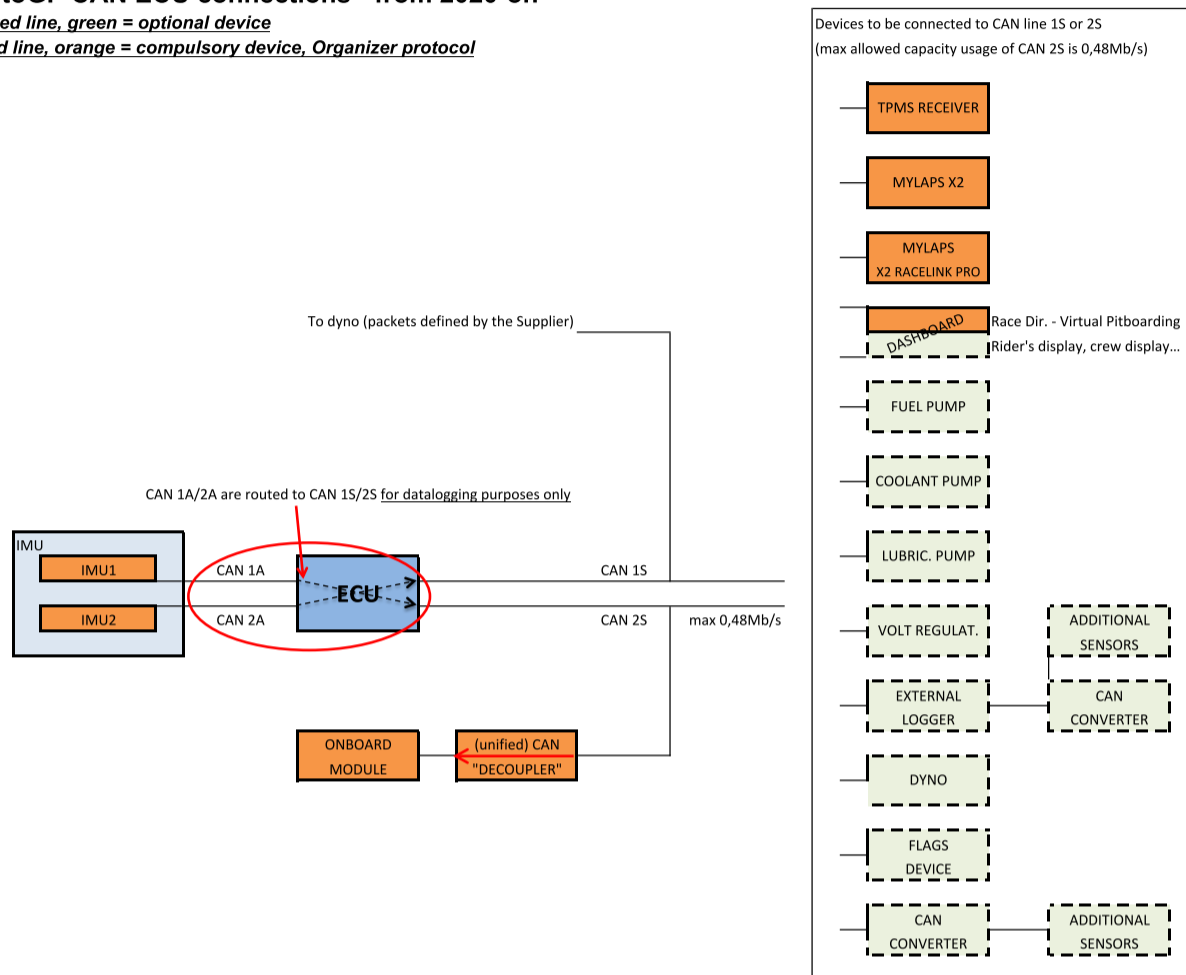
MotoGP: Fig. 2: MotoGP ECU Connections

a) AGO ECU

MotoGP CAN ECU connections - from 2020-on

Dotted line, green = optional device

Solid line, orange = compulsory device, Organizer protocol



b) BAZ ECU

Note: the list of “Engine Parameters” referred to in the BAZ ECU Connections is available on the FIM website: [Appendix MotoGP Fig.2 CAN3TX_Engine Parameters List](#)

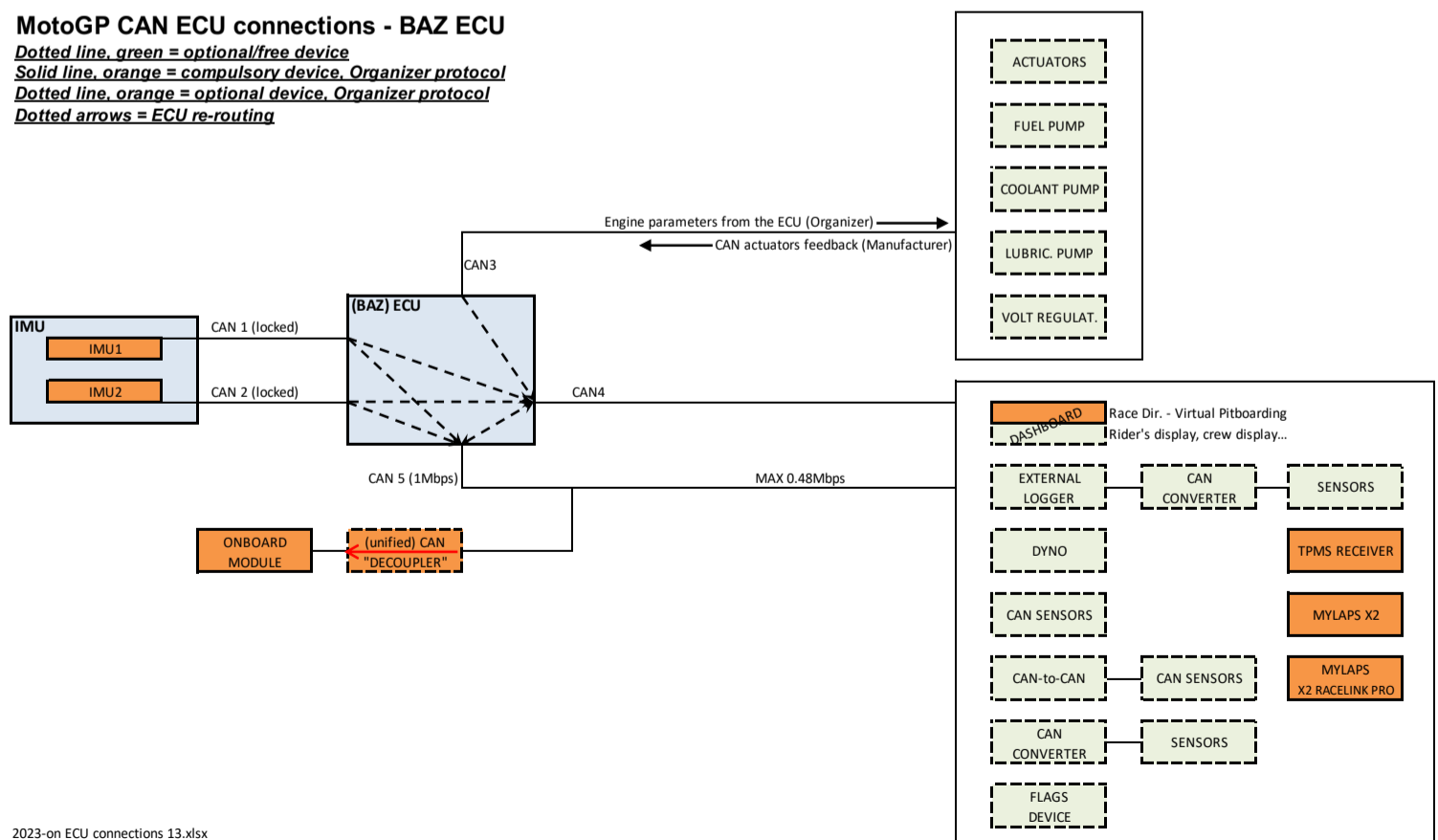
MotoGP CAN ECU connections - BAZ ECU

Dotted line, green = optional/free device

Solid line, orange = compulsory device, Organizer protocol

Dotted line, orange = optional device, Organizer protocol

Dotted arrows = ECU re-routing

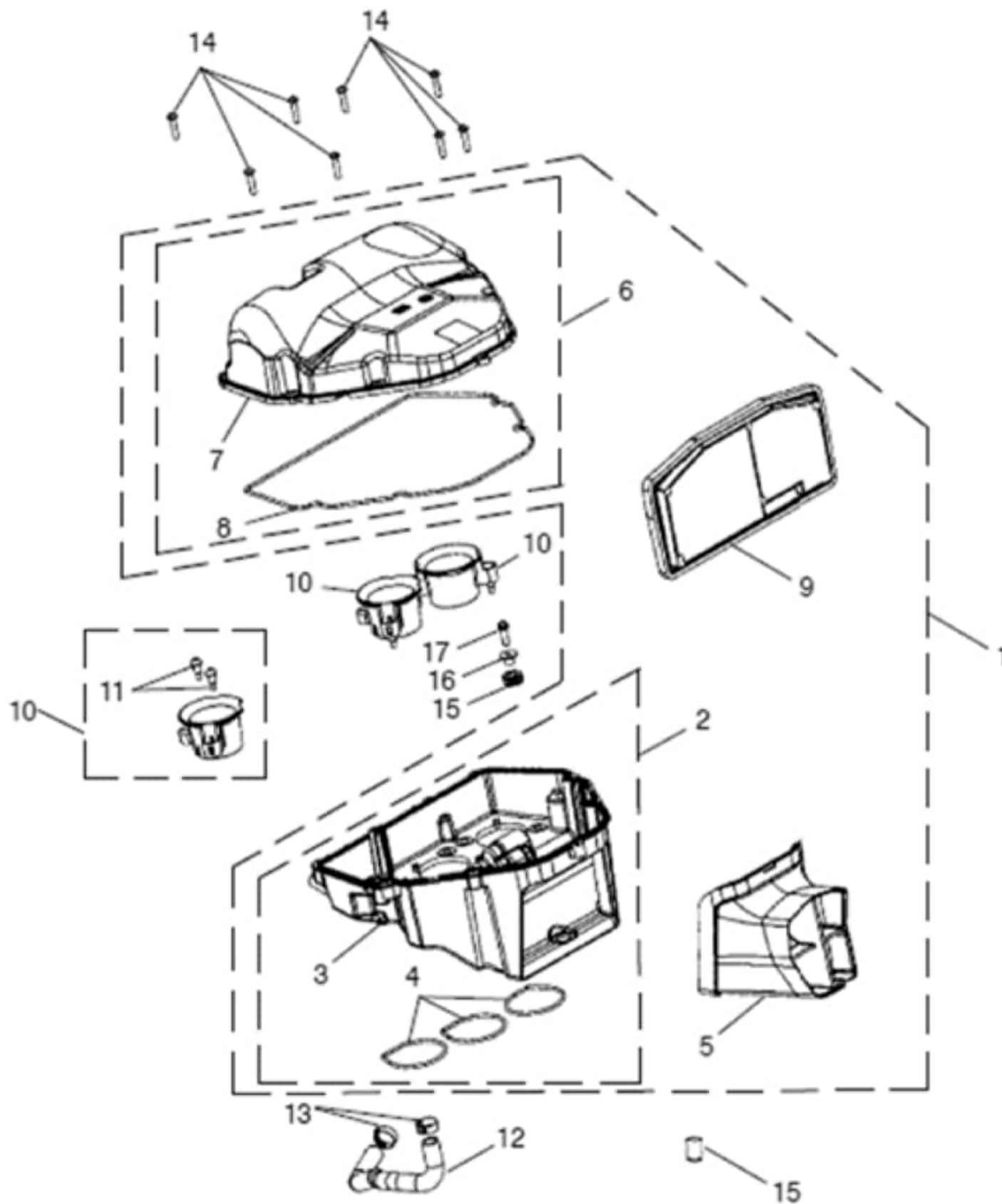


2023-on ECU connections 13.xlsx

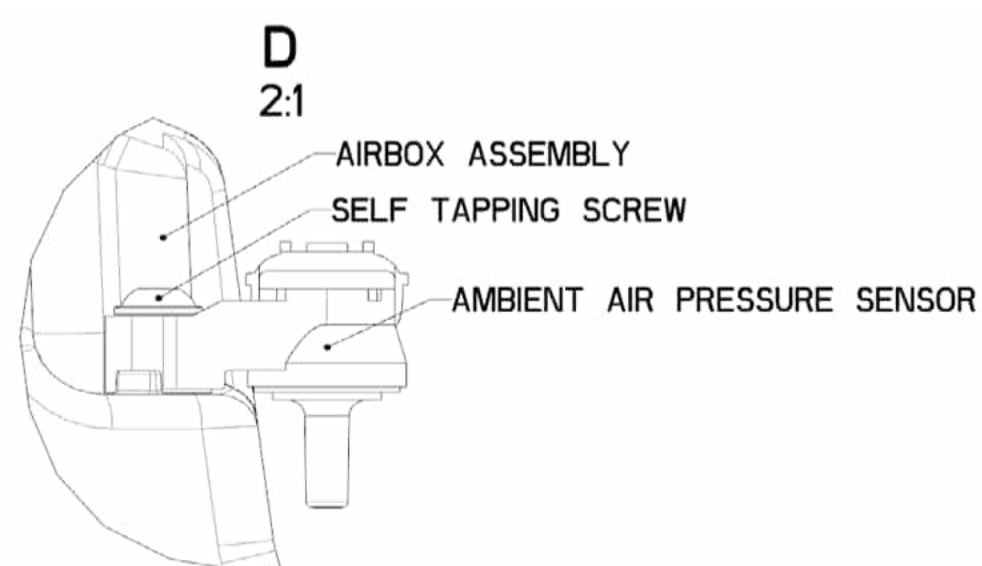
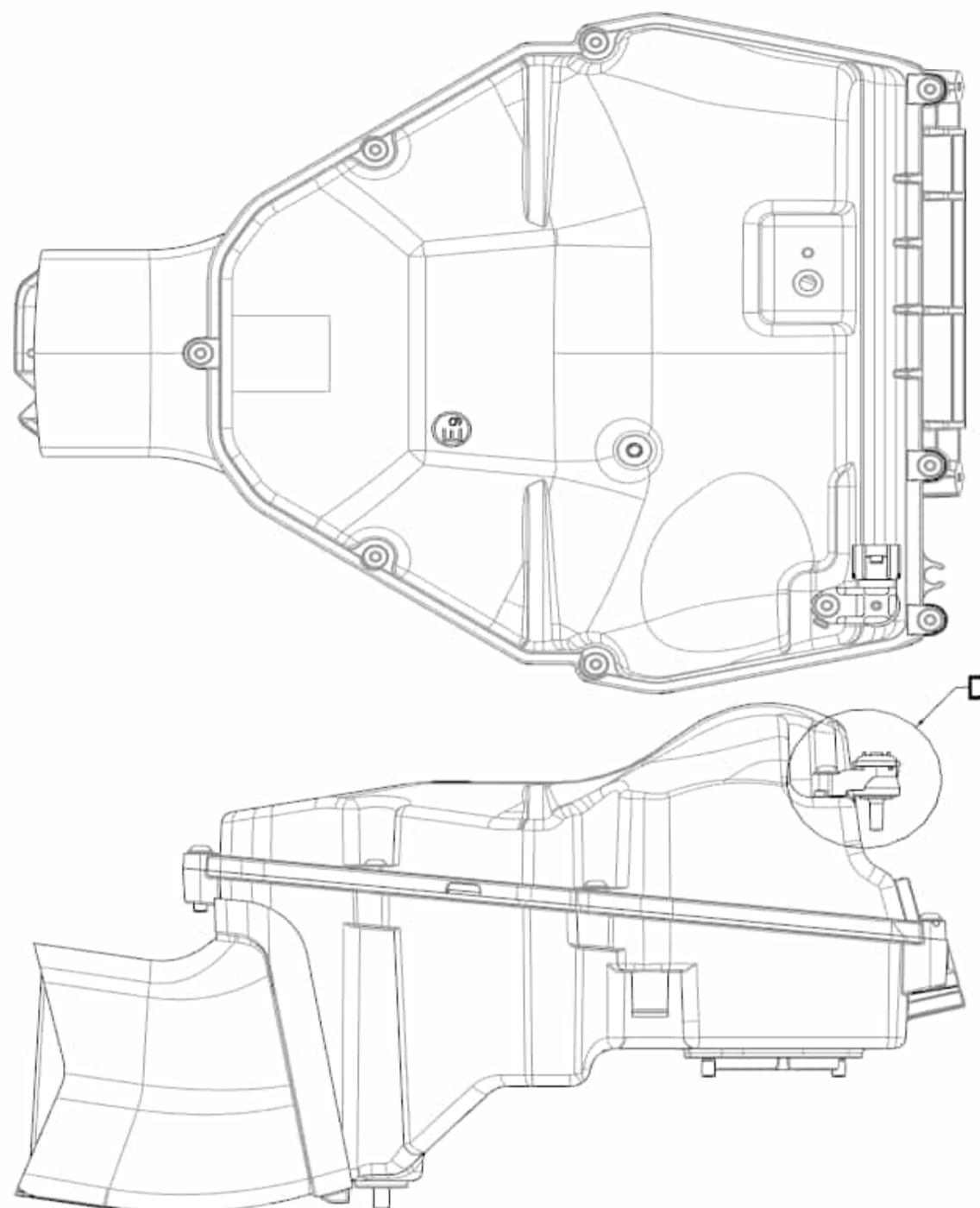
Moto2: Fig. 1: Moto2 Airbox

The main airbox body, including all parts as supplied must be original, unmodified, and is mandatory.

The transition duct, airbox to headstock (item 5 in the diagram) may be replaced or modified.

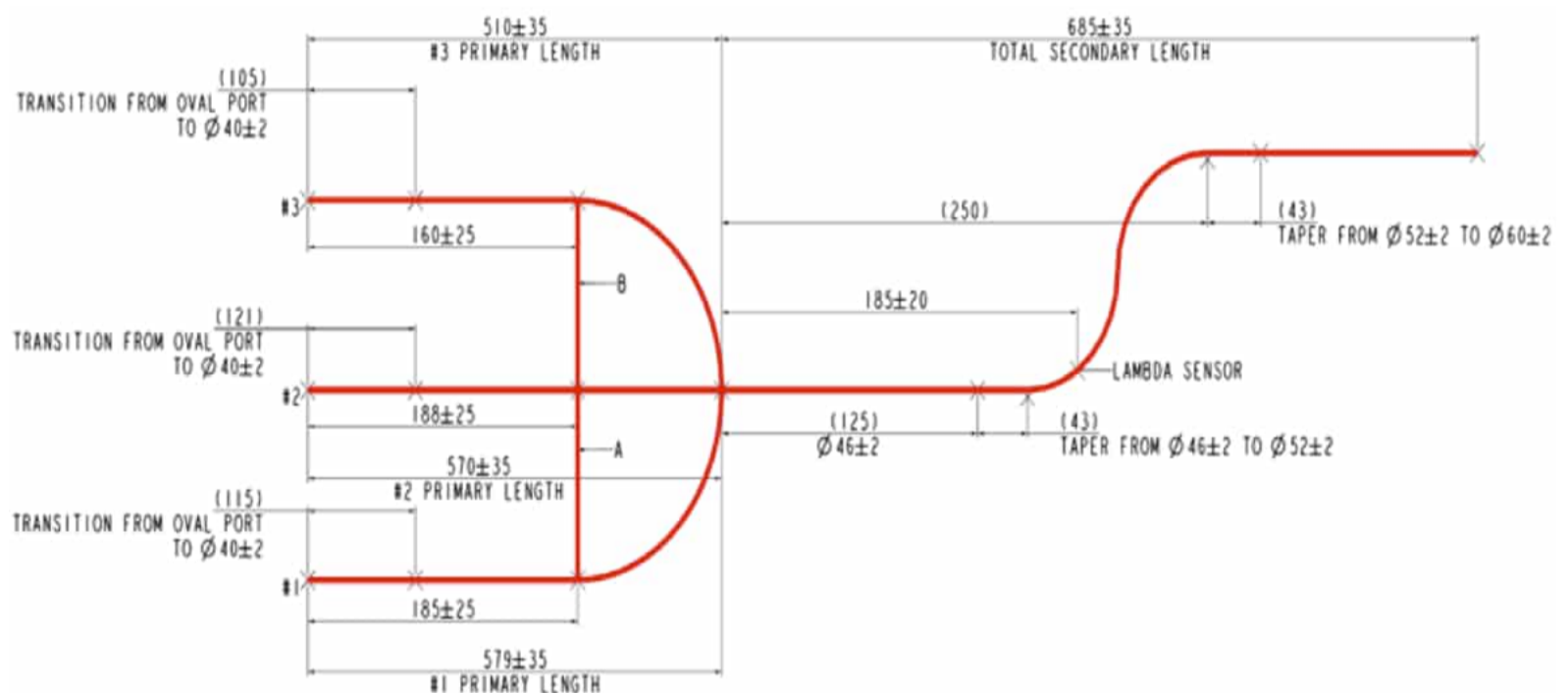


Moto2: Fig. 2: Ambient Air Pressure Sensor position



Moto2: Fig. 3: Moto2 Exhaust specification

- Design and construction of the exhaust system must conform to the official engine supplier's layout as shown below. That is, a 3-into-1 design respecting all dimensions and tolerances for pipe lengths and diameters.
- Pipe lengths are measured externally along the centre line of the pipe, between the median of the inner and outer lengths.
- A and B; balance pipes, internal diameter $\varnothing 18 \text{ mm} \pm 2 \text{ mm}$, internal hole (where balance pipe meets exhaust pipe) diameter $\varnothing 15 \text{ mm} \pm 1 \text{ mm}$.
- All pipe diameters shown are internal diameters.



Moto2: Fig. 4: Moto2 Compulsory Sensors

Refer to the FIM website (<http://www.fim-live.com/en/library/>), for the updated list of approved free sensors.

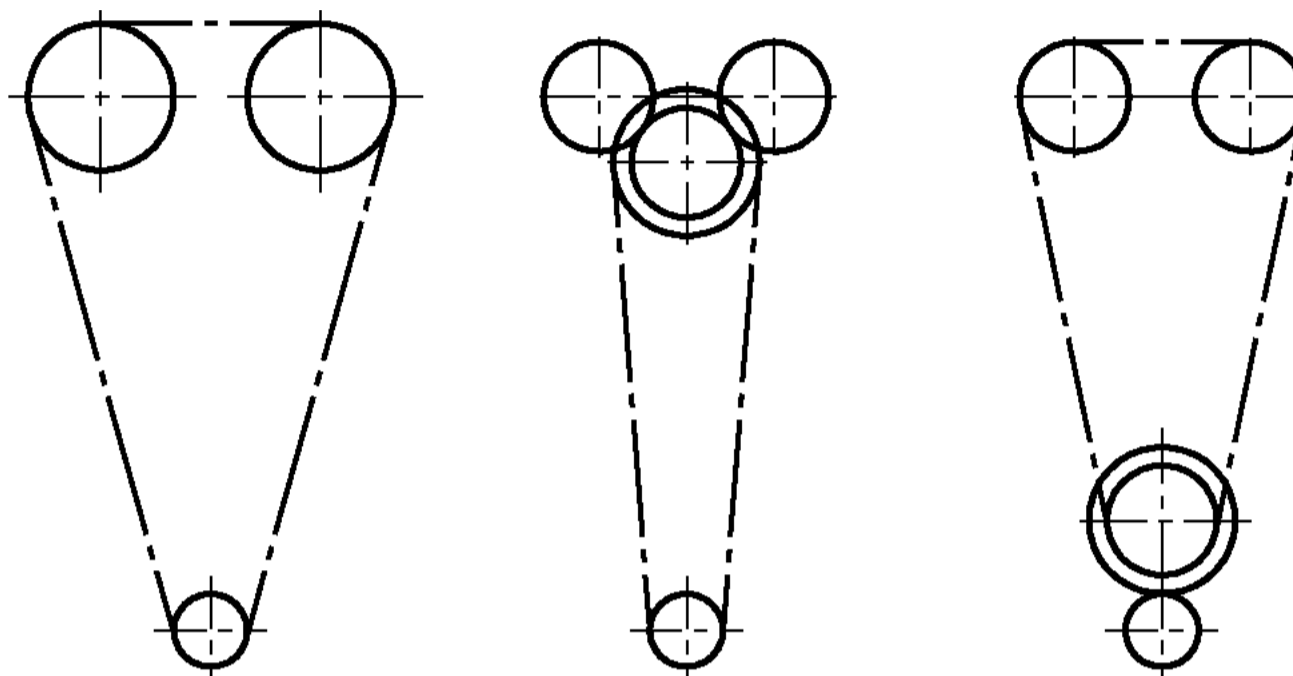
Moto2 COMPULSORY SENSORS - 2019				
CHASSIS				
	TYPE	FUNCTION	UNIFIED	NOTES
1	Pressure sensor	Fuel pressure	2D 5A-PK010M10HT-xxx	Supply voltage 12V. "xxx" digits depending on the chassis make/model.
2	Force transducer	Gear shifter load cell	MMM 083813359100	
3	Linear potentiometer	Fork travel	**NO	0-5V output; 150 mm.
4	Linear potentiometer	Shock travel	**NO	0-5V output; 75 or 100 mm.
5	Pressure sensor	Front brake pressure	**NO	0-5V output
6	Pressure sensor	Rear brake pressure	**NO	0-5V output
7	Digital switch	Kill switch	**NO	ECU Digital input
8	Hall effect pick up	Front wheel speed	**NO	5V supply or 12V supply - 2 needed for recovery strategies.
9	Hall effect pick up	Rear wheel speed	**NO	5V supply or 12V supply.
10	Linear lambda sensor	A/F ratio	NGK LZA03 or NGK LZA08 or Bosch LSU49	One sensor only, 3 options available; PIN layout and harness wiring must match
11	TPS	Rear tire pressure	**NO	* see approved receiver. "xxx" digits depending on the chassis make/model.
12	TPS receiver	Rear tire pressure	**NO	* see approved TPS. "xxx" digits depending on the chassis make/model.
ENGINE				
	TYPE	FUNCTION	UNIFIED	NOTES
1	Magnetic pick up	Rpm pickup	Triumph part of 1300053	Crank signal
2	Hall effect pick up	CAM	Triumph 1290264	Cam signal
3	Rotative potentiometer	Grip position	**NO	0-5V output.
4	Rotative potentiometer	Throttle position	Triumph part of 1243415	
5	Rotative potentiometer	Gearbox drum position	Triumph 1299876	
6	Temperature sensor	Intake air temp.	Triumph 1290088	
7	Temperature sensor	Coolant temp.	Triumph 2100807	
8	Pressure sensor	Ambient air press.	Triumph 1290975	
9	Pressure switch	Oil pressure	Triumph 1210091	
10	Hall effect pick up	Gear speed sensor	Triumph 1290221	
Moto2 OPTIONAL SENSORS - 2019-on				
CHASSIS				
	TYPE	FUNCTION	UNIFIED	NOTES
1	TPS	Front tire pressure	**NO	* see approved receiver
2	Potentiometer	-	**NO	Up to a total of 2 x 0-5V additional rotary/linear potentiometers (e.g. steering position, clutch lever position...)
Moto2 COMPULSORY ECU PACKAGE - 2019-on				
	ITEM	MMM NAME	MMM p/n	NOTES
1	ECU	REX 140	083814482400	
2	Switch panel	SP5 (TBC)	083818500900	
3	IMU	IPS 160	083815445400	
4	Dashboard	MDU 232	083818493500	
** Refer to the FIM website (http://www.fim-live.com/en/library/) for the complete list of approved "free" sensors				

Moto2: Fig. 5: Moto2 Engine operating parameters:

Crankshaft speed	14,400 rpm maximum
Operating water temperature	60 - 80°C
Air/Fuel Ratio target range	13.2 – 13.0
Oil level	Start of practice/race: at maximum level mark on dip stick At all times between minimum and maximum level marks
Oil pressure	Low oil pressure warning must be respected

Moto3: Fig. 1: Moto3 Valve Timing Drive

Examples of permitted valve timing systems with a single chain as the principal drive mechanism (NB. general concept illustrations only, not an exhaustive list. Other layouts may be possible provided they comply with Article 2.6.3.1.12.



a) simple chain drive

b) chain drive + upper gear

c) chain drive + lower gear

Moto3: Fig. 2: Moto3 Compulsory Engine Management features

Ignition	Must be of the inductive type. Maximum ignition coil current must be less than 30A
Throttle Position Sensor	Voltage output must be 0 – 5V
Crankshaft Pickup Sensor	Must be of the inductive type. Voltage at 300 rpm must be at least 0.8V, and maximum voltage less than 100V
Camshaft Pickup Sensor (if any)	Must be of the Hall-effect type. “0” voltage must be less than 0.5V, “1” voltage must be 4.5V ± 0.5V
Battery	Is compulsory. Must be in the 8 – 16.5V range (measured at the voltage acquisition channel) to ensure proper engine management function
Datalogger Download Connector	Must be type: Lemo PEN.1F.308.XLM or one completely compatible with this. Connected as detailed in Dell’Orto online documentation, http://www.dellorto.it/
UEGO O ² Sensor	Bosch LSU 4.9

Moto3: Fig. 3: Moto3 Recommended Engine Management features

NB. Different design choices must be agreed separately with the official ECU supplier.

Idle Speed Stepper Motor	Dell'Orto
Dashboard	Dell'Orto
Timing Option 1 Crankshaft Pickup only	Crankshaft timing pattern is "n-2" type, where "n" can be between 12 and 60. For optimum performance it is recommended that the first tooth after the missing teeth corresponds to TDC (top dead centre)
Timing Option 2 Crankshaft and Camshaft Pickups	Crankshaft timing wheel has between 12 and 60 teeth, and the camshaft timing pattern is one single tooth
ECU Mounting	Dell'Orto ECU Safety Fixing Kit
Ignition Module	Dell'Orto IGBT Ignition Module
Inertial Measurement Unit (IMU)	The DellOrto Do6-axis IMU is compulsory, to be wired to the ECU and positioned following DellOrto prescriptions

Information on all Dell'Orto components refer to website <http://www.dellorto.it/>

Moto3: Fig. 4: Moto3 Initial ECU Mapping and Set Up Procedure

The official ECU start-up procedure is to ensure manufacturers will be supplied with the official ECU with an initial map to suit their engine in time for the first official Moto3 tests of the season. The initial map is intended for safe and trouble-free engine function, and not maximum performance. Performance mapping is the responsibility of the engine manufacturer or the Team.

NB. Detailed information on engine control strategies for Moto3 engine manufacturers is available from the ECU supplier, upon completion of a non-disclosure agreement. Refer to the website: <http://www.dellorto.it/>

For an engine design to be eligible for the Moto3 class, one of the following two options for the ECU start-up procedure must be followed:

<p>OPTION 1 Initial Mapping and Set Up by ECU Supplier</p>	<p>Manufacturers will be guaranteed supply of the official ECU with initial maps to suit their engine before the first Moto3 official tests of the season, provided that:</p>
<p>By October 15th of the year preceding first entry in Moto3</p>	<ol style="list-style-type: none"> 1. the completed Moto3 Engine Manufacturer Entry Form is submitted to the organisers. (form available at http://www.fim-live.com/en/sport/official-documents-ccr/other-documents/) 2. two complete working engines (including throttle body, idle bypass actuator, transmission, sensors, spark plugs, wiring harness with ECU connector) and one complete airbox, cooling system and exhaust are delivered to the ECU supplier for mapping tests. Engines and parts will be returned by January of the following year. 3. a deposit of 10,000 Euros is lodged with the official ECU supplier.

<p>OPTION 2 Initial Mapping and Set Up by Engine Manufacturer</p>	<p>Engine Manufacturers can make an agreement with the ECU supplier to carry out their own Initial mapping procedure, with the following conditions:</p>
<p>At a schedule mutually agreed between ECU Supplier and Engine Manufacturer</p>	<ol style="list-style-type: none"> 1. the completed Moto3 Engine Manufacturer Entry Form is submitted to the organisers. (form available at http://www.fim-live.com/en/sport/official-documents-ccr/other-documents/) 2. the ECU will be initially delivered to the engine manufacturer by the ECU supplier, and the ECU supplier representative must be present to initiate setup of the mapping process. 3. the organisers and the ECU supplier provide no guarantee of any completion date for the mapping process. 4. there is no set deadline for this Option 2 procedure, but Option 1 takes precedence, and requests for Option 2 attendance will be processed at a time determined by the ECUSupplier.

3. DISCIPLINARY AND ARBITRATION CODE

3.1 Principles

The obligations incumbent upon the participants, officials and organisers are set out in the Regulations published by the FIM.

Proven violation or non-observance of these obligations will be subject to the penalties laid down in this chapter.

3.2 Penalties

The penalties are:

- warnings
- fines
- change of position
- long lap penalty(ies)
- ride through
- **time or distance** penalties
- grid penalty
- disqualification
- withdrawal of Championship points
- suspension
- exclusion

3.2.1 Definition and application of penalties

Warnings:	can be made privately or publicly, and can be made without a hearing.
Fines:	<p>financial penalty up to 50'000€ 100'000€</p> <p>A fine of up to 1'000 Euros can be imposed without a prior hearing being necessary.</p> <p>However, the right of appeal remains as set out in Art. 3.4.2.</p>
Change of position:	the rider must go back the number of positions decided by the FIM MotoGP Stewards Panel.
Time or distance penalty or suppression of time:	the imposition of time or distance affecting the rider's actual result or suppression of time.
Long Lap Penalty(ies):	the rider must complete the pre-defined route of the Long Lap under the conditions as defined in Article 1.19.2.
Ride through:	see Art. 1.19.1.
Grid penalty:	<p>the imposition of a drop of any number of grid positions or the imposition of starting the race from the pit lane exit at the rider's next race or next event.</p> <p>A grid position penalty may be imposed without a prior hearing being necessary.</p> <p>However, the right of appeal remains as set out in Article 3.4.2.</p>

Disqualification: entails automatically and independently of any other penalty, the invalidation of the results obtained in an event, practice, race or ranking.

An immediate disqualification from a practice session or a race may also be pronounced by means of a black flag or a black flag with orange disc.

Withdrawal of championship points: the loss of points from the Championship races already run.

Suspension: entails the loss of all the rights granted to FIM licence holders, or prohibition from taking part in certain or any of the activities under FIM control for a specified period of time.

The application of this penalty may be conditionally deferred for a period of up to a maximum of two years.

A suspension penalty from one or more official practice sessions (or part thereof) of the event may be imposed without a prior hearing being necessary. However, the right of appeal remains as set out in Article 3.4.2.

Exclusion: entails the complete loss of all rights of participation in any activity under FIM control.

This exclusion is adjustable over time.

GP Commission Decision Jerez 26 April

3.2.2 Plurality of penalties

Any offender may have several penalties pronounced against him according to the circumstances.

3.2.3 Principles applicable to the penalties

The nature and seriousness of the offence, the degree of fault and the conduct of the offender, as well as other relevant circumstances, must be taken into account in order to impose a proportionate sanction.

3.3 The Race Direction and the FIM Disciplinary and Arbitration Bodies

The bodies of the FIM, qualified to deal with race decisions, disciplinary and arbitration matters, are:

- The Race Direction
- The FIM MotoGP Stewards Panel
- The FIM Appeal Stewards
- The MotoGP Court of Appeal

3.3.1 The Race Direction

3.3.1.1 Constitution

The Constitution of the Race Direction is in accordance with the requirements laid down in Article 1.6.

3.3.1.2 Authority and Competence

The Race Direction has the authority to refer any case involving riders, teams' personnel, Officials and Promoters/Organisers, and all persons involved in any capacity whatsoever in the event or in the Championship, to the FIM MotoGP Stewards Panel for possible disciplinary for:

- any voluntary or involuntary action or deed accomplished by a rider or team member or any other person as mentioned above, contrary to the current Regulations or instructions given by an official of the meeting **including all protocols, notices and other instructions communicated by Officials in writing or via electronic means.**
- any voluntary or involuntary action of Officials and Promoters/Organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations and Protocols covering the event organisation.

3.3.2 The FIM MotoGP Stewards Panel

3.3.2.1 Constitution

The Constitution of the FIM MotoGP Stewards Panel is in accordance with the requirements laid down in Article 1.7.

3.3.2.2 Authority and Competence

The FIM MotoGP Stewards Panel has the authority to penalise riders, teams' personnel, officials, promoters/organisers and all the persons involved in any capacity whatsoever in an event or in the Championship for :

- Infringements of the Regulations.
- any voluntary or involuntary action or deed accomplished by a person or a group of persons during a meeting, contrary to the current Regulations or instructions given by an official of the meeting, **including all protocols, notices and other instructions communicated by Officials in writing or via electronic means.**
- any corrupt or fraudulent act, or any action prejudicial to the interests of the meetings or of the sport, carried out by a person or a group of persons occurring during an event.

The FIM MotoGP Stewards Panel is competent to adjudicate upon a protest relating to infringements of the Regulations.

3.3.2.3 Penalties that may be pronounced by the FIM MotoGP Stewards Panel:

- a warning
- a fine
- a change of position
- long lap penalty(ies)
- a ride through
- a time penalty
- a grid penalty
- a disqualification
- a withdrawal of Championship points
- a suspension

Furthermore, the FIM MotoGP Stewards Panel can refer the case to the ~~MotoGP Court of Appeal~~ **FIM Appeal Stewards** in order to impose a higher penalty than the FIM MotoGP Stewards Panel is empowered to do.

GP Commission Decision Jerez 26 April

3.3.3 The FIM Appeal Stewards

3.3.3.1 Constitution

The FIM Appeal Stewards will consist of:

- one FIM Steward with FIM Sporting Steward Superlicence, who will be the chairman of the FIM Appeal Stewards and exercise a casting vote if necessary. This Steward will be nominated by the FIM and approved by the Permanent Bureau,
- and one FMNR Steward with FIM Sporting Steward Licence, nominated by the FMNR and approved by the FIM.

3.3.3.2 Authority and Competence

The FIM Appeal Stewards will hear any appeals against decisions taken by the FIM MotoGP Stewards Panel.

The FIM Appeal Stewards may confirm or overturn a decision of the FIM MotoGP Stewards panel, or impose a different penalty according to the penalties described in Art. ~~3.3.2.3~~ **3.2.1**.

GP Commission Decision Jerez 26 April

The FIM Appeal Stewards may refer the case to the MotoGP Court of Appeal if it appears impossible to deal with the case for any valid reason. Such a decision will be justified in writing by the FIM Appeal Stewards.

3.3.4 The List of the International Judges

The List of the International Judges is composed of qualified persons from which the member of the MotoGP Court of Appeal is nominated.

3.3.5 The MotoGP Court of Appeal

3.3.5.1 Appointment of the Members

The FIM **LJI** Director will appoint, each time, the judge(s) who will constitute the MotoGP Court of Appeal.

3.3.5.2 Procedures

The name of the judge(s) appointed must be communicated to all interested parties in the case, who have the right to make a duly documented objection to the composition of the Court, the day after having received the information. If the Permanent Bureau considers that a reasonable objection is made, they must appoint the necessary replacements. Otherwise they reject the objection and fix the date for the hearing.

The court may request the opinion of an expert or summon a witness who it considers useful.

3.3.5.3 Authority and Competences

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

The MotoGP Court of Appeal adjudicates upon request of the FIM MotoGP Stewards Panel, or the FIM Appeal Stewards.

Depending on the nature and complexity of the case, any disciplinary body referred above may bring the matter at hand to the MotoGP Court of Appeal to handle the case.

The President of the FIM, the Executive Board or the Board of Directors may, within 4 days after an Event, refer to the MotoGP Court of Appeal matters of violation or infringement of the FIM regulations.

3.3.6 Judges of Fact

Judges of fact are officials in charge of checking certain facts during practices and races and whose observations must be reported immediately for a possible decision.

Statements of fact depend exclusively from a factual observation without any possible adjustment of the sanction which is statutorily and precisely stated. These statements of facts and the resulting decisions are immediate and in certain cases not subject to protest or appeal, as specified in the relevant regulations.

3.3.7 The FIM as a Party in the Legal Proceedings

3.3.7.1 Function

For all the appeals to the MotoGP Court of Appeal, the FIM is entitled to assert its interests or to explain its position by means of a prosecution address.

3.3.7.2 Appointment

The Executive Board shall appoint in each case, the person who will represent the FIM.

3.3.7.3 Procedure

The intervention of the FIM is optional and is left to the appreciation of the Executive Board.

As a party, the FIM enjoys the same rights and obligations as the other parties.

The FIM may be present in person at a hearing or may present its claims in writing.

3.3.7.4 Cases concerning behaviours of an exceptional gravity

In case of a behaviour of an exceptional gravity, the President of the FIM, the FIM Executive Board may refer the case to the FIM MotoGP Court of Appeal which will hear such a case according to the procedures and time limits laid down by the Disciplinary and Arbitration Code.

3.4 Protests and Appeals

3.4.1 Right to protests

Any natural or legal person, holder of a FIM licence, who considers to be directly prejudiced, during a meeting sanctioned by the FIM, following dangerous, unsporting or fraudulent behaviour, riding or act, which has not been subject to a decision by the disciplinary bodies listed in article 3 has the right to protest against such behaviour, riding or act.

3.4.1.1 Scope of protests

A protest may be lodged against:

- an entry of a Rider, a Team or a Manufacturer,
- an alleged non-compliance of a machine with the regulations,
- a classification established at the end of a practice or a race,
- any alleged error, irregularity or breach of the regulations occurring during an event,
- a presumed wrongdoing behaviour of a competitor, not seen or not sanctioned by the FIM MotoGP Stewards, having occurred during an event.

However, no protest may be lodged against an immediate decision made by any judges of fact in the exercise of their duties, including but not limited to:

- a fine, resulting from a pit lane speeding, pit lane exit, or practice start violation.

- a change of position.
- a long lap penalty(ies).
- a time penalty given instead of any penalty not subject to protest.
- a ride through.
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices.
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.

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

No protest may be lodged against a decision of the Race Direction or FIM MotoGP Stewards Panel or any other judge of fact based on a jump start, a track limit violation or a photo finish.

3.4.1.2 Procedure and time limit for protests

All protests must be submitted in writing to the FIM MotoGP Stewards and signed only by the person or team directly involved.

Each protest must specify:

- the relevant regulations or infringed provisions,
- the concerns of the protesting party,
- against whom the protest is filed (when relevant).

Each protest must refer to a single subject only and must be directly filed to the FIM MotoGP Stewards Panel or via the Race Direction or IRTA.

In the case of Technical Regulation protests, for practical reasons, the intention of protest must be notified before the chequered flag of the session or race.

The protest must be formally filed in writing within 1 hour at the latest after the publication of the results*.

* publication of results includes the official notice/timekeeping board [digital or otherwise] together with time of publication, or the digital distribution of results by the Organiser. The latest communication/publication among those will be the basis to determine the protest time deadline.

A protest against the eligibility of a rider, team or a motorcycle to enter a class or event must be made before the start of the official practice. A protest against a machine on technical control compliance grounds (eg. weight, noise, materials, etc.) may be made after the start of official practice, and must be directly filed to the FIM MotoGP Stewards or via the Race Direction or IRTA before the chequered flag of the practice session or race concerned.

If the protest was not lodged in accordance with the relevant procedures set up by the regulations and/or the security deposit for appeal not paid within the dead line specified in article 3.4.1.2, the FIM MotoGP Stewards are entitled to declare inadmissible the protest without hearing.

3.4.1.3 Security Deposit for protests

Protests must be handed to a responsible official (Clerk of the Course, Race Director, FIM Steward or Secretary of the Meeting) together with the security deposit of 660 Euros or equivalent.

This security deposit may only be returned if the protest is upheld.

Teams and riders contracted to compete in the Championship may submit a letter of guarantee from IRTA instead of payment.

IRTA may also agree to cover the security deposit for the benefit of the FIM disciplinary authorities.

GP Commission Decision Jerez 26 April

In the case of protests referring to the alleged non-compliance of machines with the regulations and requiring the dismantling and re-assembly of clearly defined parts of a machine, an additional deposit may be specified in the Technical Regulations of the category (MotoGP) or by the Stewards on a proposal from the GP Technical Director. This additional deposit must be paid by the protester within one hour upon notification of the stewards and before the dismantling has started.

3.4.1.4 Hearing of a protest

After an immediate hearing, the FIM MotoGP Stewards Panel must make a decision on any protest presented. The protest has to be judged according to the provisions of the Regulations.

Decisions of the FIM MotoGP Stewards Panel taken during track activities (practice and races) may be communicated on monitors. Such communications on public screens are considered valid notification.

3.4.1.5 Effect of the decision upon a protest

The decision of the FIM MotoGP Stewards Panel of determination of penalty is immediate.

3.4.2 Right to appeal

Any natural or legal person, holder of a FIM licence and directly affected by a decision taken during a meeting under the authority of the FIM has the right to lodge an appeal against such a decision.

3.4.2.1 Scope of appeal

The rules concerning appeals against FIM disciplinary decisions are:

3.4.2.1¹ To the FIM Appeal Stewards against a decision of the FIM MotoGP Stewards Panel

No appeal may be lodged against a decision made by any judges of fact in the exercise of their duties, including but not limited to:

- a fine for speeding in the pit lane, pit exit line violation, or practice start violation.
- a change of position.
- a long lap penalty(ies) imposed for a Sprint or Race on that same day.
- a time penalty given instead of any penalty not subject to appeal.
- a ride through imposed for a Sprint or Race on that same day.
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices.
- 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 official practice sessions (or part thereof) imposed for a session on that same day.
- a grid penalty imposed for a Sprint or Race on that same day.

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 of a judge of fact based on a jump start, a track limit violation or a photo finish.

When no appeal may be lodged to the MotoGP Court of Appeal, the decision of the FIM Appeal Stewards is final.

3.4.2.1² To the MotoGP Court of Appeal against a decision of the FIM Appeal Stewards

No appeal may be lodged against a decision, including but not limited to:

- a fine for speeding in the pit lane, pit exit line violation, or practice start violation.
- a change of position.
- a long lap penalty(ies) **imposed for a Sprint or Race on that same event.**
- a time penalty given instead of any penalty not subject to appeal.
- a ride through **imposed for a Sprint or Race on that same event.**
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices.
- 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 **imposed for a session on that same event.**
- a grid penalty **imposed for a Sprint or Race on that same 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 of a judge of fact 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 MotoGP Stewards. 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, including but not limited to:

- a change of position.
- a long lap penalty(ies) **imposed for a Sprint or Race on that same event.**
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices.
- a ride through **imposed for a Sprint or Race on that same 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 fine for speeding in the pit lane, pit exit line violation, or practice start violation.
- a suspension from one or more practice sessions (or part thereof) of the **imposed for a session on that same event.**
- a grid penalty **imposed for a Sprint or Race on that same 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 of a judge of fact based on a jump start, a track limit violation or a photo finish.

3.4.2.2 Time limits for the lodging of an appeal

The time limit for lodging a statement of appeal is:

- | | |
|---|--------|
| - against a decision of the FIM MotoGP Stewards Panel | 1 hour |
| - against a decision of the FIM Appeal Stewards | 1 hour |
| - statement of appeal against a decision of the MotoGP Court of Appeal before the Court of Arbitration for Sports (CAS) | 5 days |

The time limits shall be taken from the date and time of receipt of the decision by the appellant.

3.4.2.3 Lodging of an appeal

To be admissible, the statement of appeal must be submitted in writing (appeal before the FIM Appeal Stewards) or submitted or sent by registered letter or special courier or by electronic mail to the FIM Executive Secretariat and postmarked (appeal before the MotoGP Court of Appeal).

The correct security deposit for appeal must be paid to the FIM MotoGP Stewards (appeal before the FIM Appeal Stewards) or paid in to the FIM Executive Secretariat (appeal before the MotoGP Court of Appeal).

Within 24 hours following the statement of appeal before the MotoGP Court of Appeal, the appellant assigns to the FIM Executive Secretariat a brief of appeal stating the facts.

If the appeal was not lodged **in accordance with the relevant procedures set up by the regulations** and/or the security deposit for appeal not paid within the deadline specified in Article 3.4.2.2, **the FIM Appeal bodies are entitled to declare inadmissible the appeal without hearing.**

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

3.4.2.4 Security deposit for appeals

The amount of the security deposit is 1'320 Euros.

Teams and riders contracted to compete in the Championships may submit a letter of guarantee from IRTA instead of payment.

IRTA may also agree to cover the security deposit for the benefit of the FIM disciplinary authorities.

GP Commission Decision Jerez 26 April

This security deposit may only be returned if the appeal is upheld.

3.4.3 Security deposit payable upon an adjournment

If an adjournment to call further witnesses is ordered upon the request of one of the parties involved, this party must provide an additional financial guarantee within a time limit to be fixed by the disciplinary body. The hearing will not be continued until this guarantee has been paid. In case of no provision of the guarantee within the time limit, the disciplinary body will make a determination on the appeal based on the evidence of the original witness.

3.4.4 Time limits to be observed for appeal hearings

The FIM Appeal Stewards must be convened to examine an appeal immediately after the brief of appeal is received.

The FIM Appeal Stewards must in all cases announce a decision immediately following the hearing of the appeal.

The MotoGP Court of Appeal must be convened to examine an appeal not later than 4 weeks after the brief of appeal is received.

The MotoGP Court of Appeal must in all cases pronounce a decision, within 4 weeks after the brief of appeal is received.

3.4.5 Effect of an appeal

On request of the appellant, the FIM Appeal Stewards may decide a stay of the provisional execution adjudicated by the FIM MotoGP Stewards Panel by injunction or in its decision.

On request of the appellant, the MotoGP Court of Appeal may decide a stay of the provisional execution adjudicated by the FIM Appeal Stewards by injunction or in its decision.

3.5 Procedure before all the Disciplinary and Arbitration Bodies

3.5.1 Right to a hearing

It shall be the unquestionable right of any person or body charged with any offence under the Regulations to defend themselves, either in person or by proxy.

Any party convened before a disciplinary or arbitration body has the right to be represented by one defense counsel of its own choice and at its own expense. Adequate notice of this intention must be given in order that this may also be notified to all other parties in the case.

Failure to do so may result in the disciplinary or arbitration body upholding an objection to such representation.

If any of the parties duly convened do not appear, judgment can be rendered by default.

The disciplinary or arbitration bodies may decide that the hearing take place by means of a telephone conference call or through any other means of communication using a telephone or electronic device. Such a method of conducting a hearing shall only take place with the consent of all parties involved.

3.5.2 The hearing

The hearing shall be public unless the disciplinary or arbitration body itself decides otherwise in exceptional circumstances.

The hearing shall be conducted in one of the official languages of the FIM. Should one of the parties wish to use another language, it shall provide the necessary interpreters at its own costs.

The appellant must be present or duly represented, failing which, the protest will not be admissible and the costs shall be borne by the appellant.

Once the Judge(s) has opened the proceedings, he/she will invite the parties involved to state their respective cases without the witnesses being present.

After statements of the parties concerned, the disciplinary or arbitration body shall hear the various witnesses and experts in order to complete the evidence. The parties involved in the case shall have the right to question all witnesses and experts on their evidence.

Any member of the disciplinary or arbitration body may, at any time during the hearing and with the Judge's approval, question any of the parties involved, the witnesses and experts.

3.5.3 Witnesses and Experts

Each party is responsible for the convening and appearance of its own witnesses, as well as their expenses unless decided otherwise by the Court.

The disciplinary or arbitration body has no authority to oblige the witnesses to swear on oath; therefore, testimony shall be given freely. The witnesses may only testify to the facts they know and shall not be allowed to express an opinion, unless the disciplinary or arbitration body should regard them as experts on a particular subject and should ask them to do so.

After having made their statements, the witnesses may not leave the Courtroom and shall not be allowed to speak to any other witness who has still to give evidence.

The Court may summon experts.

3.5.4 Judgement

Decisions of all disciplinary or arbitration bodies will be reached in camera by a simple majority of votes. All members will have equal voting rights which must be exercised when a decision is required. Abstention is not permitted.

Each member of the disciplinary or arbitration body binds himself to keep all deliberations secret.

3.5.5 Notification of judgements

The decisions of the FIM MotoGP Stewards Panel and of the FIM Appeal Stewards must be notified directly at the event venue, or failing that, addressed by registered letter with acknowledgement of receipt or by electronic mail.

All judgements of the MotoGP Court of Appeal must be notified, in writing, by registered letter with acknowledgement of receipt or by electronic mail in order to inform all the parties concerned.

3.5.6 Publication of judgements

The disciplinary or arbitration body imposing a penalty or adjudicating a protest or an appeal must have its findings published and quote the names of all parties concerned. The persons or bodies quoted in these statements have no right of action against the FIM nor against any person having published the statement.

Furthermore, final decisions will be published in the Media Centre unless the Court itself decides otherwise.

3.6 Costs of procedure

The costs of a disciplinary or arbitration decision will be assessed by the FIM Executive Secretariat and will be awarded against the losing party, unless the Court decides otherwise.

3.6.1 Payment of fines and costs

If the penalty is definitive, all fines must be paid into the Benevolent Fund before the beginning of the first practice of the second Grand Prix following the final decision. The costs must be paid to the FIM Executive Secretariat within 30 days of notification of the judgement decision according to Article 3.5.5.

The person or body affected by the decision shall be automatically suspended from participation in all FIM activities, until such time as full payment has been received.

3.7 Reciprocity of penalties

As a consequence of the agreement of reciprocity concluded on April 30th, 1949 between the 4 organisations controlling motorised sports internationally, i.e. in addition to the FIM, namely:

- the Fédération Internationale de l'Automobile (FIA)
- the Fédération Aéronautique Internationale (FAI)
- the Union Internationale Motonautique (UIM)

penalties of suspension or exclusion may also be applied to one or another of the sports represented by the above organisations, upon request of the FIM.

3.8 Law of Mercy

The Management Council, after consultation with the CJI President or upon his proposal, may mitigate or completely forgive the penalty of a person or group of persons after having exhausted all the appeal procedures.

3.9 Arbitration Clause

Final decisions made by the disciplinary bodies or the General Assembly of the FIM may be submitted exclusively to the Court of Arbitration for Sport by way of appeal within the time limit as laid down in article 3.4.2.2, which shall have exclusive authority to impose a definitive settlement in accordance with the Code of Arbitration applicable to sport.

4. CIRCUIT STANDARDS

Circuit standards will be defined by the “FIM Standards”.

5. MEDICAL CODE

- a) The Medical Code contains guidelines, standards and requirements for the following: medical fitness in order to obtain a rider's licence (5.1 - 5.2.4), medical services at events (5.3 – 5.3.14), procedure in the event of an injured rider – (5.3.15), insurance (5.4), professional confidence (5.5), statistics (5.6) and documentation [Appendices A, B, C, D, E, F, G, H1, L, M, N, O].
- b) The GP Medical Code is contained within the FIM Grand Prix World Championship Regulations and reflects the relevant sections within the FIM Medical Code. The requirements of the Medical Code must be met at all FIM Grand Prix World Championship (FIM GP WC) events.
- c) In circumstances not covered explicitly by the FIM Medical Code, if such a situation occurs during an event, a binding decision will be made by mutual agreement between the CMO, Medical Director and FIM Medical Officer.
- d) Any amendments to this Grand Prix Medical Code must be approved by the GP Commission.
- e) The FIM Grand Prix World Championship: Moto3, Moto2 and MotoGP will be herein collectively referred to as “GP”.

5.1 INTRODUCTION

MEDICAL CERTIFICATE AND EXAMINATION

- a) Every rider taking part in motorcycle competition events must be medically fit. For this reason a satisfactory medical history and examination are essential. It is the responsibility of the rider to immediately inform the relevant FIM Medical Officer and the CMO of any state of health or medical condition or any deterioration in their health or medical condition that may adversely affect their ability to ride or compete safely. Failure to do so will result in an immediate exclusion from competition and may lead to further sanctions.
- b) The medical certificate is valid for not more than one year. In the event of serious injury or illness occurring following the issue of a medical certificate, a further examination and medical certificate are necessary.

5.1.1 GUIDELINES FOR THE EXAMINING DOCTOR

The examination should be performed by a doctor familiar with the applicant's medical history. The examining doctor must be aware that the person to be examined is applying for a licence to participate in motorcycle events. The purpose of the examination is to determine whether the applicant is physically and mentally fit to control a motorcycle in order to ensure the safety of other riders, officials and spectators during an event, having regard to the type of event for which the rider is applying.

Certain disabilities exclude the granting of a licence.

A) LIMBS

The applicants should have sufficient function of their limbs to permit full control of their machine during events. In the case of loss or functional impairment of all or part of a limb or limbs the applicant must be referred for the opinion of the medical commission of his FMN and of the FIM, if necessary.

B) EYESIGHT

- a) The minimum corrected visual acuity must be 6/6 [10/10] with both eyes open together. The minimum field should measure 160 degrees, 30 degrees vertical.
- b) Spectacles, if required, should be fitted with shatterproof lenses and contact lenses, if worn, should be of the "soft" variety.
- c) Double vision is not compatible with the issuing of a competition licence.
- e) The applicant must have normal colour vision, in that they can distinguish the primary colours of red and green. If there is any doubt, a simple practical test is recommended under conditions similar to those of a race.

C) HEARING AND BALANCE

A licence can be issued to an applicant with impaired hearing but not to an applicant with a disturbance of balance.

A rider with impaired hearing must be accompanied at the riders briefing by a person with normal hearing who can communicate the information either by signing or in writing. The rider must wear a clearly visible tag that identifies him/her as hearing-impaired to the marshals and medical personnel in case of an accident/incident. The rider must also comply with the requirements of Article 5.2.4 of the FIM GP Medical Code.

D) DIABETES

In general, it is not considered advisable for diabetics to enter motorcycle events.

However, a well-controlled diabetic not subject to hypoglycaemic or hyperglycaemic attacks, and having no neuropathy nor any ophthalmoscopic evidence of vascular complications, may be passed as fit to compete.

E) CARDIO-VASCULAR SYSTEM

In general, a history of myocardial infarction or serious cardio-vascular disease would normally exclude a rider. Special attention should be paid to blood pressure and cardiac rhythm disorders. In such cases a certificate from a cardiologist including the results of any test the cardiologist considers necessary, must be submitted with the medical examination form.

F) NEUROLOGICAL AND PSYCHIATRIC DISORDERS

In general, applicants with a serious neurological or psychiatric disorder will not be granted a licence.

G) FITS OR UNEXPLAINED ATTACKS OF LOSS OF CONSCIOUSNESS

A licence will not be issued if the applicant suffers from epilepsy, has suffered a single epileptic fit, or has suffered any episodes of unexplained sudden loss of consciousness during a period of **the previous 5 (five) years**. If no other epileptic fit or other unexplained sudden loss of consciousness has occurred during these 5 (five) years, **and the applicant has not taken any medication to prevent epilepsy for 5 (five) years**, the applicant may be granted a **licence after review of a report from a specialist neurologist indicating that the risk of a further fit, seizure or episode is at an acceptable level to permit participation in racing**.

H) USE OF WADA PROHIBITED SUBSTANCES

Applicants using substances included in the WADA Prohibited List will not be accepted except with a valid Therapeutic Use Exemption (TUE) approved by the FIM.

I) ALCOHOL

1. Applicants with an alcohol addiction will not be accepted.
2. For safety reasons riders must not participate in competition if they are found to have a blood alcohol concentration superior to the threshold of 0.10. g/L.
3. The presence of alcohol in concentration higher than the threshold and the consumption/use of alcohol (ethanol) are prohibited in motorcycling sport during the *in-competition period and will be considered as a violation of the Medical Code.
4. Such violation(s) of the Medical Code will be sanctioned as follows:
 - The riders will be immediately excluded and disqualified from the relevant event by the FIM MotoGP Stewards. Further sanctions may be applied in accordance with the FIM Disciplinary & Arbitration Code and/or the relevant Sporting Regulations.
5. For the purpose of the alcohol testing procedure, the in-competition* period is defined as the period commencing 12 hours before the rider rides his bike for the first time during the event**, ending thirty (30) minutes after the end of the last race*** in his class and category. This is the minimum period of time that riders should abstain from alcohol prior to competition for safety reasons. For the avoidance of doubt the possession, use and consumption of alcohol during the podium ceremony is not considered a violation under the FIM Medical Code providing that the podium ceremony takes place at the end of the event.
6. Detection will be conducted by analysis of breath and/or blood. The alcohol violation threshold is equivalent to a blood alcohol concentration of 0.10 g/L.
7. Riders may be subject to alcohol breath and/or blood testing.

** Event is a single sporting event composed, depending on the discipline, of practice sessions, qualifying practice sessions and race(s).

J) MEDICATION & DRUGS

Applicants will not be accepted if they are using medication including those legitimately prescribed with potentially adverse side effects that could pose a risk to the safety of the rider or others during competition. This includes drugs that cause sedation, blurred vision, psychomotor retardation or other side effects that can adversely affect their ability to have full and complete control of a motorcycle in competition.

K) TREATMENT WITH PROHIBITED SUBSTANCES OR METHODS AT EVENTS

Any treatment requiring a prohibited substance or method to be used by any doctor to treat a rider during an event must be discussed and agreed with the FIM Medical Officer. If this is required a TUE must be submitted immediately for retroactive approval to be received by the FIM no later than the following day after the event.

L) ANAESTHESIA

Riders will not be permitted to participate in practice or competition until at least 48 hours have elapsed following any general, epidural, spinal or regional anaesthesia.

See also 5.2.3 and appendix D.

M) CONCUSSION

Assessment of the injured rider and return to competition should be in accordance with the guidelines for the assessment and management of concussion as contained within the Consensus Statement On Concussion In Sport — The 5th International Conference On Concussion in Sport held in Berlin, October 2016.

See also Art. 5.2.3 and appendix D.

In the event of a suspected concussion the rider should be assessed using a recognised assessment tool such as SCAT6 or similar (see appendix D). If the assessment confirms a concussion the rider should immediately be excluded from competition for at least the rest of the event. Prior to returning to competition the rider should be assessed for and provide documentary evidence of a return to normal neuro-psychological function using for example the IMPACT system, functional MRI scan or similar in accordance with the current International Consensus Statement on Concussion in Sport.

N) PROCEDURE IN CASE OF DOUBT OF MEDICAL FITNESS

The examining doctor may not feel able to approve an applicant on medical grounds. In such a case he should complete the certificate, having ticked the relevant box, sign it, and then send it to the applicant's FMN with his observations, including past history. If necessary, he should request that the applicant be examined by a member of the medical committee of the FMN or a doctor appointed by the FMN.

If, following the rider being assessed as being medically fit to participate in competition evidence emerges of a medical condition that represents a significant risk to the rider and/or other competitors, the Medical Director, FIM Medical Director/Officer together with other relevant parties such as the CMO and FMN doctor have the right to withdraw the riders' licence at any time until further assessment of the rider is undertaken and a subsequent satisfactory medical report is provided to the FMN and Medical Director and FIM Medical Director/Officer.

O) THE USE OF INTRAVENOUS FLUIDS

In accordance with Section M2.2 of the **2024** WADA Prohibited List Intravenous infusions and/or injections of more than a total of 100 mL per 12 hour period are prohibited except for those legitimately received in the course of hospital treatments, surgical procedures or clinical diagnostic investigations.

Intravenous fluids must therefore not be administered to any competitor during any event from the official start time of the event until the official event end time unless by the official FIM approved medical service for the event. In all cases there should be a formal medical need for the fluids demonstrated by documented assessment of the rider's medical condition including their vital signs. Rehydration should be sufficient to return vital signs to normal and no more. If the rider's medical condition is such that treatment requiring the use of intravenous fluids is necessary during an event he will not be permitted to compete for at least the remainder of that day. Return to competition will require a further medical assessment to ensure he is medically fit to do so.

P) ORAL HYDRATION

Where the temperature is sufficient to cause significant risk of dehydration as assessed by the CMO or Medical Director or FIM Medical Officer, the organiser must make drinking water in sufficient quantities for all competitors and officials as soon as possible and within a time frame to address the risk. Where possible the need for water should be assessed before the event start.

Q) COST OF MEDICAL EXAMINATION

Any fee arising from the examination or completion of the medical certificate is the responsibility of the applicant.

5.1.2 AGE OF RIDERS

Refer to Art. 1.10

5.2 SPECIAL MEDICAL EXAMINATION

At any time during an event a special medical examination may be carried out (this may include urine dipstick testing for drugs) by an official doctor or by another doctor nominated by the Chief Medical Officer (CMO) at the request of the Race Director, Medical Director or FIM Medical Officer.

5.2.1 REFUSAL TO UNDERGO SPECIAL MEDICAL EXAMINATION

Any rider who refuses to submit himself to such special medical examination must be excluded from the event, and his case notified to the Race Direction and the FIM.

5.2.2 LIST OF MEDICALLY UNFIT RIDERS (Appendix G)

The CMO shall examine all riders listed as medically unfit who wish to compete in order to assess their medical fitness to do so the day before they use a motorcycle on the track. The list of medically unfit riders shall be supplied by the Medical Director and/or FIM Medical Officer, who will attend this examination. The information provided on this list must be treated in the strictest confidence and must be only made available to the Medical Director, FIM Medical Director, FIM Medical Officer and the CMO at the event. It is the rider's responsibility to inform the Medical Director, FIM Medical Officer and CMO of any injury or illness sustained between events for inclusion in the list.

5.2.3 MEDICAL FITNESS TO RACE

- a) A rider must be sufficiently medically fit to control his machine safely at all times. There must be no underlying medical disorder, injury or medication that may prevent such control or place other riders at risk. Failure of a rider to disclose such a condition may lead to the application of sanctions.
- b) Riders will not be permitted to participate in practice or competition until at least 48 hours have elapsed following any general, epidural, spinal or regional anaesthesia.
- c) In the event of a suspected concussion the rider should be assessed and managed in accordance with the guidelines for the assessment and management of concussion as contained within the Consensus Statement On Concussion In Sport — The 5th International Conference On Concussion in Sport held in Berlin, October 2016. The rider should be assessed using a recognised assessment tool such as SCAT5 or similar. If the assessment confirms a concussion the rider should immediately be excluded from competition for at least the rest of the event.
- d) Prior to returning to competition the rider should be assessed for and provide documentary evidence of a return to normal neuro-psychological function using for example the IMPACTsystem, a functional MRI or similar in accordance with the current International Consensus Statement on Concussion in Sport.
- e) Following injury or illness, the decision regarding medical fitness to return to competition is normally at the discretion of the CMO. The decision should be made on an individual case by case assessment and informed by relevant medical reports from the practitioner treating the rider including details of X-rays, scans, other investigations and any interventions which must be provided to the CMO, if available before assessing a rider's fitness to return to competition. As necessary and appropriate decisions regarding fitness to compete should be made in consultation with the Medical Director and/or FIM Medical Officer.

The following information should be provided as relevant for the medical assessment to return to competition:

Head injury and concussion:

- Hospital medical reports including neurological / neurosurgical
- SCAT assessments
- Cerebral MRI reports

Abdominal/thoracic injury:

- Medical report confirming resolution of injury and return to normal function and activity
- Radiology reports of computerised tomography (CT) or MRI scans demonstrating progress and resolution of injuries to internal organs (lungs, liver, spleen, kidneys) with particular reference to vascular injury

Significant musculoskeletal injuries (such as fractures requiring surgery, compound or complex fractures):

- Full medical report of the injury, interventions, progression, and outcomes
- Medical discharge report indicating any potential sequelae including risk from further injury
- Radiological confirmation of sufficient resolution of injury including post-surgical helical CT scan

In case of doubt, the CMO, the MotoGP Medical Director and the FIM Medical Officer can request further opinion on the reports and evidence provided for resolution (fit or unfit).

5.2.4 RIDERS WITH SPECIAL MEDICAL REQUIREMENTS

Riders with certain medical conditions and who may require special treatment in the event of injury, or who have been in hospital during the previous 12 months or who are being treated for any medical conditions are responsible for informing the CMO, Medical Director and FIM Medical Officer, before the event regarding their condition and that they may require such special treatment.

5.3 MEDICAL SERVICES AT EVENTS

- a) Any treatment at the circuit during an event is free of charge to the riders. The costs for transferring an injured rider to a hospital designated by the CMO are the responsibility of the organiser of the event.
- b) Medical services must guarantee assistance to all riders as well as any other authorised persons injured or taken ill at the circuit during event.

- c) A medical service for the public, separate from the above services must be provided by the event organisers. This service is not described in this code but must conform to any regulation enforced by the relevant country and reflect the size of crowd expected. This service must be controlled by a deputy CMO or other doctor but not directly by the CMO.
- d) Unless otherwise authorised by the rider, the CMO, the Medical Director and FIM Medical Officer, the MotoGP Health Center and other members of the medical services, are not authorised to make statements to any third party, other than immediate relatives, about the condition of injured riders, without reference to and authorisation from the FIM and Dorna.
- e) Appropriate medical services are defined as follows:
 - 1. During all official track activity a fully functional medical services, including medical centre, ground posts, vehicles, helicopter and personnel in accordance with the circuit medical homologation.
 - 2. During the days with track activity as well as the day before it begins the Medical Centre must be fully staffed in accordance with the medical homologation from 08:00 hrs or at least 1 hour before the track activity commences until 20:00 hrs or at least three hours after the end of the last race or track activity.
 - 3. The CMO, Medical Intervention Team (MIT) personnel, Medical Centre personnel and the FIM Medical Officer must attend the simulation and training on the day prior to the event. All appropriate medical vehicles, equipment and devices must also be available.
 - 4. At all other times when there is no official track activity as above from 08.00 hrs on the Monday before the event until 20.00 hrs on the day after the event there must always be a doctor and a nurse/paramedic with an ambulance available at the medical centre.
- f) At events where no one sleeps in the paddock overnight it may be permissible following consultation with the FIM Medical Officer to not have any medical staff available from 23:00 hrs to 07:00 hrs.
- g) The full Medical service available for FIM events must remain in place for any national or supporting races that occur during FIM events and that the FIM procedure in case of serious/fatal accidents must be followed.

5.3.1 TERMS OF REFERENCE OF THE CHIEF MEDICAL OFFICER (CMO)

The CMO:

1. Is a holder of the corresponding FIM GP CMO Superlicence. This licence is valid for a maximum term of one year and shall be issued by the FIM.
2. Is appointed by the FMNR/Organiser.
3. Should be the same throughout the event.
4. Must be able to communicate in at least one of the FIM official languages, either English or French.
5. Should be familiar with the FIM Medical Code and FIM Anti-Doping Code.
6. Must be named in the event information.
7. Must be a fully registered medical practitioner authorised to practice in the relevant country or state in which the event is taking place.
8. Must have malpractice insurance appropriate to the relevant country or state, where the event is being held.
9. Must have attended and successfully completed an FIM CMO seminar in the past 3 years before the license will be issued and an FIM CMO Superlicence seminar which takes place every year.
10. Must be familiar with the circuit and the organisation of the medical services at which he/she is appointed.
11. Must be familiar with the principles of emergency medical care and the associated organisational requirements necessary for a circuit medical service to deliver effective emergency medical interventions to injured riders in keeping with current accepted best practice.
12. Is responsible for the positioning of medical and paramedical personnel and vehicles under his control.
13. Must complete the FIM CIRCUIT CMO QUESTIONNAIRE (appendix F) and return it to the FIM, Medical Director and FIM Medical Officer at least 60 days prior to the event. Failure to comply with this deadline may result in sanctions being applied. The Circuit CMO Questionnaire must be accompanied by:

- a) A medical plan and maps of the medical service including the position and number of all of the medical resources including all personnel and vehicles.
 - b) A plan of the circuit medical centre.
 - c) A map showing the location, distances and routes to the designated hospitals.
 - d) A list of the doctors including a brief professional curriculum vitae of their experience and qualification relevant to the provision of out of hospital emergency medical care. This should be presented at the latest on the day before the event following the initial track safety inspection.
14. No alterations to the questionnaire and associated medical plan and circuit map showing the position of the medical personnel and vehicles, are permitted without previous consultation with the Medical Director and/or FIM Medical Officer.
15. Must contact, in writing, at least 60 days before the event, hospitals in the vicinity of the event that are able to provide the following specialist services, and include them in the questionnaire:
- a) CT Scan
 - b) MRI
 - c) Trauma resuscitation
 - d) Neurosurgery
 - e) General surgery
 - f) Vascular surgery
 - g) Trauma and Orthopaedic surgery
 - h) Cardio-Thoracic surgery
 - i) Intensive Care
 - j) Burns and plastic surgery

16. Must send copies electronically to the FIM, Medical Director and FIM Medical Officer at least 30 days before the event and have available at the event the letters they have written to the hospitals and copies of the letters of confirmation that every hospital to be used for treatment of injured persons is aware that the event is taking place and is prepared to accept and treat injured riders with minimum delay. The letter of confirmation of every hospital must mention its equipment (x-ray, scanner etc.) the name (and telephone numbers) of the doctor in charge for each day and a map showing the quickest route from the circuit to the hospital.
17. Any change to the above mentioned information must be immediately forwarded to the Medical Director, FIM Medical Officer and to the FIM.
18. Should attend the meetings of the Event Management Committee.
19. Must attend the safety track inspection together with the Clerk of the Course and the Race Director/Direction one day prior to the first practice session.
20. Will collaborate with the Medical Director and/or FIM Medical Officer to organize a simulation of a medical intervention on the day prior to the first practice session.
21. Must brief the medical personnel prior to the start of the first practice session of the event, as well as debrief the staff after the event.
 - a) This briefing should include practical scenario-based examples of incident responses.
 - b) Compulsory scenario-based demonstration and training in the initial response to and management of an injured rider should take place on the day before the event and be attended by the CMO, Medical Director and FIM Medical Officer.
 - c) To inspect the circuit with the Medical Director, FIM Medical Officer, Clerk of the Course and Race Director the day before the first practice session. A further check will be made no later than 30 minutes before the first practice session or race each day to ensure that all medical facilities and staff, including the medical centre are ready to function and in accordance with the agreed medical plan and the Medical Code, and to report any shortcomings to the Medical Director, FIM Medical Officer and Race Director and FIM Safety Officer.

22. When motorcycles are on the track the CMO;
- a) must be stationed in Race Control.
 - b) must be in close proximity to and liaise directly with the FIM Medical Officer, Clerk of the Course and Race Director.
 - c) must be in direct communication with the medical ground posts, ambulances, medical vehicles and medical centre at all times, and test this communication at the start of each day before or during the medical assessment.
 - d) provide immediate updates from trackside medical personnel to the Medical Director, FIM Medical Officer and Race Direction regarding the condition of any injured rider in order to facilitate the most appropriate medical response to their condition.
 - e) participate with the FIM Medical Officer and Race Direction in the immediate deployment of appropriate medical resources to injured riders.
23. Must recommend to the Race Director/Clerk of the Course that a practice session or a race be stopped if:
- a) There is danger to life or of further injury to a rider or officials attending an injured rider if other riders continue to circulate.
 - b) The Medical personnel are unable to reach or treat a rider for any reason.
 - c) If a rider is unconscious, or suspected of having a spinal or other serious injuries and will require prolonged trackside medical intervention, such information must be communicated immediately to the CMO by ground post personnel.
 - d) There is a risk of physiological harm to riders or of inability by riders to control their motorcycle, due to extreme weather conditions. In such circumstances of actual or potential harm from extreme weather conditions such as extreme heat the CMO and Medical Director or FIM Medical Officer should consider and recommend to the Race Direction that the race distance and length of sessions be adjusted accordingly with the provision of adequate periods for rest, recovery and rehydration. If necessary and appropriate the CMO, Medical Director and FIM Medical Officer can recommend that the race be stopped.

24. Must inform and update the Medical Director and FIM Medical Officer regarding the condition of injured riders and liaise with the relevant hospitals to ascertain and report the progress of their condition and treatment.
25. Will prepare a list of injured riders (Medically Unfit List) to be given to the Medical Director and FIM Medical Officer.
26. Shall ascertain that fallen riders during practice are medically fit to continue in competition. All riders injured during an event who refuse or avoid a Special Medical examination must be placed on the medically unfit list.
27. 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.
28. Will meet with the Medical Director and/or the FIM Medical Officer every morning after the medical assessment, and every afternoon after the official activity has ended to discuss the medical interventions and the status of any injured riders. Evaluation of the interventions should include video of the performance of the medical activity.

Such evaluation will then be included in and inform the subsequent briefing of the medical personnel by the CMO.
29. To participate with the Medical Director, FIM Medical Officer and FIM Medical Representative if present in decisions regarding riders who have been injured and who wish to compete.
30. Must ensure an interpreter in English is available in the hospital permanently when an injured rider is there.
31. Must send electronically the completed Appendices A, **G** and L to the FIM Medical Department at cmi@fim.ch by the day following the event. (The forms are available from the FIM Medical Department and [FIM website \(Medical\)](#)).
32. Must liaise with the Medical Director and/or FIM Medical Officer during the year before the event to manage and improve the medical service in any way necessary and ensure the requirements of the FIM Medical Code are completely respected.

5.3.2 MEDICAL DIRECTOR

The Medical Director will be appointed by the Contractual Partner.

The duties of the Medical Director shall be:

1. The CMO's point of reference for all medical aspects during the week of the race, as well as the months before during its preparation in collaboration with the FIM Medical Officer.
2. To ensure that all aspects of the medical service including the local medical service, the MotoGP Health Center and the FIM Medical Intervention Team are to the required standards.
3. To be able to communicate at all times with all elements of the medical service in order to be fully informed of any medical issues.
4. To inspect the circuit with the CMO, FIM Medical Officer, Clerk of the Course and Race Director the day before the first practice session. A further check will be made no later than 30 minutes before the first practice session or race each day to ensure that all medical facilities and staff, including the medical centre are ready to function and in accordance with the agreed medical plan and the Medical Code, and to report any shortcomings to the CMO, FIM Medical Officer and Race Director and FIM Safety Officer. To receive from the CMO a signed copy of the FIM Circuit Medical Report Form and the medical plan as agreed during the FIM Medical Homologation and to ensure that the facilities comply with it.
5. To ensure in collaboration with the FIM Medical Officer and CMO that all necessary steps are taken to address any deficiencies in the medical plan or performance of the medical responses.
6. To inform the Race Director in consultation with the FIM Medical Officer and CMO of any situations where it may be necessary to stop the event in order to deploy the medical intervention vehicles.
7. To in conjunction with the FIM Medical Officer and CMO ensure that the intervention in the event of an injured rider is adequate, timely and appropriate.
8. To participate as necessary with the CMO and the FIM Medical Officer in decisions regarding riders who have been injured and who wish to compete and there is uncertainty as to their medical fitness to do so.

9. To assist the FIM Medical Officer in ensuring the requirements of the FIM Medical code are met.
10. To meet with the CMO and the FIM Medical Officer every morning after the medical assessment, and every afternoon after the official activity has ended to discuss the medical interventions and the status of any injured riders. Evaluation of the interventions should include video of the performance of the medical activity. Such evaluation will then be included in and inform the subsequent briefing of the medical personnel by the CMO.
11. To visit the designated hospital for a first event or if there is a change in the designated hospital to ensure the services provided are in accordance with the FIM Medical Code.
12. Must liaise with the FIM Medical Officer and CMO during the year before the event to manage and improve the medical service in any way necessary and ensure the requirements of the FIM Medical Code are completely respected.

5.3.3 FIM MEDICAL OFFICER

The FIM Medical Officer at an event will be a member of the FIM Medical Commission.

The duties of the FIM Medical Officer will be:

1. The CMO's point of reference for all medical aspects during the week of the race, as well as the months before during its preparation in collaboration with the Medical Director.
2. To represent and be responsible to the FIM and the FIM International Medical Commission.
3. To undertake as required medical assessments for the FIM Medical Homologation of the circuit and to make relevant recommendations accordingly.
4. To visit the designated hospital for a first event or if there is a change in the designated hospital to ensure the services provided are in accordance with the FIM Medical Code.
5. To receive and review the CMO Medical Questionnaire in advance of the event to confirm it is in compliance with the FIM Medical Homologation and the FIM Medical Code.

6. To ensure the medical service provision is in accordance with the requirements of the FIM Medical Code.
7. To inspect the circuit with the Medical Director, CMO, Clerk of the Course and Race Director the day before the first practice session. A further check will be made no later than 30 minutes before the first practice session or race each day to ensure that all medical facilities and staff, including the medical centre are ready to function and in accordance with the agreed medical plan and the Medical Code, and to report any shortcomings to the Medical Director, CMO and Race Director and FIM Safety Officer.
8. To be present in Race Control when motorcycles are on the track to observe the performance of the medical responses and to direct and advise the CMO and Race Direction accordingly.
9. To liaise with the CMO and the MotoGP Health Center during medical interventions and when medical care is being provided to riders.
10. To obtain from the CMO at the end of each practice session or race a list of fallen riders and to ensure that the list of medically unfit riders held by the CMO is up to date to ensure medically unfit riders are not allowed on the circuit.
11. To be in direct communication with the members of the FIM Medical Intervention Team, as well as the drivers of these vehicles.
12. To inform the Race Director in consultation with the CMO of any situations where it may be necessary to stop the event in order to deploy the medical intervention vehicles.
13. To observe and advise the application of the FIM Medical Code and make recommendations accordingly.
14. To inform the Chief Steward, the FIM Medical Commission, the Medical Director and if necessary the Race Direction of any medical arrangement that contravenes the FIM Medical Code.
15. To participate with the Medical Director and CMO in the daily inspections of the track to ensure that medical facilities are in accordance with the agreed medical plan and Medical Code and to report any shortcomings to the Race Director, FIM Safety Officer, Medical Director and CMO as appropriate.

16. To ensure in collaboration with the Medical Director and CMO the response of the medical service is fit for purpose and to the required standard on the track and in the medical centre through direct observation and in Race Control.
17. To ensure in collaboration with the Medical Director and CMO that all necessary steps are taken to address any deficiencies in the medical plan or performance of the medical responses.
18. To in conjunction with the Medical Director and CMO ensure that the intervention in the event of an injured rider is adequate, timely and appropriate.
19. To assist the Medical Director and CMO in ensuring the medical service provision is to the required operational standard.
20. To participate as necessary with the CMO and the Medical Director in decisions regarding riders who have been injured and who wish to compete and there is uncertainty as to their medical fitness to do so.
21. To attend Event Management Committee meetings.
22. Will meet with the CMO and Medical Director every morning after the medical inspection, and every afternoon after the official activity has ended to discuss the medical interventions and the status of any injured riders. Evaluation of the interventions should include video of the performance of the medical activity. Such evaluation will then be included in and inform the subsequent briefing of the medical personnel by the CMO.
23. To provide a full written report to the FIM regarding the performance of the medical service and the status of the medical homologation with if necessary any recommendations required for improvement.
24. To provide a full written report to the CMO with an evaluation of the Medical Service during the weekend. The report should include aspects requiring improvement prior to the next race and reflect good practice by the medical service during the event.
25. To receive from the CMO the List of Medically Unfit riders and forward it to the CMO of the next event.
26. Must liaise with the Medical Director and CMO during the year before the event to manage and improve the medical service in any way necessary and ensure the requirements of the FIM Medical Code are completely respected.

5.3.4 OTHER DOCTORS

- a) Any injured rider must first be seen and assessed by the official event medical personnel for emergency treatment and be declared medically fit or unfit to compete as appropriate. He may then attend any other doctor of his choice. If the CMO advises against this, the rider must sign a declaration that he is seeking other advice and treatment (appendix C).
- b) Any rider, who, after treatment by a doctor not part of the event team, wishes to compete, must first obtain authorisation for this from the CMO of the event or his deputy, who should be provided with a report of any investigations or interventions and consider any recommendation by the doctor treating him.

5.3.5 FIM MEDICAL INTERVENTION TEAM

- a) In order to ensure the highest standard of immediate medical care to injured riders two vehicles type A (Medical Intervention Vehicles) with a professional driver will be provided by the promoter at all races. Their role will be the provision of immediate trackside medical assistance in the event of serious injury, until transfer to the medical centre or hospital. These vehicles must be in position for any session to start.
- b) The personnel of these vehicles must be present the day before the start of the event for the track inspection as well as the scenario based demonstration and training. The personnel of these vehicles will be in direct communication with the CMO, Medical Director and/or FIM Medical Officer throughout the event.

5.3.5.1 FIM MEDICAL INTERVENTION TEAM PERSONNEL

Each FIM Medical Intervention vehicle will have:

- a) A doctor with a FIM Medical Intervention Team Doctor License, which will only be granted to doctors who:
 - 1. are fully qualified, registered and licensed medical practitioners.
 - 2. have a specialist qualification in a relevant medical specialty such as anaesthetics (anaesthesiology), intensive care medicine, emergency medicine, pre-hospital emergency care, trauma medicine etc.
 - 3. have a minimum of 5 years relevant specialist experience and training.

4. have appropriate medical malpractice insurance for the country in which the event is taking place.
 5. can provide evidence of ongoing involvement in resuscitation and provision of emergency and acute care to patients with significant trauma in a hospital or out of hospital environment.
 6. can provide evidence of ongoing professional development and training in the management of patients with polytrauma.
 7. can communicate in English.
 8. must participate in the Medical Intervention Simulation and training following the track inspection on the day prior to the first practice session of the event in which they will take part.
- b) A nurse or paramedic with a FIM Intervention Team License, which will only be granted to nurses or paramedics who:
1. are fully professionally qualified and registered.
 2. have a specialist qualification in a relevant specialty such as anaesthetics (anaesthesiology), intensive care medicine, emergency medicine, pre-hospital emergency care, trauma medicine etc.
 3. have a minimum of 5 years' experience in a relevant speciality.
 4. have appropriate medical malpractice insurance for the country in which the event is taking place.
 5. can provide evidence of ongoing involvement in resuscitation and provision of emergency and acute care to patients with significant trauma in a hospital or out of hospital environment.
 6. can provide evidence of ongoing professional development and training in the management of patients with polytrauma.
 7. can communicate in English.
 8. must participate in the Medical Intervention Simulation and training following the track inspection on the day prior to the first practice session of the event in which they will take part.

5.3.5.2 DEPLOYMENT OF FIM MEDICAL INTERVENTION VEHICLES

- a) The FIM Medical Intervention vehicles will be deployed by the Race Director when the race or practice session is interrupted following the display of the red flag on the recommendation of and in consultation with the CMO, FIM Medical Officer or Clerk of the Course.
- b) When a rider is unconscious, or suspected of having a spinal or other serious injuries and will require prolonged trackside medical intervention such information must be immediately communicated by ground post personnel to the CMO who will immediately inform the Race Director that a red flag is required. Once the red flag has been established in a situation as described above the FIM Medical Intervention Vehicles will always be deployed by the Race Director.
- c) When the FIM Medical Intervention Vehicles are deployed, the ground post staff will provide treatment without moving or transferring the rider. Once the FIM Medical Intervention Vehicles have arrived, the ground post staff will provide assistance to the FIM Medical Intervention Team.

5.3.6 THE MOTOGP HEALTH CENTER

The MotoGP Health Center is coming to the FIM GP WC from 2023 and will provide a range of preventative care and treatment, including new physiotherapy methods to help riders recover from and prepare for their time on track.

The full MotoGP Health Center world-leading facility will be on the ground at every Grand Prix in Europe, and the same roster of treatments, staff and services will be available **for all GP events**.

5.3.7 QUALIFICATION OF MEDICAL PERSONNEL

5.3.7.1 QUALIFICATION OF DOCTORS

Any doctor participating at a motorcycle event who will provide initial medical interventions to an injured rider either at the trackside, in the medical centre or during transport to hospital:

- a) must be a fully qualified and registered medical practitioner.
- b) must be authorised to practice in the relevant country or state.
- c) must be qualified in and able to carry out emergency treatment and resuscitation.

5.3.7.2 QUALIFICATION OF PARAMEDICS OR EQUIVALENT

Any paramedic or equivalent participating at a motorcycle event:

- a) must be fully qualified and registered as required by the relevant country or state.
- b) must be experienced in emergency care.

5.3.7.3 IDENTIFICATION OF MEDICAL PERSONNEL

All medical personnel must be clearly identified.

All doctors and paramedics must wear a garment clearly marked with “DOCTOR” or “DOCTEUR” and “MEDICAL” respectively, preferably in red on a white background on the back and on the front.

5.3.8 VEHICLES

5.3.8.1 DEFINITION OF VEHICLES

Vehicles are defined as follow:

Type A: A vehicle for rapid intervention at accident areas to give the injured immediate assistance for respiratory and cardio-circulatory resuscitation.

This vehicle should have “MEDICAL” clearly marked on it in large letters. The type of vehicle used should be appropriate for this purpose in the relevant discipline.

Type B: A highly specialised vehicle for the provision of advanced treatment, transport and can serve as a mobile resuscitation centre.

Type C: A vehicle capable of transporting an injured person on a stretcher in reasonable conditions.

5.3.9 MINIMUM MEDICAL REQUIREMENTS FOR EVENTS

- a) The medical service comprising of equipment, vehicles and personnel must be organised in such a way and in sufficient number to ensure that an injured rider can be provided with appropriate and all necessary emergency treatment with the minimum of delay and to facilitate their rapid transfer to further medical treatment in an appropriately equipped medical centre or definitive medical care in a hospital with the necessary facilities to deal with their injuries or illness should this be required.
- b) The CMO will therefore determine the number, location and type of vehicles, helicopter, equipment and personnel that are required to achieve this for a specific event taking into consideration the circuit and event location.
- c) The minimum medical requirements will be subject to confirmation and agreement following assessment and review by the Medical Director and FIM Medical Officer.
- d) A doctor or doctors must be available to provide initial medical intervention directly or following initial assessment and treatment by the paramedic teams.
- e) In all cases the medical equipment and personnel must be capable of providing treatment for both serious and minor injuries in optimal conditions and with consideration for climatic conditions.

Where the temperature is sufficient to cause significant risk of dehydration as assessed by the CMO or Medical Director or FIM Medical Officer, the organiser must make drinking water available in sufficient quantities for all competitors and officials as soon as possible and within a time frame to address the risk. Where possible the need for water should be assessed before the event start.

- f) In all cases, the transfer of an injured rider to a medical centre or hospital either by ambulance or by helicopter must not interfere with the event and the CMO must plan to have sufficient replacement equipment and personnel available to allow the event to continue.
 1. Vehicles type A (number and position as per the FIM medical homologation) are to be placed in such a way and in such numbers that a fallen rider can be reached by them with the minimum of delay from their deployment by Race Control.

2. Two FIM Medical Intervention Vehicles (type A) will be provided by the promoter and must be placed in such a way that a fallen rider can be reached by them with the minimum of delay from their deployment by Race Control. One vehicle should be located at the end of Pit Lane, and will serve as a medical car during the first lap of the races. The second should be located in the service road with an asphalt entry to the track, at approximately half the track's distance.
3. Vehicle(s) type B (number and position as per the FIM Medical Homologation) are to be placed in such a way that a fallen rider can be reached and transported with minimum delay after coming to rest with ongoing treatment being provided during transport.

For clarity, the minimum number of vehicles type B (ambulances) to allow racing to continue is one (1). Should this ambulance be required to leave the event to transport an injured rider to hospital, racing must stop until it returns. In some championships, the minimum number is stated as two (2). In this case, should an ambulance be required to leave the event, racing can continue. If, however, the remaining ambulance is also required to leave, racing must stop. It is therefore strongly recommended that in order to ensure the continuity of the event that the number of ambulances present exceeds the minimum required number.

4. Vehicle(s) type C (number and position as per the FIM Medical Homologation) are to be placed in such a way that a fallen rider can be transported with minimum delay after coming to rest only if no treatment is required.
5. Medical Ground posts (number and position as per FIM Medical Homologation) are to be placed in such a way that a fallen rider can be reached and initial assessment and treatment commenced with the minimum of delay.
6. Pit lane ground post
7. A medical centre
8. A helicopter

N.B. the only amendment permitted to this in principle is that a vehicle Type C may be replaced by a vehicle Type B.

5.3.10 MEDICAL EQUIPMENT

5.3.10.1 EQUIPMENT FOR FIM MEDICAL INTERVENTION VEHICLE (TYPE A)

A. Personnel:

Type A1:

1. a driver, experienced in driving the Type A vehicle and familiar with the course
2. a doctor experienced in emergency care.
3. a second doctor or paramedic (or equivalent), experienced in emergency care.

Type A2:

1. a driver, experienced in driving the Type A vehicle and familiar with the course
2. paramedics (or equivalent) experienced in emergency care.

B. Medical Equipment:

1. Portable oxygen supply
2. Manual ventilator
3. Intubation equipment
4. Suction equipment
5. Intravenous infusion equipment
6. Equipment to immobilise limbs and spine (including cervical spine)
7. Sterile dressings
8. ECG monitor and Defibrillator
9. Drugs for resuscitation and analgesia/IV fluids
10. Sphygmomanometer and stethoscope

C. Other equipment:

A method e.g. protective canvas/tarpaulins in order to screen the rider or the accident scene from public view.

Equipment should be easily identified and stored in such a way that it can be used at ground level at the trackside.

D. Technical equipment:

1. Radio communication with Race Control and the CMO
2. Visible and audible signals
3. Equipment to remove suits and helmets

The minimum number of medical intervention vehicles is 2. In the case of an accident during the warm up lap or first lap of the race, the medical intervention vehicles should not stop unless instructed to do so by the Race Director.

5.3.10.2 FIM MEDICAL INTERVENTION TEAM VEHICLES

The promoter will provide type A vehicles with a professional driver, for which the local medical service will provide the personnel and equipment.

A. Personnel:

1. a driver experienced in driving the vehicle will be provided by the promoter.
2. a doctor experienced in resuscitation and the provision of immediate emergency care and a holder of the relevant FIM Medical Intervention Team licence. Refer to 5.3.5 above.
3. a nurse or paramedic experienced in resuscitation and the provision of immediate emergency care and a holder of the relevant FIM Medical Intervention Team licence. Refer to 5.3.5 above.

B. Medical equipment:

1. Portable oxygen supply
2. Basic and Advanced Airway Management including intubation and surgical airway interventions
3. Suction equipment
4. Manual ventilator such as BVM and associated equipment
5. Equipment for chest decompression
6. Equipment for vascular access, infusion, circulatory support and haemorrhage control
7. Cardiac Monitor and Defibrillator
8. Blood pressure monitoring equipment
9. Equipment to immobilise limbs and spine (including cervical spine)
10. Sterile dressings
11. Drugs for resuscitation, intubation and anaesthesia sedation and analgesia/IV fluids
12. Equipment to remove race suits and helmets
13. The provision of necessary medications and equipment will be the responsibility of the local medical service.
14. Only material necessary for the provision of medical care is permitted in FIM Medical Intervention Team vehicles. Other materials such as food etc. are not permitted at any time.
15. Equipment should be easily identified, portable and stored in such a way that it can be used at ground level at the trackside.
16. The equipment must be presented for review and familiarisation during the afternoon following the track safety inspection.

C. Technical equipment:

1. Radio communication with Race Control, the CMO and Medical Director
2. Visible and audible signals

5.3.10.3 EQUIPMENT FOR VEHICLE TYPE B

A. Personnel:

Type B1:

1. A driver
2. A doctor experienced in emergency care
3. Paramedics or equivalent

Type B2:

1. A driver
2. Two paramedics or equivalent experienced in emergency care

B. Medical equipment:

1. Portable oxygen supply
2. Manual and an automatic ventilator
3. Intubation equipment
4. Suction equipment
5. Intravenous infusion equipment
6. Equipment to immobilise limbs and spine (including cervical spine)
7. Sterile dressings
8. Thoracic drainage/chest decompression equipment
9. Tracheotomy/surgical airway equipment
10. Sphygmomanometer and stethoscope
11. Stretcher
12. Scoop stretcher
13. ECG monitor and defibrillator
14. Pulse oximeter
15. Drugs for resuscitation and analgesia/IV fluids

C. Technical equipment:

1. Radio communication with Race Control and the CMO
2. Visible and audible signals
3. Equipment to remove suits and helmets
4. Air conditioning and refrigerator are recommended

One (1) such ambulance must be on stand by at the medical centre.

5.3.10.4 EQUIPMENT FOR VEHICLE TYPE C**A. Personnel:**

1. Two ambulance personnel or paramedics of whom one would be the driver and the other would be a person capable of giving first aid.

B. Medical equipment:

1. Stretcher
2. Oxygen supply
3. Equipment to immobilise limbs and spine (including cervical spine)
4. First aid medicaments and materials

C. Technical equipment:

1. Radio communication with Race Control and the CMO
2. Visible and audible signals

5.3.11 HELICOPTER

- a) A helicopter, which is normally required, must be fully equipped with adequate personnel and equipment and be appropriately licensed for the relevant country and flown by an experienced pilot familiar with medical air evacuation and the potential landing sites. The medical personnel - doctor and paramedic(s) or equivalent - should be qualified in and able to carry out emergency treatment and resuscitation. The helicopter should be of a design and size that will allow continuing resuscitation of an injured rider during the journey. It should be positioned close to the medical centre such that an ambulance journey between medical centre and helicopter is not necessary.

- b) It is permissible for the helicopter to leave the circuit to transfer an injured rider to hospital without the need to stop the event with the agreement of the Chief Medical Officer, Medical Director, FIM Medical Officer and Race Director providing that it will have returned to the circuit within the time required to prepare a further rider for transfer by helicopter. If the distance to hospital by air or severe weather does not permit this a further helicopter “on site” may be required.
- c) In these circumstances or if the weather conditions or other factors prevent the use of the helicopter after consultation between the CMO, Medical Director and FIM Medical Officer further transfers may be undertaken by road by emergency ambulance providing the hospital is in reasonable distance. The designated hospital should normally be within 20 minutes by air and 45 minutes by road.
- d) If the hospital is not within a reasonable distance of the event and transfer by helicopter is not possible, consideration should be given to stopping the event.
- e) To ensure the availability of a helicopter at all times during the event, it is recommended that 2 helicopters be available.

5.3.12 MEDICAL ACCESS AND SERVICE ROADS

A network of access roads both outside and inside the track are required to provide rapid access for medical vehicles to respond to, access and transport riders from the track to the Medical Centre, helicopter and hospital. These roads must therefore provide access to all parts of the track and the service roads must therefore be of adequate width and condition and also kept clear of any obstructions for this purpose.

5.3.13 MEDICAL GROUND POSTS

- a) These are placed at suitable locations and in sufficient numbers around the circuit to provide rapid medical intervention and if appropriate evacuation of the rider from danger with the minimum of delay. The personnel must have sufficient training and experience to take action autonomously and immediately in case of an accident.
- b) For protection of riders and the ground post staff, the ground post should be equipped with easily movable safety barriers and if possible protective canvas/tarpaulins in order to screen the rider or the accident scene from public view.

A. Personnel:

1. There should be a minimum of three personnel at each medical ground post at least one of which should be a doctor or paramedic (or equivalent) experienced in emergency care with the others to assist them, carry equipment and act as stretcher bearers.

Type GP1:

1. A doctor experienced in resuscitation and the pre-hospital management of trauma and
2. First aiders or stretcher bearers

Type GP2:

1. At least one paramedic or equivalent experienced in resuscitation and the pre-hospital management of trauma and
2. Two first aiders or stretcher bearers

B. Medical equipment:

Equipment for initiating resuscitation and emergency treatment including:

1. Initial airway management
2. Ventilatory support
3. Haemorrhage control & circulatory support
4. Cervical collar
5. Extrication device – This should be a scoop stretcher or if not available a spinal board or equivalent.

Devices such as “NATO” or other canvas stretchers that require the rider to be lifted on to them are no longer acceptable.

C. Technical equipment:

1. Radio communication with race control and the CMO
2. Adequate shelter for staff and equipment should be available.

5.3.14 PIT LANE GROUND POSTS

A. Personnel:

1. A doctor and paramedic (or equivalent) experienced in emergency care must be positioned in the pit lane.
2. One or more Pit lane ground posts, depending on the length of the pit lane are required.

B. Medical equipment:

1. Airway management and intubation equipment
2. Drugs for resuscitation and analgesia/IV fluids
3. Cervical collars
4. Manual respiration system
5. Intravenous infusion equipment
6. First aid equipment
7. Scoop stretcher or if not available a spinal board or equivalent

C. Technical Equipment:

1. Radio communication with Race Control and the CMO

5.3.15 MEDICAL CENTRE

5.3.15.1 GENERAL

- a) Except in the event of a justified special dispensation, a permanent medical centre is mandatory for all permanent circuits wishing to host an event entered on the FIM international calendar; it may be temporary for temporary circuits.
- b) Any medical centre should be built according to the norms set out in the FIM Medical Code and its plan should be presented to the FIM Commission of Circuit Racing and the Medical Commission.
- c) Sample drawings of medical centre plans and models are available from the FIM Administration for reference.
- d) Before the construction or modification of a permanent medical centre, the plans must be approved by the FIM. A medical inspection must take place prior to the opening of the centre.

- e) For any international event taking place on a circuit, the minimal medical equipment specified in the FIM Medical Code should be present. In all cases provision should be made for treating both casualties requiring only minor treatment and those requiring intensive care.
- f) All the information and requirements contained herein are compulsory for FIM World Championship Events and are recommended for all other events.
- g) Also, it is recommended that a system be set in place whereby an injured rider is effectively screened from view from the moment he/she enters the medical centre to the moment is evacuated.
- h) The medical centre should therefore essentially provide two sections, one for intensive care and the other for general treatment with the ability to secure the division between the two sections.
- i) While the individual design is optional, it must be functional and include the essential elements set out above.
- j) It must be designed and built in full compliance with the conditions as mentioned above.
- k) In all cases the plans must be approved by the FIM before any construction or modification may begin.

5.3.15.2 DESIGN OF THE MEDICAL CENTRE

- a) This must be a permanent structure with adequate space to treat injured riders for both major and minor injuries.
- b) A hospital outside the circuit is not an alternative to the medical centre at an event.

5.3.15.3 THE MEDICAL CENTRE FACILITIES AND EQUIPMENTS

The Medical Centre should provide:

1. A secure environment from which the media and public can be excluded.
2. An area for easy access, parking and exit of First Aid vehicles, preferably with a covered unloading area.
3. A helicopter landing area nearby.

4. One or two rooms large enough to allow resuscitation of at least two severely injured riders simultaneously (resuscitation area).
5. A permanent or portable digital X-ray machine appropriate to detect usual bone injuries encountered in motorcycle sport, must be available.
6. A room large enough to treat more than one rider with minor injuries simultaneously. It is advisable to have temporary separation available in this area, e.g. curtains or screens.
7. A reception and waiting area.
8. Facilities for anti-doping control.
9. Doctor's room.
10. Toilet and shower room with disabled access.
11. Medical personnel room for a minimum of 12 persons.
12. Radio Communication with race control, the CMO, ambulances and ground posts.
13. If the Medical Centre has a normal electric power supply, it must also be permanently connected to its own UPS (Uninterruptible Power System Supply).
14. A water supply, heating, air-conditioning and sanitation appropriate to the country.
15. A monitor connected to the Closed-Circuit Television (CCTV).
16. Office facilities.
17. Dirty utility room.
18. Equipment storage.
19. Security fence.
20. Telephones.
21. Security Guard.
22. Parking for ambulances.

5.3.15.4 ROOM REQUIREMENTS

1. 1 resuscitation room or
2. 2 resuscitation rooms with a separate entrance away from the general public entrance
3. Minor treatment room
4. X-ray room
5. Medical personnel room
6. Wide corridors and doors to move patients on trolleys
7. Sample drawings of medical centre models are available from the FIM Administration for reference.

5.3.15.5 EQUIPMENT FOR RESUSCITATION AREAS

- a) Equipment for endotracheal intubation, tracheotomy and ventilatory support, including suction, oxygen and anaesthetic agents.
- b) Equipment for intravenous access including cut-down and central venous cannulation and fluids including colloid plasma expanders and crystalloid solutions.
- c) Intercostal drainage equipment and sufficient surgical instruments to perform an emergency thoracotomy to control haemorrhage.
- d) Equipment for cardiac monitoring and resuscitation, including blood pressure and ECG monitors and a defibrillator.
- e) Equipment for immobilising the spine at all levels.
- f) Equipment for the splinting of limb fractures.
- g) Drugs/IV fluids including analgesic, sedating agents, anticonvulsants, paralysing and anaesthetic agents, cardiac resuscitation drugs/IV fluids.
- h) Equipment for the management of electrical and chemical burns such as showers and burns dressing.
- i) Tetanus toxoid and broad spectrum antibiotics are recommended.
- j) Equipment for diagnostic ultrasound.
- k) A permanent or portable digital X-ray machine, appropriate to detect usual bone fractures in motorcycle sport, must be available.

5.3.15.6 EQUIPMENT FOR MINOR INJURIES AREA:

The area must have beds, dressings, suture equipment and fluids sufficient to treat up to three riders with minor injuries simultaneously. Sufficient stocks to replenish the area during the event must be available and sufficient doctors, nurses and paramedics or equivalent experienced in treating trauma must be available.

5.3.15.7 STAFF OF MEDICAL CENTRE

The following specialists should be immediately available in the medical centre:

1. Trauma resuscitation specialist (e.g. Anaesthetist, Accident and emergency specialist, Intensive care specialist)
2. Surgeon experienced in trauma
3. Medical personnel, nurses and paramedics (or equivalent) should be present in a sufficient number and should be experienced in resuscitation, diagnosis and treatment of seriously injured patients.

5.3.16 DOPING TEST FACILITIES

See Anti-Doping code.

5.4 MOTOE

As this discipline is currently organised as part of a FIM Circuit Racing World Championship Grand Prix event, the medical service requirements are those as per the medical homologation for that event. Also refer to Art. 5.3 g).

5.5 OFFICIAL TESTING

- a) 1 Type A
- b) 2 Type B
- c) 1 CMO
- d) Medical Centre

5.6 MEDICAL HOMOLOGATION OF CIRCUITS / MEDICAL ASSESSMENT OF EVENTS

- a) Circuits of Grand Prix World Championships, require medical assessment and homologation in order to hold FIM World Championship events.
- b) The specific requirement for each circuit will be decided by the Medical Director and FIM Medical Officer in collaboration with the Circuit CMO who has to be present according to the requirements of the Championships promoters and with reference to the FIM Medical Code.
- c) Sample drawings of medical centre models are available from the FIM Administration for reference.
- d) The FIM also reserves the right to review such a homologation at any time.
- e) For details of the procedure, see appendix H1.
- f) In those disciplines where a FIM Medical Director/Officer is normally present the medical homologation is an integral part of the overall circuit assessment and an assessment will be undertaken jointly with the relevant Sporting commission representatives.

5.6.1 GRADING OF CIRCUIT ASSESSMENTS AND HOMOLOGATIONS

The medical assessment and homologation will be graded as follows:

A: 1 year.

A medical assessment and medical homologation report will be issued.

B: Further improvements to the medical service are required and a further medical assessment is compulsory the following year.

Medical assessment may be required prior to next event.

In the event of two successive assessments resulting in grade B, the circuit will automatically be downgraded to grade C as defined below.

C: The medical service provision does not comply with the requirements of the FIM Medical Code and further medical assessments are compulsory prior to any FIM event taking place.

Further medical assessment is required before any FIM event can take place until the circuit obtains at least a grade B.

5.6.2 APPROVAL OF NEW FIM EVENTS

Before the first event of one of a GP WC or Prize event, whether on an existing circuit or a newly built one, a qualifying inspection is organised under the control of the FIM, with the participation of the FIM Medical Officer and where relevant the Medical Director.

Essentially, this inspection for approval purposes focuses on the proposed hospitals, the medical centre, the placing around the track of medical ground posts, the evacuation routes, the medical vehicles, the evaluation of the organisation and performance of the evacuation teams.

5.6.3 LATE CHANGE OF CIRCUIT FROM THE ONE INITIALLY DESIGNATED

If, for whatever reason, an event of one of the FIM GP World Championships or Prizes on circuits is required to take place on a different circuit from the one initially designated, the following measures must be taken: before the final decision is taken on the date and venue of the event, the designated FIM Medical Officer must, jointly with the CMO appointed to the event and, where appropriate the Medical Director of the relevant championship, ensure the conformity of the medical service with the requirements of the FIM Medical Code and these standards and, if it is deemed necessary, carry out a prior inspection in order to ascertain the feasibility of the event taking place in accordance with the FIM regulations.

5.7 PROCEDURE IN THE EVENT OF AN INJURED RIDER

The management of an injured rider is under the control of the CMO and should be the following:

- a) A fallen rider must be reached by a doctor or paramedic who can begin treatment with the minimum of delay of the rider coming to rest. If the rider is injured, the CMO must be informed by radio so that further procedures can be initiated.

- b) The CMO must be stationed in Race Control with the Medical Director and/or FIM Medical Officer with access to closed circuit television to monitor the situation. Upon request by the CMO any medical vehicle can be dispatched to the scene of the incident, only the Race Director can authorize entry onto, or response via track. Similarly, interruption or cessation of racing or practice session can only be authorized by the Race Director. It is the responsibility of the CMO, Medical Director and FIM Medical Officer to advise the Race Director of incidences where access to a fallen rider(s) necessitates this.

Response codes are:

Code 0 No medical intervention required

Confirmation by radio and CCTV to CMO and FIM Medical Officer that no medical intervention required

Rider gets up unassisted

Code 1 Short rescue

Confirmation by radio and CCTV to CMO and FIM Medical Officer that:

Rider able to walk with assistance

Rider will be cleared from track in less than 1 minute

Code 2 Long rescue

Confirmation by radio and CCTV to CMO and FIM Medical Officer that the rider is conscious and no spinal injury is suspected

Rider can be safely evacuated by scoop stretcher or spinal board

Rider will be cleared from track in less than 2 minutes and transferred directly to the medical centre.

Code 3 Prolonged rescue

Confirmation by radio and CCTV to CMO and FIM Medical Officer that the rider(s) is (are) unconscious, a spinal injury is suspected or the rider is otherwise seriously injured

Rider requires immobilisation and/or stabilisation before being moved

Rescue will take longer than 3 minutes

Medical intervention required on track

FIM Medical Intervention Team & Vehicles will be deployed in which case the rider(s) should not be moved or transferred until their arrival (see Art. 5.3.5.2).

A. Transfer to the medical centre

- a) The injured rider will be transferred to the medical centre when his condition permits. The CMO shall decide the time and method of transfer. Rarely, at the discretion of the CMO only, a rider may be transferred to hospital directly from the trackside.
- b) The vehicle used to transfer the rider must be on scene of the accident with minimum delay following the order to intervene.

B. Medical centre

- a) At the medical centre, medical personnel will be available to treat the rider. The CMO remains responsible for the treatment of the rider.
- b) If the rider is unconscious, he will be treated by the medical centre staff under the responsibility of the CMO. The rider's personal doctor may observe this treatment and may accompany the rider to hospital.
- c) A rider who is conscious may choose the medical personnel by whom he wishes to be treated. A rider who does not wish to be treated by the medical centre staff against their advice must sign a "Rider self-discharge" form (appendix C).

- d) Refer also to the SCAT6™ document in the appendix M which is a standardised tool for evaluating injured athletes for concussion.
- e) The helmets of all riders taken to the medical centre for assessment following a crash must be retained by the medical personnel or CMO for control by the Technical Director or Technical Stewards before being returned to the rider or the team manager.
- f) In cases of head injury including concussion or loss of consciousness, unless a specific provision of a national law advises otherwise, the helmet must be forwarded to the FIM Laboratory at the University of Zaragoza for expert examination and non-destructive analysis.

The helmet manufacturer will be notified of the exact tests and has the right to approve or refuse. They will be able to attend the analysis carried out in this laboratory.

After inspection, the helmet can be returned to the rider, team or manufacturer.

C. Transfer to hospital

- a) The CMO shall decide the time of transfer, the mode of transfer and the destination of an injured rider. Having made the decision, it is his/her responsibility to ensure that the receiving hospital and appropriate specialists are informed of the estimated time of arrival and the nature of injuries. It is also the responsibility of the CMO to ensure appropriately skilled and equipped staff accompany the rider.
- b) A doctor will accompany the rider.

5.8 MEDICAL MALPRACTICE INSURANCE

All doctors and other medical personnel at an event must have adequate medical malpractice insurance cover.

5.9 PROFESSIONAL CONFIDENCE OF MEDICAL PERSONNEL

- a) The rider's right to medical confidentiality regarding their medical information, injuries and treatment must be respected at all times by the CMO, their medical service personnel and the Medical Director/FIM Medical Officer. The rider's express consent must be obtained to disclose any medical information related to the rider. If the rider is unable to consent to share their information through illness or injury, the CMO must only provide appropriate and strictly necessary information to the rider's nominated representative/s and those healthcare professionals directly involved in the rider's treatment or in decisions regarding their fitness to compete including the Medical Director or FIM Medical Officer. The Medical Director and FIM Medical Officer at the event will also respect the confidentiality of this information and must only provide it to those healthcare professionals directly involved in the rider's treatment or in decisions regarding their fitness to compete, such as the CMO of the next event at which the rider wishes to compete. Other than in exceptional circumstances such as a fatal injury or serious injury that is potentially life-threatening the Race Direction or other officials should only be provided with sufficient information regarding the rider's fitness or otherwise to compete.
- b) Any breach of confidentiality by the CMO, members of the medical team, FIM Medical Directors, FIM Medical Officer, FIM Medical representatives or other officials holding FIM licences may result in withdrawal of their FIM licence.
- c) In any other circumstances, it is forbidden for the CMO or any other medical personnel to disclose any information to the media or other information services without the authorisation of the FIM and Dorna.
- d) All doctors must adhere to their professional ethics and medical codes of practice at all times.

5.10 ACCIDENT STATISTICS

The FIM Medical Officer will provide statistics to the FIM concerning accidents and injuries that occur during events (appendix A). This information must be anonymised except in relation to the provision of medical information to other doctors involved in the on-going medical assessment and treatment of the rider including the CMOs at subsequent events who will assess the rider for their fitness to return to competition (appendix G).

All fatal accidents occurring during an FIM event will be reported to the FIM Medical Department at cmi@fim.ch immediately as per the procedure in case of fatal accidents (appendix L).

5.11 DATA PRIVACY

The Medical Director, FIM Medical Officer, CMO, CMI Coordinator, FIM Medical Representative may store, process or disclose personal information relating to Riders when necessary and appropriate in order to conduct their activities under the Medical Code. They are also responsible for ensuring that Personal Data and Sensitive Personal Data they process is protected as required by data protection and privacy laws in force by applying all necessary security safeguards.

The Medical Director, FIM Medical Officer, CMO, CMI Coordinator, FIM Medical Representative shall not disclose any of the Rider's Personal Data or Sensitive Personal Data except where such disclosures are strictly necessary in order to fulfil their obligations under the FIM Medical Code.

The Medical Director, FIM Medical Officer, CMO, CMI Coordinator, FIM Medical Representative shall ensure that Personal Data and Sensitive Personal Data is only retained when it remains relevant to fulfilling their obligations under the FIM Medical Code. Once it no longer serves the above-mentioned purposes, it shall be deleted, destroyed or permanently anonymised. As a general rule, retaining Sensitive Personal Data requires stronger or more compelling reasons than for Personal Data.

Any rider who submits information including Personal Data and Personal Sensitive Data in order to obtain a FIM licence shall be deemed to have agreed, pursuant to applicable data protection laws and otherwise, that such information be collected, processed, disclosed and used for the purposes of the implementation of the FIM Medical Code by the Medical Director, FIM Medical Officer, CMO, CMI Coordinator, FIM Medical Representative, in accordance with data protection laws (including specifically, the International Standard for the Protection of Privacy and Personal Information).

Riders shall be entitled to request to erase, rectify or obtain any Personal Data or Sensitive Personal Data that the FIM holds about them in accordance with the FIM Medical Code by sending a written request to gdpr-medical@fim.ch.



**APPENDIX A
MotoGP**

ACCIDENT STATISTIC FORM

HIGHLY CONFIDENTIAL

To be completed by the CMO

to be sent to the FIM Medical Department at gpr@fim.ch

To be strictly shared only with: FIM Medical Director/Officer/Delegate/Representative

Name of event:

Date of event:

Name of CMO :

Monday = MON

Tuesday = TUE

Wednesday = WED

Thursday = THU

Friday = FRI

Saturday = SAT

Sunday = SUN

W = Weather

S = Sunny

R = Rain

C = Cloudy

A.S. = Accident Statistic

N = Rider OK

T = Treated & discharged

H = Transported to hospital

Ass. = Assessment

F = fit

U = unfit

R = to be reviewed

Day	W	Time	Class	A.S.	Turn N°	FIRST NAME/LAST NAME	NATURE OF INJURIES	Ass.

The CMO, FIM Medical Representative, FIM Medical Director/FIM Medical Officer are bound to ensure that this Personal Data and Sensitive Personal Data they process is protected as required by the data protection and privacy laws in force by applying all necessary security safeguards. This information shall not be disclosed to any other person except when strictly necessary in order to fulfil their obligations under the FIM Medical Code and in accordance with its Art. 09.12.

Signature of CMO:

Date:



**APPENDIX B
MotoGP**

MEDICAL ASSESSEMENT REPORT FORM

HIGHLY CONFIDENTIAL
To be completed by the CMO
To be strictly shared only with:
FIM Medical Director/Officer/Delegate/Representative
Race Direction

Name of event:

Date of event:

IMN :

Name of CMO:

Monday = MON

A.S. = Accident Statistic

Tuesday = TUE

N = Rider OK

Wednesday = WED

T = Treated & discharged

Thursday = THU

H = Transported to hospital

Friday = FRI

Saturday = SAT

Sunday = SUN

							Assessment		
Day	Time	Class	N°	FIRST NAME/LAST NAME	Turn N°	A.S.	FIT	UNFIT	TO BE REVIEWED

The CMO, FIM Medical Representative, FIM Medical Director/Officer/Delegate and members of the Race Direction are bound to ensure that this Personal Data and Sensitive Personal Data they process is protected as required by the data protection and privacy laws in force by applying all necessary security safeguards. This information shall not be disclosed to any other person except when strictly necessary in order to fulfil their obligations under the FIM Medical Code and in accordance with its Art. 5.11

Signature of CMO:

Date:

**APPENDIX C
GP**

RIDER SELF DISCHARGE FORM

PART 1 (to be completed by the rider)

I, _____ rider no _____

in the _____ class, discharge myself against local medical advice

and understand the possible consequences of such action that have been explained to me by Dr _____

I confirm to have agreed pursuant to applicable data protection laws and otherwise that my medical information be collected, processed, disclosed and used for the purposes of the implementation of the FIM Medical Code by any CMO, FIM Medical Officer, CMI Coordinator, FIM Medical Representative of the Medical Code.

I am entitled to request to erase, rectify or obtain any Personal Data or Sensitive Personal Data the FIM holds about myself in accordance with the FIM Medical Code by sending a written request to gdp-medical@fim.ch.

Signed: _____ Date: _____ Time: _____

PART 2 (To be completed by the Chief Medical Officer-CMO)

I, Dr _____, CMO at the

_____ circuit, confirm that I have explained the possible consequences of the rider discharging himself/herself against my advice.

In view of the language difficulties, this explanation was given through an interpreter

(delete as appropriate).

Signed: _____ Date: _____ Time: _____

TO: CMO, Rider, FIM Medical Officer, FIM Medical Representative



APPENDIX D

DURATION OF CONVALESCENCE

FIM Medical Panel document establishing the general evaluation principles for resumption of motorcycling competition after an accident

INTRODUCTION

The decision to consider a rider fit or unfit for continued engagement in motorcycling competition after an incapacitating accident falls within the competence of the CMO.

The increasing professionalism of all parties concerned in the various championships often places riders under contractual commitments that accustom them to a professional reality which is sometimes dehumanised and on which the CMI must keep a watchful eye.

OBJECTIVES

However, this technological adaptation cannot also shorten the periods of cicatrisation and bone consolidation and thereby invalidate all the histophysiological concepts.

The progress in surgical and non-surgical approaches to treatment by adopting less invasive and less tissue damaging techniques has allowed earlier post-operative discharge from hospitals, but not necessarily faster recovery, and return to competition. This remains a case specific decision made primarily by the rider's treating physician, and finally by the CMO.

Hence, the physicians authorized to issue the medical certificate of fitness for the resumption of competition will have to ascertain whether the rider would be able to face unforeseen situations in order to avoid jeopardizing not only his safety but also that of his fellow riders and other parties involved.



APPENDIX D

MEANS

The criteria to be defined should be based on the following requirements:

1. Assurance of the immediate personal safety of the rider
2. Maintenance of a balance between the immediate and long-term physical well being of the rider.
3. Assurance of the immediate safety of the riders in all the collective motorcycling disciplines.
4. Assurance of the immediate safety of the other parties involved, such as stewards, paramedics, first-aid workers, physicians, mechanics, etc.

It would not be feasible to list in this document all the pathological situations encountered in the practice of motorcycling sport.

We will therefore give an overall perspective of the situations that are common to most injuries.

However, three points are worth emphasizing due to the frequency of the problems encountered in these situations:

1. Cutaneous **healing** cicatrisation. **takes place by the process of “Epithelialization”, which starts instantly after wound suturing and is completed within 48 hours. Thus, resumption of competition should not be any earlier than 48 hours from any surgical procedure.**
2. With regards to osteosyntheses using percutaneous pins of the Kirschner type, while the duration of the fracture consolidation is classic and agreed by most authors, we must emphasize that, in such a case, the resumption of competition is contraindicated due to the risk of displacement of such pins.
3. The resumption of competition is also contraindicated in the presence of means of immobilization such as orthoses or plaster cast designed to stabilize a **fracture, dislocation, or subluxation**. In fact, the materials used, being less elastic than human body tissue, could pose a threat to the competitor in the event of a further accident.

Hence, on the whole, injuries suffered during the practice of motorcycling sport follow a common pattern: treatment of the **injury, healing**, and consolidation and, finally, rehabilitation and re-adaptation to the sporting discipline.

The internationally recognized periods of time needed for bone consolidation are therefore 4-8 weeks for an upper limb and 4-12 weeks for a lower limb, depending on the site of the fracture.



APPENDIX D

These minimum periods would, of course, be adjusted in the light of the follow-up of the bony callus, but the stress to which it would be subjected by the rider's activity would also be taken into account.

In order to maximize the safety not only of the rider but also of his entourage in competitions, the CMO should be able to carry out a set of simple, easily reproducible and effective tests to assess the motorcyclist's new physical capacities before he resumes competition.

Tests for **integrity of function** of a lower limb:

1. Mobility equivalent to or exceeding 50% of the physiological articular **range** of the hip and knee joints.
2. Stand on one foot, both left and right, for at least 5 seconds.
3. Cover a distance of 20m unaided in a maximum time of 15 seconds.
4. Climb up and down 10 steps in a maximum time of 20 seconds.
5. **The CMO is advised to attain a written consent from the rider or his Proxy stating the potential harm of putting physical stress on joints and bones during the test for healing and fitness to ride.**

Tests for **the integrity of function** of the upper limb:

1. **Have the rider push against a wall while pushing him from the back against the wall.**
2. **Doing 5 straight push-ups without pain is a good indication of healing of clavicle, shoulder girdle, wrist, arm, and forearm.**

HEAD INJURIES

Assessment of the injured rider and return to competition should be in accordance with the guidelines for the assessment and management of concussion as contained within the Consensus Statement On Concussion In Sport.

In the event of a suspected concussion the rider should be assessed using a recognised assessment tool such as SCAT6 or similar (see appendix M). If the assessment confirms a concussion the rider should immediately be excluded from competition for at least the rest of the event.

Prior to returning to competition the rider should be **reassessed** and provide documentary evidence of a return to normal neuro-psychological function using for example the IMPACT system, functional MRI scan or similar in accordance with the current International Consensus Statement on Concussion in Sport.



APPENDIX D

SPINE SURGERY

There are few evidence-based criteria to pinpoint the exact time to return to competition.

Riders should demonstrate full resolution of symptoms. Assessment by treating surgeon or CMO should demonstrate flexibility, endurance, and strength before returning to competition. The convalescence and recovery periods may vary widely from one case to another, thus, prior to returning to competition the rider should be reassessed by the CMO for a return to normal neuro-psychological, and physical function. Riders should provide documentary evidence of healing such as MRI, CT scan, or similar

ABDOMINAL SURGERY

In the event of any abdominal surgery, (i.e.; with incision of the peritoneum), the period of unfitness for competition would range from 15 days to one month, **depending on the nature of the procedure, and the approach (open Vs Laparoscopic)**.

The period of convalescence needed is initially determined by the treating surgeon, while fitness to return to competition is the CMO's decision.

ABDOMINAL WALL SURGERY

(without breach of peritoneum) requires significantly less time to go back to practice or compete. The timing of return to competition is determined by the CMO depending on the length and location of the wound.

CONCLUSION

Provided that the various periods **of time needed for tissues to heal**, and particularly bone consolidation, are respected by their therapists, injured riders should be able to undergo these fitness tests without danger so that they can all resume competition in conditions of optimal safety.



APPENDIX E

Licence Nr.
 (will be filled in by
 FIM/CMI)

Curriculum Vitae

Name: First Name: Title:

DoB: (Date of Birth) FMN:

Specialization:

Address:

Phone - office FAX-office

Phone- home FAX-home

E- Mail Address:

Work place:

Office Hospital Other

I started as doctor in motorcycling sport in: (year)

Activities as doctor in motorcycling sport in the last 3 years:

Event	Function	Year

Date:

Return to the FIM Medical Department at cmi@fim.ch



APPENDIX E

APPLICATION FOR A CMO LICENCE BULLETIN D'INSCRIPTION POUR UNE LICENCE CSM

Name/Nom : _____ First name/Prénom : _____

Adress/Adresse : _____ No tél. : _____

_____ No fax : _____

_____ E-mail : _____

The undersigned confirms that :

Le soussigné confirme :

- I am familiar with the FIM MEDICAL & ANTI-DOPING CODE
Je connais le CODE MEDICAL & ANTIDOPAGE FIM
- I have attended a FIM CMO seminar in....., date.....
J'ai participé au séminaire CSM à, date.....
- I am experienced at motor sport events and have attended at least two national or continental or international events as a doctor.

Je dispose d'expérience dans les manifestations motorisées et ai assisté à au moins deux manifestations nationales ou continentales ou internationales à titre de médecin.

- I am familiar with the circuit at which I will be CMO
Je connais le circuit pour lequel je serai le CSM
- I am experienced in the provision of emergency medical care
J'ai de l'expérience dans les soins médicaux d'urgence
- I am a fully registered and appropriately qualified medical practitioner
Je suis inscrit à l'ordre des médecins et j'ai l'expérience en tant que praticien
- I enclose my completed professional and motorsport C.V.
Je joins mon complet C.V. professionnel et celui du sport motocycliste

Date : _____ Participant Signature
Signature du participant : _____

Licence N°: _____ (to be completed by the FIM/CMI)
(à remplir par la FIM/CMI)



APPENDIX E

CMO CURRICULUM VITAE

&

APPLICATION FOR A CMO LICENCE

Data Privacy

The CMO expressly consents that such information be collected, processed, disclosed and used for the purposes of the implementation of the FIM Medical Code in accordance with data protection laws.

CMOs shall be entitled to request the FIM to erase, rectify or obtain any Personal Data the FIM holds about them in accordance with the FIM Medical Code by sending a written request to gdpr-medical@fim.ch



Fédération Internationale de Motocyclisme
11, route Suisse - CH-1295 Mies (Suisse)
E-mail: cmi@fim.ch

CIRCUIT CMO QUESTIONNAIRE

(Form to be used by CMO)

This questionnaire has to be completed by the CMO (in accordance with Art. 09.6.1 of the FIM Medical Code) and returned to the FIM by e-mail 60 days prior to the event with the following attachments:

- 1) A plan of the medical centre
- 2) A map of the circuit/ posts indicating the medical services
- 3) A map of the circuit indicating the routes for urgent evacuation
- 4) Written confirmation that the necessary personnel is available during practice and racing

A copy of this form has to be handed over the Medical Director before the first track inspection (Art. 09.6.2 of the FIM Medical Code)

Discipline	<input type="text"/>	IMN No.	<input type="text"/>
Circuit	<input type="text"/>	Date	<input type="text"/>
Country	<input type="text"/>		
CHIEF MEDICAL OFFICER	<input type="text"/>		
	LIC. N°	<input type="text"/>	

Discipline

IMN No.

- 1 a) Are all medical services under the control of the Chief Medical Officer** YES NO
- 1 b) Is the medical service for the general public under the control of a deputy CMO or other doctor than the CMO himself** YES NO

2) Total personnel (medical centre, track) (please fill in the number)

		day	0	1	2	3	4
Doctor (including CMO)	0	Thursday					
Nurses							
Paramedic or equivalent	1	Friday					
Other Medical personnel	2	Saturday					
Stretcher bearer	3	Sunday					
Driver	4	Monday					
Other (e.g.Pilot)							
Total							

3) Medical Intervention Vehicle (type A1) **Number**

- Do positions conform to map of circuit/ posts? YES NO
- Doctor as per Medical Code YES NO
- Second doctor, nurse, paramedic or equivalent as per Medical Code YES NO
- Driver as per Medical Code YES NO

Medical Intervention Vehicle (Type A2) **Number**

- Do positions conform to map of circuit/ posts? YES NO
- Doctor as per Medical Code YES NO
- Nurse, Paramedic or equivalent as per Medical Code YES NO
- Driver as per Medical Code YES NO

- Medical Equipment**
- Portable oxygen supply YES NO
- Manual ventilator YES NO
- Intubation equipment YES NO
- Suction equipment YES NO
- Intravenous infusion equipment YES NO
- Equipment to immobilise limbs and spine (including cervical spine) YES NO
- Sterile dressings YES NO
- ECG monitor and defibrillator YES NO
- Drugs for resuscitation and analgesia/IV fluids YES NO
- Sphygmomanometer and stethoscope YES NO

Other equipment

Protective canvas/tarpaulins YES NO

- Technical Equipment**
- Radio communication with Race Control and CMO/Medical Director YES NO
- Visible and audible signals YES NO
- Equipment to remove suits and helmets YES NO
- Type of vehicle
- | | | | |
|-----------|--------------------------|------|--------------------------|
| Quad | <input type="checkbox"/> | Bike | <input type="checkbox"/> |
| Ambulance | <input type="checkbox"/> | Car | <input type="checkbox"/> |
| other | <input type="checkbox"/> | | <input type="checkbox"/> |

Discipline		IMN No.		
4) Vehicles Type B1		Number	<input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/>	
			YES	NO
Do positions conform to map of circuit/ posts?				
Doctor as per Medical Code				
Paramedics or equivalent as per Medical Code				
Vehicles Type B2		Number	<input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/>	
Do positions conform to map of circuit/ posts?				
Doctor as per Medical Code				
Paramedics or equivalent as per Medical Code				
Medical Equipment				
Portable oxygen supply				
Manual and automatic ventilator				
Intubation equipment				
Suction equipment				
Intravenous infusion equipment				
Equipment to immobilise limbs and spine (including cervical spine)				
Sterile dressings				
Thoracic drainage / Chest decompression equipment				
Tracheostomy equipment /Surgical aiway equipment				
Sphygmomanometer and stethoscope				
Stretcher				
Scoop stretcher				
ECG monitor and defibrillator				
Pulse oximeter				
Drugs for resuscitation and analgesia/ IV fluids				
Technical Equipment				
Radio communication with Race Control and CMO				
Visible and audible signals				
Equipment to remove suits and helmets				
Air conditioning and refrigerator (recommended)				
Type of vehicle				
5) Vehicles Type C		Number	<input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/>	
			YES	NO
Do positions conform to map of circuit/ posts?				
Personnel as per Medical Code				
Medical Equipment				
Stretcher				
Oxygen supply				
Equipment to immobilise limbs and spine (including cervical spine)				
First Aid medicaments and materials				
Technical Equipment				
Radio communication with Race Control and CMO				
Visible and audible signals				
Type of vehicle				

Discipline		IMN No.		
6a) Medical Ground posts		Number		
			YES	NO
Do positions conform to map of circuit/ posts?			<input type="checkbox"/>	<input type="checkbox"/>
GP1 Personnel				
Doctor experienced in resuscitation and the pre-hospital management of trauma			<input type="checkbox"/>	<input type="checkbox"/>
First aiders or stretcher bearers			<input type="checkbox"/>	<input type="checkbox"/>
GP2 Personnel				
Paramedic or equivalent experienced in resuscitation and pre-hospital management of trauma			<input type="checkbox"/>	<input type="checkbox"/>
Two first aiders or stretcher bearers			<input type="checkbox"/>	<input type="checkbox"/>
Medical Equipment				
Equipment for initiating resuscitation and emergency treatment			<input type="checkbox"/>	<input type="checkbox"/>
Initial airway management			<input type="checkbox"/>	<input type="checkbox"/>
Ventilatory support			<input type="checkbox"/>	<input type="checkbox"/>
Haemorrhage control & circulatory support			<input type="checkbox"/>	<input type="checkbox"/>
Cervical collar			<input type="checkbox"/>	<input type="checkbox"/>
Extrication device - Scoop stretcher or spinal board or equivalent			<input type="checkbox"/>	<input type="checkbox"/>
Technical Equipment				
Radio communication with Race Control and CMO			<input type="checkbox"/>	<input type="checkbox"/>
Adequate shelter for staff and equipment and ground post staff			<input type="checkbox"/>	<input type="checkbox"/>
Other equipment				
Protective canvas / tarpaulins			<input type="checkbox"/>	<input type="checkbox"/>
6b) Pit lane ground posts		Number		
			YES	NO
Do positions conform to map of circuit/ posts?			<input type="checkbox"/>	<input type="checkbox"/>
Personnel				
Doctor, Paramedic or equivalent experienced in emergency care			<input type="checkbox"/>	<input type="checkbox"/>
Stretcher bearer			<input type="checkbox"/>	<input type="checkbox"/>
Medical Equipment				
Airway management and intubation equipment			<input type="checkbox"/>	<input type="checkbox"/>
Drugs for resuscitation and analgesia/ IV fluids			<input type="checkbox"/>	<input type="checkbox"/>
Cervical collars			<input type="checkbox"/>	<input type="checkbox"/>
Manual respiration system			<input type="checkbox"/>	<input type="checkbox"/>
Intravenous infusion equipment			<input type="checkbox"/>	<input type="checkbox"/>
First Aid equipment			<input type="checkbox"/>	<input type="checkbox"/>
Scoop stretcher or spinal board or equivalent			<input type="checkbox"/>	<input type="checkbox"/>
Technical Equipment				
Radio communication with Race Control and CMO			<input type="checkbox"/>	<input type="checkbox"/>
7) Medical Centre				
Is a medical centre available at this circuit as per Medical Code? (compulsory at GP, SBK, Endurance WC) if "NO" go to 7d)			<input type="checkbox"/>	<input type="checkbox"/>
Is it a permanent structure?			<input type="checkbox"/>	<input type="checkbox"/>
Is it less than 10 mins from any part of the circuit?			<input type="checkbox"/>	<input type="checkbox"/>
Refer to Art. 13.3 of the FIM Standards for Circuits				
Number of rooms			<input type="checkbox"/>	

Discipline		IMN No.			
Secure environment from which media and public can be excluded				<input type="checkbox"/>	<input type="checkbox"/>
Area easily accessible by First Aid vehicles				<input type="checkbox"/>	<input type="checkbox"/>
Helicopter landing area nearby				<input type="checkbox"/>	<input type="checkbox"/>
One or two rooms large enough to allow resuscitation of at least two severely injured riders simultaneously (resuscitation area)				<input type="checkbox"/>	<input type="checkbox"/>
X-ray room or portable digital X-ray machine				<input type="checkbox"/>	<input type="checkbox"/>
A room large enough to treat more than one rider with minor injuries simultaneously				<input type="checkbox"/>	<input type="checkbox"/>
Temporary separation in this area, e.g. curtains or screens				<input type="checkbox"/>	<input type="checkbox"/>
				YES	NO
Reception and waiting area				<input type="checkbox"/>	<input type="checkbox"/>
Doctor's room				<input type="checkbox"/>	<input type="checkbox"/>
Toilet and shower room with disabled access				<input type="checkbox"/>	<input type="checkbox"/>
A staff changing room with male and female toilets				<input type="checkbox"/>	<input type="checkbox"/>
Medical staff room for 12 or more persons				<input type="checkbox"/>	<input type="checkbox"/>
Radio communication with Race Control, the CMO, ambulances and ground posts				<input type="checkbox"/>	<input type="checkbox"/>
If the Medical Centre has normal electric power supply, it must also be permanently connected to its own U.P.S. (Uninterruptible Power Supply)				<input type="checkbox"/>	<input type="checkbox"/>
Water supply, heating, air-conditioning and sanitation appropriate to the country				<input type="checkbox"/>	<input type="checkbox"/>
Closed Circuit TV				<input type="checkbox"/>	<input type="checkbox"/>
Office facilities				<input type="checkbox"/>	<input type="checkbox"/>
Dirty utility room				<input type="checkbox"/>	<input type="checkbox"/>
Equipment storage				<input type="checkbox"/>	<input type="checkbox"/>
Security fence				<input type="checkbox"/>	<input type="checkbox"/>
Telephones				<input type="checkbox"/>	<input type="checkbox"/>
Security Guard				<input type="checkbox"/>	<input type="checkbox"/>
Parking for ambulances				<input type="checkbox"/>	<input type="checkbox"/>
7a) Room requirements					
1 resuscitation room				<input type="checkbox"/>	<input type="checkbox"/>
or					
2 resuscitation rooms				<input type="checkbox"/>	<input type="checkbox"/>
Entrance separate to entrance for general public				<input type="checkbox"/>	<input type="checkbox"/>
Minor treatment room				<input type="checkbox"/>	<input type="checkbox"/>
X-ray room				<input type="checkbox"/>	<input type="checkbox"/>
Medical staff room				<input type="checkbox"/>	<input type="checkbox"/>
Wide corridors and doors to move patients on trolleys				<input type="checkbox"/>	<input type="checkbox"/>
7b) Equipment for resuscitation areas					
Equipment for endotracheal intubation, tracheostomy and ventilation support including suction, oxygen and anaesthetic agents				<input type="checkbox"/>	<input type="checkbox"/>
Equipment for intravenous access including cut down and central venous cannulation and fluids including colloid plasma expanders and crystalloid solutions				<input type="checkbox"/>	<input type="checkbox"/>
Intercostal drainage equipment				<input type="checkbox"/>	<input type="checkbox"/>
Equipment for cardiac monitoring and resuscitation, including ECG monitoring, defibrillation and blood pressure measurement				<input type="checkbox"/>	<input type="checkbox"/>
Equipment for immobilising the spine at all levels				<input type="checkbox"/>	<input type="checkbox"/>
Equipment for the splinting of limb fractures				<input type="checkbox"/>	<input type="checkbox"/>
Drugs/ IV fluids including analgesia, sedating agents, anticonvulsants,				<input type="checkbox"/>	<input type="checkbox"/>

Discipline	<input style="width: 100%;" type="text"/>	IMN No.	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
paralysing and anaesthetic agents, cardiac resuscitation drugs/ IV fluids				<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
Tetanus toxoid and broad spectrum antibiotics (recommended)				<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
Equipment for diagnostic ultrasound				<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
Digital X-Ray (compulsory for GP, Superbike and Endurance WC)				<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>
recommended for all other events provided it is not prohibited by national legislation)				<input style="width: 100%;" type="text"/>	<input style="width: 100%;" type="text"/>

7c) Equipment for minor injuries area

The area must have beds, dressings, suture equipment and fluids to treat up to three riders with minor injuries simultaneously. Sufficient stocks to replenish the area during the event must be available and sufficient doctors, nurses and paramedics or equivalent experienced in treating trauma must be available

7d) Is there another facility for treatment of injured riders-

Room, container or tent (please describe/specify) - only to be filled in if there is no Medical Centre

7e) Personnel

(please fill in the number)

Doctor
Nurses
Paramedic or equivalent
Other medical
Stretcher bearer
Driver
Other
Total

- 0 Thursday
- 1 Friday
- 2 Saturday
- 3 Sunday
- 4 Monday

day	0	1	2	3	4
number	<input style="width: 30px; height: 20px;" type="text"/>	<input style="width: 30px; height: 20px;" type="text"/>	<input style="width: 30px; height: 20px;" type="text"/>	<input style="width: 30px; height: 20px;" type="text"/>	<input style="width: 30px; height: 20px;" type="text"/>
	<input style="width: 30px; height: 20px;" type="text"/>				
	<input style="width: 30px; height: 20px;" type="text"/>				
	<input style="width: 30px; height: 20px;" type="text"/>				
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	<input style="width: 30px; height: 20px;" type="text"/>				
	<input style="width: 30px; height: 20px;" type="text"/>				
	<input style="width: 30px; height: 20px;" type="text"/>				

Specialists at medical centre (mentioning specialty)

	yes	no
1. Surgeon experienced in trauma	<input style="width: 20px; height: 20px;" type="text"/>	<input style="width: 20px; height: 20px;" type="text"/>
2. Trauma resuscitation specialist	<input style="width: 20px; height: 20px;" type="text"/>	<input style="width: 20px; height: 20px;" type="text"/>

Other Specialists

3.

4.

7f) Doping facilities (refer to Art. 13.3.2.3 of FIM Standards for Circuits)

YES

 NO

8) Vehicles for transport to hospital

Number

9) Helicopter

Helicopter with medical equipment **Number**

Discipline **IMN No.**

Fluids and drugs
Respirator
Oxygen
ECG/defibrillator

YES	NO
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

Personnel (specify)

Doctor
Nurse, Paramedic or equivalent
Pilot

0 Thursday
1 Friday
2 Saturday
3 Sunday
4 Monday

day	0	1	2	3	4
-----	---	---	---	---	---

Number	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10) Clothing of medical personnel as per Medical Code

Doctor
Nurse, Paramedics or equivalent

YES	NO
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

11) Closed Circuit TV

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

12) Radio Operator (Medical Service)

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

13) Hospitals

Type of hospital	Name of Hospital
a) Local hospital	<input type="text"/>
b) General Surgery	<input type="text"/>
c) Orthopaedic/Trauma	<input type="text"/>
d) Neurosurgery	<input type="text"/>
e) Spinal Injuries	<input type="text"/>
f) Cardio/Thoracic Surgery	<input type="text"/>
g) Burns/Plastic Surgery	<input type="text"/>
h) Vascular Surgery	<input type="text"/>
i) Micro Surgery	<input type="text"/>

Time to Hospital		Distance
Road	Air	
min	min	km
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A route map to the hospitals is enclosed

YES	NO
<input type="checkbox"/>	<input type="checkbox"/>

Discipline

IMN No.

14) Trackside positions of Doctors

Please enter for every doctor (CMO,2,3,...) where he/she will be stationed. Remember to enter only one x in each column (except where is an asterix (Type A1 and B1), please enter the post n°)

Doctor (number)	CMO	1	2	3	4	5	6	7	8	9	10
Race Control											
other place											
Type A1*											
Type B1*											
Medical GP 1											
Pit lane ground post											
Medical Centre/ Art. 7d)											

Doctor (number)	11	12	13	14	15	16	17	18	19	20
Race Control										
other place										
Type A1*										
Type B1*										
Medical GP 1										
Pit lane ground post										
Medical Centre/ Art. 7d)										

The **CIRCUIT CMO QUESTIONNAIRE** has been completed by the CMO
YES
NO

Remarks:

CMO signature:

Date of completion :



APPENDIX G

HIGHLY CONFIDENTIAL
LIST OF MEDICALLY UNFIT RIDERS FOR DOCTORS ONLY
 To be completed by the Chief Medical Officer
To: FIM Medical Directors/FIM Medical Delegate: MotoGP, WSBK, Endurance, MXGP, Speedway GP ONLY

To the Chief Medical Officer at _____ Circuit for event IMN N° _____ (the next event in the series)

The following riders were rendered medically **unfit** to ride at _____

Event IMN N° _____

Date of event: _____

NAME	RIDING N°	CLASS	DATE OF INJURY	NATURE OF INJURY / ILLNESS



APPENDIX G

HIGHLY CONFIDENTIAL

LIST OF MEDICALLY UNFIT RIDERS FOR DOCTORS ONLY

To be completed by the Chief Medical Officer

To: FIM Medical Directors/FIM Medical Delegate: MotoGP, WSBK, Endurance, MXGP, Speedway GP ONLY

The following riders were included on a previous "List of Medically Unfit Riders" and have not yet been passed as "medically fit to ride".

NAME	RIDING N°	CLASS	DATE OF INJURY	NATURE OF INJURY / ILLNESS

Date _____ Signature of Chief Medical Officer _____



APPENDIX G

HIGHLY CONFIDENTIAL

LIST OF MEDICALLY UNFIT RIDERS FOR DOCTORS ONLY

To be completed by the Chief Medical Officer

To: FIM Medical Directors/FIM Medical Delegate: MotoGP, WSBK, Endurance, MXGP, Speedway GP ONLY

Any rider on these lists wishing to compete must have a Medical Examination to determine their medical fitness to ride in accordance the FIM Medical Code before they next compete at an event. The list must also include any rider who has been treated by a doctor other than the official doctors of the event. At the end of an event this form must be completed by the CMO to include any rider who has been injured. The form must then be given directly to the relevant FIM Medical Director/Officer/Delegate as above, for delivery to the CMO of the next event in an envelope marked "Highly Confidential". The information contained in this form must be treated in the strictest confidence and is for the FIM Medical Director/Officer/Delegate and CMO only.

Data Privacy

The CMO, FIM Medical Officer, FIM Medical Director, FIM WSBK Medical Director, FIM Endurance, MXGP Medical Directors, FIM Speedway GP Medical Delegate shall not disclose this Rider's Personal Data or Sensitive Personal Data except where such disclosures are strictly necessary in order to fulfil their obligations under the FIM Medical Code. They shall ensure that this Personal Data and Sensitive Personal Data is only retained when it remains relevant to fulfilling their obligations under the FIM Medical Code. Once it no longer serves the above-mentioned purposes, it shall be deleted, destroyed or permanently anonymised. As a general rule, retaining Sensitive Personal Data requires stronger or more compelling reasons than for Personal Data.

**APPENDIX G****HIGHLY CONFIDENTIAL****LIST OF MEDICALLY UNFIT RIDERS FOR DOCTORS ONLY**

To be completed by the Chief Medical Officer

To: FIM Medical Directors/FIM Medical Officer/FIM Medical Delegate: MotoGP, WSBK, Endurance, MXGP, Speedway GP ONLY

Any rider going through Medical Examination and therefore submitting this information including Personal Data and Personal Sensitive Data to be able to compete, shall be deemed to have agreed pursuant to applicable data protection laws and otherwise that such information be collected, processed, disclosed and used for the purposes of the implementation of the FIM Medical Code by the CMO, FIM Medical Officer, FIM Medical Director, FIM WSBK Medical Director, FIM Endurance Medical Director, FIM MXGP Medical Director and FIM Speedway GP Medical Delegate.

A rider or his authorised representative shall be entitled to request to erase, rectify or obtain any Personal Data or Sensitive Personal Data the FIM holds about him in accordance with the FIM Medical Code by sending a written request to gdpr-medical@fim.ch.



PROCEDURE FOR A MEDICAL ASSESSMENT AND HOMOLOGATION FOR CIRCUIT RACING GP, WSBK, ENDURANCE, MXGP, MxON, SGP CIRCUITS

Medical Assessment

A medical assessment is a visit by an FIM Medical Assessor (FIM Medical Officer/Director/Delegate/Representative) during an event following receipt of the CMO questionnaire of the relevant circuit in order to:

- establish the level of the medical facilities and the medical centre of the circuit in order to ensure the highest standard of services for the safety of the riders and to establish their conformity with the FIM Medical Code and make recommendations as necessary with a view to a medical homologation based on the CMO questionnaire previously received and reviewed by the FIM Medical Assessor.

and

- verify all medical facilities and the medical centre together with the services required to provide appropriate and necessary medical interventions.

and

- issue a medical assessment and homologation report for the circuit.

An initial medical assessment before the event (Medical Pre-assessment) may be compulsory:

- To determine the minimum medical requirements and facilities for any new circuit to be used for the first time. Such an assessment may be followed by a further medical pre-assessment if necessary but will be followed by a compulsory medical review during the event to confirm the provision and appropriateness of these medical services.

APPENDIX H1

CIRCUIT RACING GP, WSBK, ENDURANCE, MXGP, MxON, SGP CIRCUITS

An intermediate medical assessment before the event may be required for:

- a) existing circuits that have already been used and received a grade A but have undergone significant changes in the layout of the circuit or the medical centre.
- b) existing circuits which have received a grade B or C in the previous assessment.

A medical assessment during the event is compulsory for:

- a) any new circuit to be used for the first time.
- b) existing circuits which have received a grade B or C in the previous assessment.
- c) existing circuits that have already been used and received a grade A but have undergone significant changes in the layout of the circuit or the medical centre.
- d) the circuits for which the previous medical homologation has expired.

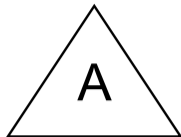
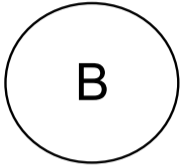




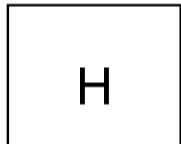
Assessment requests

- The FMN can request a medical assessment, but the FIM reserves the right to review a medical homologation and require a medical assessment at any time.
- In the event of inadequate medical facilities or work to be carried out to the medical centre, the medical assessor may decide to carry out one or more further intermediate medical reviews, if necessary.
- The medical homologation becomes effective only after a FINAL medical assessment resulting in a grade A or B as defined below.
- The CMI will appoint the FIM Medical Assessor.

Documents to be submitted for a medical assessment to be returned to the FIM at least 2 months prior to the medical assessment.

- The FIM Circuit CMO Questionnaire to be completed by the Chief Medical Officer (CMO) (see Appendix F of the FIM Medical Code).
- Two (2) copies of a map of the circuit medical services, one in hard copy and the other in electronic format to a minimum scale of 1:2000 indicating the positions.

APPENDIX H1
CIRCUIT RACING GP, WSBK, ENDURANCE, MXGP, MxON, SGP CIRCUITS

- vehicle type A	in red with	
- vehicle type B	in blue with	
- vehicle type C	in green with	
- medical centre	in green with	
- ground post	in yellow with	
- pit lane ground post	in yellow with	
- helicopter landing area	in orange with	

and routes for urgent evacuation

- Plan of the circuit medical centre.

APPENDIX H1

CIRCUIT RACING GP, WSBK, ENDURANCE, MXGP, MxON, SGP CIRCUITS

Medical assessment procedure

At all medical assessments, it shall be the duty of the FIM Medical Assessor to examine all the medical facilities at the circuit and make recommendations when required to ensure that these conform to the FIM Medical Code.

During the medical assessment, the presence of the Chief Medical Officer (CMO), the Clerk of the Course and/or a responsible representative of the circuit is required.

Grading of circuit medical assessment and homologations

The medical assessment and homologation will be graded as follows:

A: 1 year

A medical assessment and medical homologation report will be issued.

B: Further improvements to the medical service are required and a further medical assessment is compulsory the following year.

In the event of two successive assessments resulting in grade B, the circuit will automatically be downgraded to grade C as defined below.

C: The medical service provision does not comply with the requirements of the FIM Medical Code and a further detailed medical review is compulsory prior to any FIM event taking place.

Further medical assessment is required before any FIM event can take place until the circuit obtains at least a grade B.

Expenses for medical assessment/homologations

The costs of transport and accommodation of the Medical Assessor for medical assessment of track or circuits, are borne by the FIM.

APPENDIX H1

CIRCUIT RACING GP, WSBK, ENDURANCE, MXGP, MxON, SGP CIRCUITS

When the medical assessment requiring further assessment and takes place before the date of the event, these costs are invoiced to the FMNR, by way of the quarterly invoice of amounts payable by the FMNR.

When a track or circuit is assessed without a race being included in the calendar of the current or the coming year, the costs are also later invoiced to the FMNR.



HIGHLY CONFIDENTIAL

Fédération Internationale de Motocyclisme
 11, route Suisse - CH-1295 Mies (Suisse)
 to return to: cmi@fim.ch only

Confidentiality note: The data and information contained in this questionnaire are strictly confidential
 This information is intended only for use of the FIM

QUESTIONNAIRE FATAL ACCIDENT

1) **FMNR**

2) **DISCIPLINE**

3) **EVENT** National International FIM

4) **CIRCUIT** **VENUE**

PRACTICE **RACE** Lap N°

Track Paddock Outside

Ground post N° Turn N°

5) **CMO**

6) **DIAGNOSES**

1

2

3

4

7) **DATE of ACCIDENT**

8) **TIME of ACCIDENT**

9) **PROTECTIVE DEVICES WORN BY THE RIDER:**

Neckbrace: YES NO

Type:

Brand:

**Other protective devices:
(Please specify)**

10) **TIME of DEATH**

11) **DEATH** immediate evacuation hospital

12) **TIME of ARRIVAL of the FIRST AIDERS**

13) **TIME of START RESUSCITATION**

14) **THERAPY**

15) **AUTOPSY** YES NO

16) **RESULT of the AUTOPSY**

APPENDIX L

17) **REMARKS**

oil	<input type="checkbox"/>	dry track	<input type="checkbox"/>	wet track
collision	<input type="checkbox"/>	fall	<input type="checkbox"/>	
other	<input type="text"/>			

18) **DOCUMENTS**

videos	<input type="checkbox"/>	pictures	<input type="checkbox"/>	magazines
other	<input type="text"/>			

19) **COMMENTS**

Data Privacy

The CMO shall not disclose this Rider's Personal Data or Sensitive Personal Data except where such disclosures are strictly necessary in order to fulfil his obligations under the FIM Medical Code. He shall ensure that this Personal Data and Sensitive Personal Data is only retained when it remains relevant to fulfilling his obligations under the FIM Medical Code. Once it no longer serves the above-mentioned purposes, it shall be deleted, destroyed and permanently anonymised. As a general rule, retaining Sensitive Personal Data requires stronger or more compelling reasons than for Personal Data.

Any rider going through Medical Examination and therefore submitting this information including Personal Data and Personal Sensitive Data to be able to compete, shall be deemed to have agreed pursuant to applicable data protection laws and otherwise that such information be collected, processed, disclosed and used for the purposes of the implementation of the FIM Medical Code by the CMO.

A rider or his authorised representative shall be entitled to request to erase, rectify or obtain any Personal Data or Sensitive Personal Data the FIM holds about him in accordance with the FIM Medical Code by sending a written request to gdp-medical@fim.ch.

20) **SIGNATURE of CMO of the EVENT:**

NAME of the CMO:

DATE:

SCAT6™

Sport Concussion Assessment Tool

For Adolescents (13 years +) & Adults



What is the SCAT6?

The SCAT6 is a standardised tool for evaluating concussions designed for use by Health Care Professionals (HCPs). The SCAT6 cannot be performed correctly in less than 10-15 minutes. Except for the symptoms scale, the SCAT6 is intended to be used in the acute phase, ideally within 72 hours (3 days), and up to 7 days, following injury. If greater than 7 days post-injury, consider using the SCAT6/Child SCAT6.

The SCAT6 is used for evaluating athletes aged 13 years and older. For children aged 12 years or younger, please use the Child SCAT6.

If you are not an HCP, please use the Concussion Recognition Tool 6 (CRT6).

Preseason baseline testing with the SCAT6 can be helpful for interpreting post-injury test scores but is not required for that purpose. Detailed instructions for use of the SCAT6 are provided as a supplement. Please read through these instructions carefully before testing the athlete. Brief verbal instructions for each test are given in *blue italics*. The only equipment required for the examiner is athletic tape and a watch or timer.

This tool may be freely copied in its current form for distribution to individuals, teams, groups, and organizations. Any alteration (including translations and digital re-formatting), re-branding, or sale for commercial gain is not permissible without the expressed written consent of BMJ.

Recognise and Remove

A head impact by either a direct blow or indirect transmission of force to the head can be associated with serious and potentially fatal consequences. If there are significant concerns, which may include any of the Red Flags listed in Box 1, the athlete requires urgent medical attention, and if a qualified medical practitioner is not available for immediate assessment, then activation of emergency procedures and urgent transport to the nearest hospital or medical facility should be arranged.

Completion Guide

Orange: Optional part of assessment

Key Points

- Any athlete with suspected concussion should be REMOVED FROM PLAY, medically assessed, and monitored for injury-related signs and symptoms, including deterioration of their clinical condition.
- No athlete diagnosed with concussion should return to play on the day of injury.
- If an athlete is suspected of having a concussion and medical personnel are not immediately available, the athlete should be referred (or transported if needed) to a medical facility for assessment.
- Athletes with suspected or diagnosed concussion should not take medications such as aspirin or other anti-inflammatories, sedatives or opiates, drink alcohol or use recreational drugs and should not drive a motor vehicle until cleared to do so by a medical professional.
- Concussion signs and symptoms may evolve over time; it is important to monitor the athlete for ongoing, worsening, or the development of additional concussion-related symptoms.
- The diagnosis of concussion is a clinical determination made by an HCP.
- The SCAT6 should NOT be used by itself to make, or exclude, the diagnosis of concussion. It is important to note that an athlete may have a concussion even if their SCAT6 assessment is within normal limits.

Remember

- The basic principles of first aid should be followed: assess danger at the scene, athlete responsiveness, airway, breathing, and circulation.
- Do not attempt to move an unconscious/unresponsive athlete (other than what is required for airway management) unless trained to do so.
- Assessment for a spinal and/or spinal cord injury is a critical part of the initial on-field evaluation. Do not attempt to assess the spine unless trained to do so.
- Do not remove a helmet or any other equipment unless trained to do so safely.

For use by Health Care Professionals Only SCAT6™

Developed by: The Concussion in Sport Group (CISG)

Supported by:



Sport Concussion Assessment Tool 6 - SCAT6™

SCAT6™ Sport Concussion Assessment Tool

For Adolescents (13 years +) & Adults

Athlete Name: **ID Number:**

Date of Birth: **Date of Examination:** **Date of Injury:**

Time of Injury: **Sex:** Male Female Prefer Not To Say Other

Dominant Hand: Left Right Ambidextrous **Sport/Team/School:**

Current Year in School (if applicable): **Years of Education Completed (Total):**

First Language: **Preferred Language:**

Examiner:

Concussion History

How many diagnosed concussions has the athlete had in the past?:

When was the most recent concussion?:

Primary Symptoms:

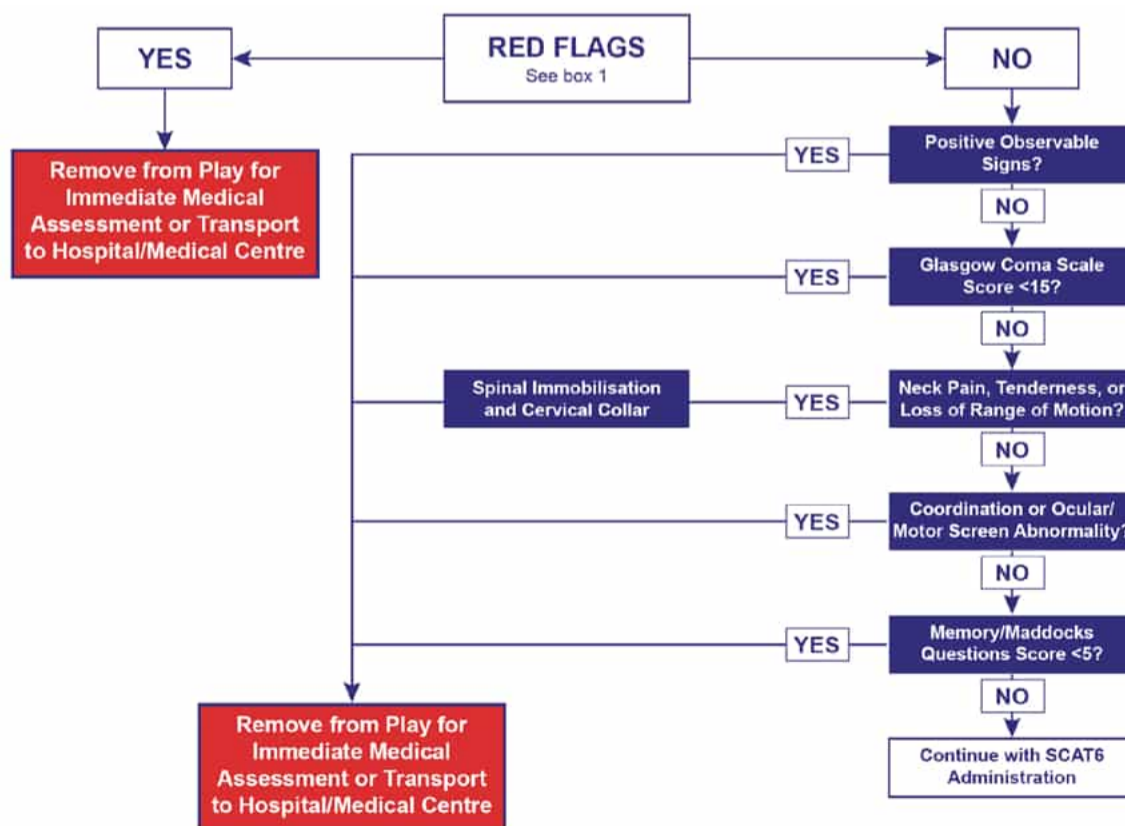
How long was the recovery (time to being cleared to play) from the most recent concussion?: (Days)

Immediate Assessment/Neuro Screen (Not Required at Baseline)

The following elements should be used in the evaluation of all athletes who are suspected of having a concussion prior to proceeding to the cognitive assessment, and ideally should be completed “on-field” after the first aid/emergency care priorities are completed.

If any of the observable signs of concussion are noted after a direct or indirect blow to the head, the athlete should be immediately and safely removed from participation and evaluated by an HCP.

The Glasgow Coma Scale is important as a standard measure for all patients and can be repeated over time to monitor deterioration of consciousness. The Maddocks questions and cervical spine exam are also critical steps of the immediate assessment.



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Sport Concussion Assessment Tool 6 - SCAT6™



Step 1: Observable Signs

Witnessed Observed on Video

Lying motionless on playing surface	Y	N
Falling unprotected to the surface	Y	N
Balance/gait difficulties, motor incoordination, ataxia: stumbling, slow/laboured movements	Y	N
Disorientation or confusion, staring or limited responsiveness, or an inability to respond appropriately to questions	Y	N
Blank or vacant look	Y	N
Facial injury after head trauma	Y	N
Impact seizure	Y	N
High-risk mechanism of injury (sport-dependent)	Y	N

Step 2: Glasgow Coma Scale

Typically, GCS is assessed once. Additional scoring columns are provided for monitoring over time, if needed.

Time of Assessment:

Date of Assessment:

Best Eye Response (E)			
No eye opening	1	1	1
Eye opening to pain	2	2	2
Eye opening to speech	3	3	3
Eyes opening spontaneously	4	4	4
Best Verbal Response (V)			
No verbal response	1	1	1
Incomprehensible sounds	2	2	2
Inappropriate words	3	3	3
Confused	4	4	4
Oriented	5	5	5
Best Motor Response (M)			
No motor response	1	1	1
Extension to pain	2	2	2
Abnormal flexion to pain	3	3	3
Flexion/withdrawal to pain	4	4	4
Localized to pain	5	5	5
Obeys commands	6	6	6
Glasgow Coma Score (E + V + M)			

Box 1: Red Flags

- Neck pain or tenderness
- Seizure or convulsion
- Double vision
- Loss of consciousness
- Weakness or tingling/burning in more than 1 arm or in the legs
- Deteriorating conscious state
- Vomiting
- Severe or increasing headache
- Increasingly restless, agitated or combative
- GCS <15
- Visible deformity of the skull

Step 3: Cervical Spine Assessment

In a patient who is not lucid or fully conscious, a cervical spine injury should be assumed and spinal precautions taken.

Does the athlete report neck pain at rest?	Y	N
Is there tenderness to palpation?	Y	N
If NO neck pain and NO tenderness, does the athlete have a full range of ACTIVE pain free movement?	Y	N
Are limb strength and sensation normal?	Y	N

Step 4: Coordination & Ocular/Motor Screen

Coordination: Is finger-to-nose normal for both hands with eyes open and closed?	Y	N
Ocular/Motor: Without moving their head or neck, can the patient look side-to-side and up-and-down without double vision?	Y	N
Are observed extraocular eye movements normal? If not, describe:	Y	N

Step 5: Memory Assessment Maddocks Questions¹

Say "I am going to ask you a few questions, please listen carefully and give your best effort. First, tell me what happened?"

Modified Maddocks questions (Modified appropriately for each sport; 1 point for each correct answer)

What venue are we at today?	0	1
Which half is it now?	0	1
Who scored last in this match?	0	1
What team did you play last week/game?	0	1
Did your team win the last game?	0	1
Maddocks Score		/5

Note: Appropriate sport-specific questions may be substituted

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Off-Field Assessment

Please note that the cognitive assessment should be done in a distraction-free environment with the athlete in a resting state **after** completion of the Immediate Assessment/Neuro Screen.

Step 1: Athlete Background

Has the athlete ever been:

Hospitalised for head injury? (If yes, describe below)	Y	N	Diagnosed with attention deficit hyperactivity disorder (ADHD)?	Y	N
Diagnosed/treated for headache disorder or migraine?	Y	N	Diagnosed with depression, anxiety, or other psychological disorder?	Y	N
Diagnosed with a learning disability/dyslexia?	Y	N			

Notes:

Current medications? If yes, please list:

Step 2: Symptom Evaluation

Baseline: Suspected/Post-injury: Time elapsed since suspected injury: mins/hours/days

The athlete will complete the symptom scale (below) after you provide instructions. Please note that the instructions are different for baseline versus suspected/post-injury evaluations.

Baseline: Say *“Please rate your symptoms below based on how you typically feel with “1” representing a very mild symptom and “6” representing a severe symptom.”*

Suspected/Post-injury: Say *“Please rate your symptoms below based on how you feel now with “1” representing a very mild symptom and “6” representing a severe symptom.”*

PLEASE HAND THE FORM TO THE ATHLETE

Symptom	Rating
Headaches	0 1 2 3 4 5 6
Pressure in head	0 1 2 3 4 5 6
Neck pain	0 1 2 3 4 5 6
Nausea or vomiting	0 1 2 3 4 5 6
Dizziness	0 1 2 3 4 5 6
Blurred vision	0 1 2 3 4 5 6
Balance problems	0 1 2 3 4 5 6
Sensitivity to light	0 1 2 3 4 5 6
Sensitivity to noise	0 1 2 3 4 5 6
Feeling slowed down	0 1 2 3 4 5 6
Feeling like “in a fog”	0 1 2 3 4 5 6
“Don’t feel right”	0 1 2 3 4 5 6
Difficulty concentrating	0 1 2 3 4 5 6
Difficulty remembering	0 1 2 3 4 5 6
Fatigue or low energy	0 1 2 3 4 5 6
Confusion	0 1 2 3 4 5 6
Drowsiness	0 1 2 3 4 5 6
More emotional	0 1 2 3 4 5 6
Irritability	0 1 2 3 4 5 6
Sadness	0 1 2 3 4 5 6
Nervous or anxious	0 1 2 3 4 5 6
Trouble falling asleep (if applicable)	0 1 2 3 4 5 6

Do your symptoms get worse with physical activity? Y N

Do your symptoms get worse with mental activity? Y N

If 100% is feeling perfectly normal, what percent of normal do you feel?

If not 100%, why?

Do your symptoms get worse with physical activity? Y N

Do your symptoms get worse with mental activity? Y N

PLEASE HAND THE FORM BACK TO THE EXAMINER

Once the athlete has completed answering all symptom items, it may be useful for the clinician to revisit items that were endorsed positively to gather more detail about each symptom.

Total number of symptoms: of 22 Symptom severity score: of 132

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Step 3: Cognitive Screening (Based on Standardized Assessment of Concussion; SAC)²

Orientation

What month is it?	0	1
What is the date today?	0	1
What is the day of the week?	0	1
What year is it?	0	1
What time is it right now? (within 1 hour)	0	1
Orientation Score	of 5	

Immediate Memory

All 3 trials must be administered irrespective of the number correct on Trial 1. Administer at the rate of one word per second.

Trial 1: Say "I am going to test your memory. I will read you a list of words and when I am done, repeat back as many words as you can remember, in any order."

Trials 2 and 3: Say "I am going to repeat the same list. Repeat back as many words as you can remember in any order, even if you said the word before in a previous trial."

Word list used: A B C

List A	Trial			Alternate Lists	
	Trial 1	Trial 2	Trial 3	List B	List C
Jacket	0 1	0 1	0 1	Finger	Baby
Arrow	0 1	0 1	0 1	Penny	Monkey
Pepper	0 1	0 1	0 1	Blanket	Perfume
Cotton	0 1	0 1	0 1	Lemon	Sunset
Movie	0 1	0 1	0 1	Insect	Iron
Dollar	0 1	0 1	0 1	Candle	Elbow
Honey	0 1	0 1	0 1	Paper	Apple
Mirror	0 1	0 1	0 1	Sugar	Carpet
Saddle	0 1	0 1	0 1	Sandwich	Saddle
Anchor	0 1	0 1	0 1	Wagon	Bubble
Trial Total					

Immediate Memory Score of 30 **Time Last Trial Completed:** _____

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Step 3: Cognitive Screening (Continued)

Concentration

Digits Backward:

Administer at the rate of one digit per second reading DOWN the selected column. If a string is completed correctly, move on to the string with next higher number of digits; if the string is completed incorrectly, use the alternate string with the same number of digits; if this is failed again, end the test.

Say *“I’m going to read a string of numbers and when I am done, you repeat them back to me in reverse order of how I read them to you. For example, if I say 7-1-9, you would say 9-1-7. So, if I said 9-6-8 you would say? (8-6-9)”*

Digit list used: A B C

List A	List B	List C				
4-9-3	5-2-6	1-4-2	Y	N	0	1
6-2-9	4-1-5	6-5-8	Y	N		
3-8-1-4	1-7-9-5	6-8-3-1	Y	N	0	1
3-2-7-9	4-9-6-8	3-4-8-1	Y	N		
6-2-9-7-1	4-8-5-2-7	4-9-1-5-3	Y	N	0	1
1-5-2-8-6	6-1-8-4-3	6-8-2-5-1	Y	N		
7-1-8-4-6-2	8-3-1-9-6-4	3-7-6-5-1-9	Y	N	0	1
5-3-9-1-4-8	7-2-4-8-5-6	9-2-6-5-1-4	Y	N		
				Digits Score		of 4

Months in Reverse Order:

Say *“Now tell me the months of the year in reverse order as QUICKLY and as accurately as possible. Start with the last month and go backward. So, you’ll say December, November... go ahead”*

Start stopwatch and CIRCLE each correct response:

December November October September August July June May April March February January

Time Taken to Complete (secs): Number of Errors:

1 point if no errors and completion under 30 seconds

Months Score: of 1

Concentration Score (Digits + Months) of 5

Step 4: Coordination and Balance Examination

Modified Balance Error Scoring System (mBESS)³ testing

(see detailed administration instructions)

Foot Tested: Left Right (i.e. test the non-dominant foot)

Testing Surface (hard floor, field, etc.):

Footwear (shoes, barefoot, braces, tape etc.):

OPTIONAL (depending on clinical presentation and setting resources): For further assessment, the same 3 stances can be performed on a surface of medium density foam (e.g., approximately 50cm x 40cm x 6cm) with the same instructions and scoring.

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Step 4: Coordination and Balance Examination (Continued)

Modified BESS

(20 seconds each)

Double Leg Stance: of 10
 Tandem Stance: of 10
 Single Leg Stance: of 10
 Total Errors: of 30

On Foam (Optional)

Double Leg Stance: of 10
 Tandem Stance: of 10
 Single Leg Stance: of 10
 Total Errors: of 30

Note: If the mBESS yields normal findings then proceed to the **Tandem Gait/Dual Task Tandem Gait**.
 If the mBESS reveals abnormal findings or clinically significant difficulties, **Tandem Gait** is not necessary at this time.
 Both the **Tandem Gait** and optional **Dual Task** component may be administered later in the office setting as needed (see SCAT6).

Timed Tandem Gait

Place a 3-metre-long line on the floor/firm surface with athletic tape. The task should be timed. Please complete all 3 trials.

Say *“Please walk heel-to-toe quickly to the end of the tape, turn around and come back as fast as you can without separating your feet or stepping off the line.”*

Single Task:

Time to Complete Tandem Gait Walking (seconds)				
Trial 1	Trial 2	Trial 3	Average 3 Trials	Fastest Trial
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Dual Task Gait (Optional. Timed Tandem Gait must be completed first)

Place a 3-metre-long line on the floor/firm surface with athletic tape. The task should be timed.

Say *“Now, while you are walking heel-to-toe, I will ask you to count backwards out loud by 7s. For example, if we started at 100, you would say 100, 93, 86, 79. Let’s practise counting. Starting with 93, count backward by sevens until I say “stop.”* Note that this practice only involves counting backwards.

Dual Task Practice: Circle correct responses; record number of subtraction counting errors.

Task													Errors	Time
Practice	93	86	79	72	65	58	51	44	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Say *“Good. Now I will ask you to walk heel-to-toe and count backwards out loud at the same time. Are you ready? The number to start with is 88. Go!”*

Dual Task Cognitive Performance: Circle correct responses; record number of subtraction counting errors.

Task													Errors	Time (circle fastest)	
Trial 1	88	81	74	67	60	53	46	39	32	25	18	11	4	<input type="text"/>	<input type="text"/>
Trial 2	90	83	76	69	62	55	48	41	34	27	20	13	6	<input type="text"/>	<input type="text"/>
Trial 3	98	91	84	77	70	63	56	49	42	35	28	21	14	<input type="text"/>	<input type="text"/>

Alternate double number starting integers may be used and recorded below.

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
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Starting Integer: Errors: Time:

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Step 4: Coordination and Balance Examination (Continued)

Were any single- or dual-task, timed tandem gait trials not completed due to walking errors or other reasons?

Yes No

If yes, please explain why:

Step 5: Delayed Recall

The Delayed Recall should be performed after **at least 5 minutes** have elapsed since the end of the Immediate Memory section: **Score 1 point for each correct response.**

Say *“Do you remember that list of words I read a few times earlier? Tell me as many words from the list as you can remember in any order.”*

Time started:

Word list used: A B C

Word list used: A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/>		Alternate Lists	
List A	Score	List B	List C
Jacket	0 1	Finger	Baby
Arrow	0 1	Penny	Monkey
Pepper	0 1	Blanket	Perfume
Cotton	0 1	Lemon	Sunset
Movie	0 1	Insect	Iron
Dollar	0 1	Candle	Elbow
Honey	0 1	Paper	Apple
Mirror	0 1	Sugar	Carpet
Saddle	0 1	Sandwich	Saddle
Anchor	0 1	Wagon	Bubble
Delayed Recall Score	of 10		

Total Cognitive Score

Orientation: of 5
 Immediate Memory: of 30
 Concentration: of 5
 Delayed Recall: of 10
 Total: of 50

If the athlete was known to you prior to their injury, are they different from their usual self?

Yes No Not applicable (If different, describe why in the [clinical notes](#) section)

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Step 6: Decision

Domain	Date:	Date:	Date:
Neurological Exam (Acute Injury evaluation only)	Normal/Abnormal	Normal/Abnormal	Normal/Abnormal
Symptom number (of 22)			
Symptom Severity (of 132)			
Orientation (of 5)			
Immediate Memory (of 30)			
Concentration (of 5)			
Delayed Recall (of 10)			
Cognitive Total Score (of 50)			
mBESS Total Errors (of 30)			
Tandem Gait fastest time			
Dual Task fastest time			

Disposition

Concussion diagnosed?

Yes No Deferred

Health Care Professional Attestation

I am an HCP and I have personally administered or supervised the administration of this SCAT6.

Name:

Signature: Title/Speciality:

Registration/License number (if applicable): Date:

Additional Clinical Notes

Note: Scoring on the SCAT6 should not be used as a stand-alone method to diagnose concussion, measure recovery, or make decisions about an athlete's readiness to return to sport after concussion. Remember: An athlete can score within normal limits on the SCAT6 and still have a concussion.

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APPENDIX N

FIM Alcohol Testing Procedure

Riders participating in any FIM Circuit Racing World Championship GP round will be subject to alcohol breath and/or blood testing in-competition* in accordance with the following procedure:

*In-Competition = for the purpose of the alcohol testing procedure, the in-competition period is defined as the period commencing 12 hours before the rider rides his bike for the first time during the event**, ending thirty (30) minutes after the end of the last race in his class and category. This is the minimum period of time that riders should abstain from alcohol prior to competition for safety reasons. For the avoidance of doubt, the possession, use and consumption of alcohol during the podium ceremony is not considered a violation under the FIM Medical Code providing that the podium takes place at the end of the event.

**Event: an event is defined as a single sporting event (composed, depending on the discipline, of practice sessions, qualifying practice sessions and race).

1. Such testing will be undertaken by an FIM official **or any person appointed by the FIM for this purpose** at the event using an FIM approved testing device.
2. Testing will be undertaken at the event by an FIM official **or any person appointed by the FIM for this purpose** who is trained in the use of the alcohol testing device.
3. Testing will be performed with no prior notice.
4. Riders will be selected **by any person appointed by the FIM for this purpose** randomly by ballot or at the discretion of FIM officials.
5. At least three riders will be tested at each event.
6. In-competition* alcohol testing may be included as part of a special medical examination conducted at the request of the CMO, Race Director, Clerk of the Course, Medical Director, any member of the Race Direction or the FIM Medical Representative in accordance with the FIM Medical Code.
7. Following notification of selection for alcohol testing, the rider must immediately attend the designated location for testing.
8. A refusal to undergo alcohol testing will be regarded for the purpose of the application of sanctions as identical to a test reading above the permitted threshold.
9. Any rider who refuses to submit himself to alcohol testing will be automatically and immediately excluded from further participation in, and disqualified from the event by the Race Direction.



Such decision is final and may not be appealed against. Such automatic and immediate decision may not under any circumstances give rise to any claim from the rider or any other affected party. The details of the case will be notified immediately to the FIM Legal Department (legal@fim.ch) by the Race Direction.

10. Alcohol testing will normally take place in a location that maintains rider confidentiality, is secure with restricted access, and is in a suitable location with adequate facilities such as light and ventilation.
11. Each rider will be tested individually and in private.
12. The alcohol testing device will be determined and provided by the FIM.
13. The device will be calibrated in accordance with the manufacturer's instructions.
14. The alcohol test procedure will take place where possible in the presence of a witness.
15. The testing procedure and use of the device will be explained to the rider.
16. The rider will be allowed to select an individual mouthpiece from a selection of individually sealed mouthpieces for their individual use and attach it to the device.
17. The rider will blow steadily into the mouthpiece until the device indicates that an adequate sample of breath has been obtained.
18. The test result displayed on the device will be shown to the rider and recorded on the test record documentation.
19. The time of each test will also be recorded on the documentation.
20. The documentation will then be signed by the rider, officials **and any person appointed by the FIM for this purpose**, present at the test. Any refusal by a rider to sign the documentation will be duly noted and recorded on the documentation but will not invalidate the result of the test.
21. The results and associated documentation will be forwarded to the FIM Administration.
22. If the test reading is greater than the permitted threshold of 0.10g/L, a confirmatory test will be performed following a waiting period of at least fifteen minutes starting after the first result of the first test has been recorded. If the first test reading is below or equal to 0.00g/L, no further test will be conducted.
23. As part of this confirmatory test the rider will again be asked to select a further mouthpiece from a selection of sealed mouthpieces. (The purpose of conducting a confirmatory test after a period of fifteen minutes in the event of a positive test is to ensure that any residual alcohol in the rider's mouth from food, mouth wash etc. is no longer present in order to limit false positive results).
24. If the result of the confirmatory test is above the permitted threshold the rider will be automatically and immediately excluded from further participation in, and disqualified from the event by the Race Direction.

Such decision is final and may not be appealed against. Such automatic and immediate decision may not under any circumstances give rise to any claim from the rider or any other affected party.

The details of the case will be notified immediately by the Race Direction to the FIM Legal Department (legal@fim.ch).



25. Following the automatic and immediate disqualification at the event, the Race Direction may further give additional sanctions which can reach to a suspension of up to a maximum of 18 (eighteen) months. The length of the suspension shall be decided on the riders' degree of fault and on any aggravating (e.g. recidivism) and/or mitigating factors. Riders and other persons shall receive credit for a Provisional Suspension against any period of Ineligibility which is ultimately imposed. If the rider establishes that he bears no fault (i.e. no negligent or intentional failure; e.g. no negligence), no suspension or other sanctions may be imposed on him.
26. If the result of the confirmatory test is below the permitted threshold no further action will be taken.
27. Any sanction following the immediate disqualification of the event (suspension for further events) that may be imposed to the rider may be petitioned to the FIM Stewards Panel in writing and with reasons.


APPENDIX N
HIGHLY CONFIDENTIAL
BREATH ALCOHOL TEST

Rider's name, first name: _____ Rider Number: _____

Title of the event: FIM _____

Venue: _____ Country: _____ Date: _____

FMNR: _____ IMN N°: _____

FIM Jury Pres. or Race Direction member or FIM Official: **or any person appointed by**

the FIM for this purpose: (name, first name): _____

Witness 1: (if **applicable**) _____ Position: _____

Witness 2: (if **applicable**) _____ Position: _____

Other **person present:** _____ Position: _____

Other **person present:** _____ Position: _____

 In accordance with the FIM Medical Code, the following rider must take part of the control (Breath Alcohol Test). The Alcohol control can take place anytime during the event.

The undersigned certifies to have tested the above-mentioned rider with the following results (N.B Positive Test means >0.10g/L):

Test 1: Positive Negative Result: _____ .g/L Time: _____

Test 2: Positive Negative Result: _____ .g/L Time: _____

Data Privacy

The FIM Jury President, members of the Race Direction, appointed FIM Officials, **and any person appointed by the FIM for this purpose** shall not disclose this Personal Data or Sensitive Personal Data of the riders except where such disclosures are strictly necessary in order to fulfil their obligations under the FIM Medical Code. They shall ensure that this Personal Data and Sensitive Personal Data is only retained when it remains relevant to fulfilling their obligations under the FIM Medical Code. Once it no longer serves the above-mentioned purposes, it shall be deleted, destroyed and permanently anonymised. As a general rule, retaining Sensitive Personal Data requires stronger or more compelling reasons than for Personal Data.



**APPENDIX N
HIGHLY CONFIDENTIAL
BREATH ALCOHOL TEST**

Any rider going through breath alcohol tests and therefore submitting this information including Personal Data and Personal Sensitive Data to be able to compete shall be deemed to have agreed, pursuant to applicable data protection laws and otherwise, that such information be collected, processed, disclosed and used for the purposes of the implementation of the FIM Medical Code by the FIM Jury President, members of the Race Direction, appointed FIM Officials, **and any person appointed by the FIM for this purpose.**

Riders or their authorised representative shall be entitled to request to erase, rectify or obtain any Personal Data or Sensitive Personal Data the FIM holds about them in accordance with the FIM Medical Code by sending a written request to gdpr-medical@fim.ch.

Rider's signature: _____

Date: _____ Time: _____

FIM Jury Pres. or Race Direction member or Appointed FIM Official **or any person appointed by the FIM for this purpose (name, first name)** _____

signature: _____

Witness 2: signature: (if **applicable**) _____

Witness 1: signature: (if **applicable**) _____

Other person present: signature: _____

Other person present: signature _____

*** Original of this document must be sent to the FIM Medical Department: cmi@fim.ch *** Copy of this document must be given to the rider ***



**SPECIAL MEDICAL EXAMINATION FORM
HIGHLY CONFIDENTIAL
To be completed by the CMO
To be strictly shared only with:
FIM Medical Director, FIM Medical Officer**

Personal data

Name: _____ First name: _____
Class: _____ Number: _____

This rider **sustained** the following injuries: _____
as a result of which he was medically UNFIT to compete.

Before competing again he must be examined to ensure he complies with the requirements of the FIM Medical Code and is medically FIT to control a motorcycle at racing speeds.

I, **the undersigned**, Dr _____, certify that I have examined the above named rider and find him/her medically

FIT UNFIT to compete

in the _____ Championship, at
the _____ circuit, on _____ (date)

Signature of the CMO

Date

If there is any doubt about medical FITNESS TO COMPETE the FIM MOTOGP MEDICAL DIRECTOR and/or MEDICAL OFFICER must be consulted.

The CMO, FIM Medical Director, FIM Medical Officer are bound to ensure that the personal data and sensitive personal data they process is protected as required by the data protection and privacy laws in force by applying all necessary security safeguards.

This information shall not be disclosed except when strictly necessary in order to fulfil the obligations provided for under the FIM Medical Code, in accordance with its Art. 5.11.

6. ANTIDOPING CODE

The Regulations will be defined by the “FIM ANTIDOPING CODE”.

7. ENVIRONMENTAL CODE

The Regulations will be defined by the “FIM Environmental CODE”.

8. CODE OF ETHICS

The Regulations will be defined by the “FIM CODE OF ETHICS”.



**FEDERATION INTERNATIONALE
DE MOTOCYCLISME**

FIM-MOTO.COM

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ccr@fim.ch

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