



PRESS RELEASE

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FIM Grand Prix World Championship

Decisions 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 electronic meetings held on 22 and 27 May 2020, made the following decisions which are consequent on the impact of the coronavirus epidemic:

MOTOGP CLASS ENGINE ALLOCATION

Even though the FIM, IRTA, MSMA and Dorna are optimistic about restarting the Championship, it's still uncertain how many events it will be possible to hold in 2020. For this reason it has been unanimously approved that the MotoGP Class engine allocation would be decided before agreed before publication of the revised calendar and would be per-event as follows:

Remaining Events on the 2020 Calendar (Qatar Grand Prix excluded)	ENGINE ALLOCATION PER RIDER	
	Non-Concession Manufacturers	Manufacturers Qualifying for Concessions
up to 11 events	4	6
up to 14 events	5	7

MOTO3 CLASS ENGINE ALLOCATION

Similarly, for the Moto3 class, the engine allocation has also been agreed unanimously:

1. If the total number of events in 2020 is lower than 12 (including Qatar), both 2020 and 2021 will be considered as only one season and the combined maximum engine allocation for both seasons will be of 9 engines.
2. If the number of races in 2020 is 12 or more, then the allocation for the 2020 season will be separate and as follows:

Total Events on the 2020 Calendar (Qatar Grand Prix included)	ENGINE ALLOCATION PER RIDER
12-14	4
14-18	5



MOTO3 AND MOTO2 CLASS PRIVATE TESTING

With immediate effect, riders in these classes will not be permitted to make further private testing in 2020 until further notice.

The following considerations prompted this decision:

With team income being significantly reduced, a ban on testing for all riders will level the playing field between those teams that might have better funding and those that might just be surviving on the monthly subsidy payments.

Availability of circuits is going to be even more limited than normal and may be subject to government restrictions. Furthermore, travel restrictions in Europe and around the World, still vary between countries meaning that only some teams might be permitted to move with vehicles and staff to a test. Most of the travel restrictions seem to be applicable until, at least, the end of June.

FIM, IRTA and Dorna are hoping to have a significant number of events, hopefully starting in July. These events will be condensed into a short period of time meaning that, in any case, there are limited days available for testing once racing is resumed.

It is the intention of Dorna to hold additional test sessions, for all classes, during the week of the first event.

Dunlop activities are currently limited with many key staff being furloughed. They have already indicated that they will not be able to provide a service at private tests.

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 112 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.