



PRESS RELEASE

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FIM Grand Prix World Championship

Decision of the Grand Prix Commission

The Grand Prix Commission, composed of Messrs. Carmelo Ezpeleta (Dorna, Chairman), Paul Duparc (FIM), Herve Poncharal (IRTA) and Takanao Tsubouchi (MSMA), in the presence of Jorge Viegas (FIM President), Carlos Ezpeleta (Dorna), Mike Trimby (IRTA, Secretary of the meeting), in a meeting held in Doha on 7 March 2020, made the following decisions:

Sporting Regulations

EFFECTIVE IMMEDIATELY

RIDERS ACTIVELY COMPETING

The Grand Prix Commission (GPC) clarified the conditions under which a rider will be classified after the interruption of a race. It is already a requirement that riders must be “actively competing” in order to be classified. This is currently defined as the rider riding on track, or attempting to repair/restart the machine, or to re-join the track or return to pit lane.

The GPC decided to add that the rider’s machine must be in a condition to re-join the track.

The FIM MotoGP Stewards will continue to 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.

LONG LAP AND RIDE THROUGH PENALTIES

The GPC decided to have more consistency in the long lap and ride through penalties.

A rider receiving a ride through or long lap penalty will have three laps to respect the displayed penalty board and comply with the penalty.

The only exception will now be that a rider receiving a penalty of two long laps will have five laps to respect the displayed penalty board and comply with the penalty.

WILD CARD ENTRY FEES

No changes have been made to the fees charged to riders for a wild card entry. However, the fee for the FIM single event GP licence will now be collected by IRTA, with the entry fee, and passed to the FIM. The net effect is that there is no increase in total costs for riders.



Medical Regulations

EFFECTIVE IMMEDIATELY

Following confusion at some previous events, the GPC confirmed that the cost of transporting an injured rider from the circuit to a hospital is the responsibility of event organiser.

Team staff and other paddock workers often need to start work very early and continue until late. The regulations covering this matter were therefore also changed to require medical staff to be present at a circuit between 07.00 and 23.00 on every day of the event when work is being performed in the paddock.

A regularly updated version of the FIM Grand Prix Regulations which contains the detailed text of the regulation changes may be viewed shortly on:

<http://www.fim-live.com/en/sport/regulations-and-documents/grand-prix/>

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

The FIM (Fédération Internationale de Motocyclisme) founded in 1904, is the governing body for motorcycle sport and the global advocate for motorcycling. The FIM is an independent association formed by 111 National Federations throughout the world. It is recognised as the sole competent authority in motorcycle sport by the International Olympic Committee (IOC). Among its 50 FIM World Championships the main events are MotoGP, Superbike, Endurance, Motocross, Supercross, Trial, Enduro, Cross-Country Rallies and Speedway. Furthermore, the FIM is also active and involved in the following areas: public affairs, road safety, touring and protection of the environment. The FIM was the first international sports federation to impose an Environmental Code in 1994.