



Regulations

FIM Moto3™ Junior World Championship Regulations



For the purposes of simplicity and convenience/utility these Regulations also include the:

European Moto2™ Championship Regulations



& Hawkercup European Talent Cup Regulations



EDITION 2021

YEAR 2021		
Version	Applicable as from	Modified Paragraphs / Articles n°
0	01.01.2021	<p><u>SPORTING REGULATIONS</u></p> <p>Art. 1.1.1; Art. 1.2.9; Art. 1.3.1; Art. 1.3.5; Art. 1.4.1; Art. 1.4.2; Art. 1.5.1; Art. 1.7.6; Art. 1.10; Art. 1.12; Art. 1.14.1; Art. 1.15; Art. 1.15.1 vi); Art. 1.15.4; Art. 1.16.3; Art. 1.18.1; Art. 1.18.2.1; Art. 1.18.2.3; Art. 1.19; Art. 1.19.2; Art. 1.21.3); Art. 1.21.13); Art. 1.22; Art. 1.22.2; Art. 1.25.5; Art. 1.26; Art. 1.26.5; Art. 1.26.6; Art. 1.30.5; Art. 1.33; Art. 1.34.1</p> <p><u>TECHNICAL REGULATIONS</u></p> <p><u>Moto3 Jr</u> Art. 2.3.3.2 9); Art. 2.3.3.5 2)</p> <p><u>Moto2 (Appendix 5)</u> Art. 3.2.13; Art. 3.3; Art. 3.9.1.3; Art. 3.9.2.1; Art. 3.9.3; Art. 3.12.2; Art. 3.13; Art. 3.17.1; Art. 3.19; Art. 3.20; Art. 3.21</p> <p><u>600STK (Appendix 6)</u> Art. 4.6; Art. 4.6.4; Art. 4.6.6; Art. 4.6.8.11.1.e); Art. 4.6.8.19; Art. 4.6.9.1. a) iii.,q) a. & r); Art. 4.6.10; Art. 4.6.10.7.h); Art. 4.6.10.11.q); Art. 4.6.13.k), Art. 4.6.14.8; Art. 4.6.15; Art. 4.6.16</p> <p><u>ETC (Appendix 7)</u> Art. 5.6.3; Art. 5.6.5; Art. 5.6.6; Art. 5.6.7.19; Art. 5.6.8.1 m); Art. 5.6.9; Art. 5.6.9.2 b) 2.; Art. 5.6.9.4 e); Art. 5.6.9.6 b) & g); Art. 5.6.13; Art. 5.6.14; Art. 5.6.15</p> <p><u>General Appendices 8 – 12 (new order)</u> Appendix 8: Motorcycle frame Appendix 9: Transponder Installation Appendix 10: Fuel Specification Appendix 11: Riders' equipment (& FIM Helmets standards) Appendix 12: Procedure for technical control</p> <p><u>DISCIPLINARY & ARBITRATION CODE</u> Art. 3.1; Art. 3.2; Art. 3.2.1; Art. 3.3.2; Art. 3.3.3.2.; Art. 3.3.4; Art. 3.3.5; Art. 3.3.6; Art. 3.3.7; Art. 3.3.8; Art. 3.3.9; Art. 3.3.10; Art. 3.4; Art. 3.5; Art. 3.6; Art. 3.8; Art. 3.9</p>
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Articles amended as from the 1ST January 2021 are in bold
Articles amended during the 2021 season are in bold and red type or ~~double strike through~~

**FOR MOTO3™ JUNIOR WORLD CHAMPIONSHIP
FEDERATION INTERNATIONALE DE MOTOCYCLISME (FIM)**

11, route Suisse

CH - 1295 MIES

SWITZERLAND

Tel: +41-22-950 950 0

www.fim-live.com

victoria.corredoira@fim.ch

paul.duparc@fim.ch

**FOR MOTO2™ EUROPEAN CHAMPIONSHIP & EUROPEAN TALENT CUP
FIM EUROPE**

General Secretariat:

Viale delle Arti 181

Fiumicino (Rome)

ITALY

Tel: +39 06 45777645

Legal Head Office:

11, route Suisse

CH - 1295 MIES

SWITZERLAND

Tel: +41-22-950 950 0

www.fim-europe.com

office@fim-europe.com

DORNA CEV / Dorna Worldwide S.L

C/ Príncipe de Vergara 183,

28002 Madrid

SPAIN

Tel.: 91 782 02 20

www.fimcevrepso.com

info@fimcevrepso.com

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General Undertakings and Conditions

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.

The FIM Europe European Talent Cup and the Moto2™ European Championship is run under the authority of FIM Europe.

In this respect, any references to the FIM Stewards refer also to the FIM Europe Stewards (hereinafter collectively referred to as the “FIM Stewards”) except when the context requires otherwise.

All riders, team personnel, officials, promoters/organisers and all the persons involved in any capacity whatsoever participating in the FIM Moto3™ Junior World Championship, Moto2™ European Championship, European Talent Cup (ETC) (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 these 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 time 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 Championship, for Riders and Constructors will be organised.

When applicable, Riders will also compete for Trophies.

1.1.2 Official documents relating to FIM Moto3 Junior World Championship must conform to article 100.5 of the FIM Sporting Code.

1.1.3 Official documents relating to Moto2 European Championship & European Talent Cup must conform to article 100.6 of the FIM Europe Sporting Code.

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.

During the previous afternoon of the first official practices, the Safety Officer will carry out the final inspection to homologate the circuit.

1.2.3 Events must not include any other races except for Grand Prix races and support races approved by the FIM, FIM Europe 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, FIM Europe and Dorna.

1.2.5 Event Organisers (hereinafter "Organiser") will be nominated by the FIM, FIM Europe and DORNA.

1.2.6 The Organiser is responsible for providing the facilities and personnel to ensure the smooth and efficient running of the event.

1.2.7 The organiser will arrange third party liability insurance according to article 110.1.2 of the FIM Sporting Code (for the FIM Moto3 Junior World Championship) and according to article 110.1 of the FIM Europe Sporting Code (for the Moto2 European Championship & European Talent Cup) including cover for all participants, teams, sponsors, service companies, officials, FIM/FIM Europe, DORNA, etc.

The coverage for each event will be at least, equivalent to the coverage requested by the laws of the country where the event is taking place.

The organiser will send a copy of such liability insurance to Dorna by e-mail, at least 15 days prior to its event.

The validity of the insurance will come into effect four (4) days before the first race and will terminate one day after the last race day.

1.2.8 At least 30 days prior to the Event, the Organisers of the event must submit the following information to the FIM, FIM Europe and DORNA:

- a. Confirmation of the name and address of the Organisers, including telephone and e-mail address.
- 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 and the name of the 3rd FIM Steward appointed by the FMNR (with appropriate FIM/FIM Europe official licence).
- h. The name, address and telephone number of the Chief Medical Officer (with appropriate FIM/FIM Europe official licence).
- i. The name, address and telephone number of the hospitals designated for the event.

N.B. The Organiser is not required to produce or publish any Supplementary Regulations for the event.

1.3 Paddock

The regulations establish the different timetables, paddock areas, and guidelines to follow.

- Timetable and paddock entrance and exit procedure
- Paddock areas
- Areas locations
- Promotional activities
- Behaviour guidelines
- Use of installations

1.3.1 Timetable and procedure for paddock entrance and exit

The entrance procedure for trucks and working vehicles will be the following:

- The team arrives at the Circuit gate and identify themselves.
- They wait for a person from the Organization to come and accreditate the vehicles for the Event. After that, the Organization will indicate to them their location in the paddock and the number of the garage allocated (if any).
- Any vehicle arriving after the entrance time will have to wait at a secondary paddock until the next paddock opening time.

The entrance and exit time to the paddock and/or garages for working vehicles which have already been accredited for the Event will be the following:

- **“CEV Official Testing Sessions” on Wed & Thurs:**
On Tuesday from 9AM to 8PM*.
On Wednesday from 8AM to 8PM*

- **“CEV Official Testing Sessions” on Thurs & Fri:**
On Wednesday from 9AM to 8PM*.
On Thursday and Friday from 8AM to 8PM*.

- **“CEV Official Testing Sessions” only on Fri:**
On Thursday from 9AM to 8PM*. On Friday from 8AM to 8PM*.

- **Events (QP & Races):**
On Saturday from 8AM to 10AM and from the end of the practices to 8PM.
On Sunday from 8AM to 10AM and after the end of the Event

Detailed time table for “CEV Official Testing Sessions” and events may be consulted on the Championship web site www.fimcevrepso.com from 30 days prior to the race.

*On **Tuesday, Wednesday**, Thursday and Friday, between 13:30 and 15:00, those vehicles entering into the paddock for the first time during the Event will not be accredited. Therefore they will not be allowed to access.

To any team violating this entrance and exit time, the Organization has the right to remove its vehicle accreditation and forbid access to the paddock for the rest of the season.

On Sundays no vehicle parked inside the paddock shall leave it (on a permanent basis) until the end of the event. Dismantling panels, carpets and other furnishing of the box is strictly prohibited until the end of the event.

The Circuit staff may require holding a Personal Credential between 18:00 and 8:00 of the next day.

Entering the paddock by scooter is allowed until 23:00 as long as the rider and scooter bike are properly accredited.

Image recording inside the Paddock area is subject to Dorna’s prior authorisation.

1.3.2 Paddock Areas

In order to improve its functionality, the paddock will be divided into the following areas:

1. Garages area
2. Working area (teams without a garage)
3. Hospitality units and caterers area
4. Living area
5. Service area
6. Support race(s) Area

The distribution will be done by the Organisers, and everyone must follow the instructions for their location.

The location assigned to each team on the different areas of the paddock will admit no changes.

The Organisers reserve the right to make any changes if it is considered necessary.

1.3.3 Areas locations

Teams must always follow the instructions of those in charge of directing the vehicles to the parking areas as well as respect the schedule applicable in the paddock.

1. Garages area

The Championship Organisation is in charge of the garage allocation, as the availability and capacity of the garages vary from one Circuit to another.

Availability of garages may be consulted on the Championship web site www.fimcevrepso.com from the Tuesday prior to the race.

If you do not appear on the garage list published on the Tuesday before the race, this means you will not have a garage. Teams are responsible for providing themselves with a tent in order to work on their bike(s).

Should you not wish a garage you must confirm this in writing in the rider's on line entry form. Those teams not interested in having a garage but forget to confirm this in writing prior to Wednesday before the race at info@fimcevrepso.com may be required to pay for the garage regardless of whether they use it or not.

The payment of garage hiring and deposit by teams must be made at the Circuit office.

It is strictly prohibited to occupy a garage which has not been previously assigned by the Organiser.

Work hours at the working areas from Thursday prior to the Event until Sunday are from 8:00 to 23:00.

Between 23:00-8:00 starting engines is forbidden. Engines are not to be started inside the garages at any time.

Dismantling panels, carpets and other furnishings of the garage is strictly prohibited until the end of the Event.

Working vehicles parked in the paddock must be on the main line of the street at all times. It is strictly prohibited to move any working vehicle parked inside the paddock, as well as to dismantle any hospitality before the last race ends.

2. Working area (teams without a garage)

This working area is for those teams that do not have a garage.

Those teams without garage must have the necessary equipment to work in the paddock.

Work hours at the working areas from Thursday prior to the Event until Sunday of the Event are from 8:00 to 23:00.

The running of engines or those works likely to disturb the resting of the participants are forbidden after 23:00.

3. Hospitality units and caterers area

The location of hospitality units and catering tents must be planned. Therefore teams that have foreseen the installation of these structures must inform this in writing within the rider's on line entry form 15 days before the Event. Teams accredited for the whole season wishing to install a hospitality unit or catering tent in all the races must notify this, along with the

details of these structures, in writing within the rider's on line entry form one month before the first race; otherwise no space will be reserved.

Four teams is the maximum amount permitted to use each hospitality unit or catering tent. The use of a hospitality unit or catering tent inside the paddock by more than four teams is subject to a pre-arranged agreement with the Organisers.

For reasons of space the Organisers reserve the right to admit or limit the number of square meters in the paddock available for hospitality units and catering tents.

4. Living area

At each Event, the Organisation will reserve an area solely for campers and motorhomes. This living area will be as large as the Circuit facilities permit and will be as near as possible to the paddock, though not necessarily inside it. The distribution will be under the Organisers' indications.

This area is for the use of teams and riders. The Organisation reserves the right to admit the users of this area.

The running of engines or those works likely to disturb the resting of the participants are forbidden.

5. Service area

At each Event, the organisation will reserve a Service area for the companies holding a license for the current year.

6. Support Race(s) Area

In those Events in which support race is to take place, the Organiser shall reserve an area devoted to their infrastructure.

1.3.4 Promotional activities

Every advertising, promotional or public relations activity inside the Organisation area or around the Circuit, service road, paddock, garages, etc. must be previously authorised by Dorna.

1.3.5 Behaviour guidelines

For a better cohabitation inside the paddock and to improve its image, the following actions are strictly forbidden:

- Driving motorcycles in a reckless manner inside the paddock. 'Reckless' is understood as not having both tyres on the ground, inadequate speed for pedestrian safety and more passengers than permitted by law.
- It is strictly forbidden to park trailers in general within the paddock. Trailers must be parked in the parking lots outside the paddock.
- Walking on the paddock stripped to the waist.
- Cooking or eating in the garage or the paddock outside the designated areas.
- Smoking in the garages and the pit lane. Should this prohibition be breached, the Organiser of the Event may, at its own discretion, decide to withdraw the accreditation and to expel the infractor from the installations.
- Pets are not allowed in the paddock. **Should any team break this rule, it may be subject by an expulsion of the paddock.**
- Sleeping within the garage.
- Exchange of Personal or Vehicle Credentials.

- Installation of tents within the paddock.
- Installation of swimming pools in the living area.
- Installation of BBQ's or any other kind of open-air cooking devices.

1.3.6 Use of installations

- It is hereby expressly forbidden to paint, drill, dismantle or make any misuse of the installations of the Circuit (paddock, garages, pit-lane, signalling zone, etc...). Any damage caused to the installations will be the sole liability of the participant.
- Once the race is finished, it is the sole responsibility of the teams to withdraw any and all used tyres and fuel containers from the installations of the Circuit.

1.3.7 Joint event with other Championship

These rules above may be subject to change in those events held in connection with other championships.

Detailed time table for these events may be consulted on the Championship web site www.fimcevrepsol.com from 30 days prior to 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 relevant Commission.

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 Stewards.

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.

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 FIM to ensure compliance with the Medical Code.

Safety Officer

Responsible for the supervision of all aspects of safety.

Starter

Responsible for the start procedure of the race.

1.4.2 Individual Event officials

All individual Event Officials shall be appointed for each event by the FMNR/Organiser and shall be approved by the FIM/FIM Europe.

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.
Once the morning medical Inspection is finished, medical personnel should stand 5 meters behind the track marshals or leave. Only sportive personnel should stay at the edge of the track for the "sporting" inspection.

The Race Director, the Safety Officer, the Dorna Representative, **the Medical Director**, the FIM Stewards and the Clerk of the Course 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 yellow flag must be waved at each flag marshal post together with the display of other flags and equipment requested by the Safety Officer.

- 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 Race Direction

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 Race Direction

The Race Direction shall be appointed for the Championship by the relevant Commission.

1.4.4 FIM Stewards

The FIM Stewards shall be appointed for each event by the FIM and approved by the relevant Commission.

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 DORNA representative,
- The Safety Officer,
- The FIM Chief Steward,
- The Clerk of the Course,
- **The Medical Director**

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 matter that is in contradiction to the Regulations.
- c) To report to the Race Direction any infringements of the Regulations.

1.5.3 The Event Management Committee will meet 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 also invite the participation of Officials or other persons to assist in the Event Management Committee meetings. However, the 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 organiser 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 Race Director
- The FIM Representative (Safety Officer)
- The DORNA Representative

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 Championship Regulations.
- c) To make changes in the conduct and/or format of a race and/or a practice session based on safety considerations and provided that such decision is absolutely necessary to resolve a situation not foreseen in the Regulations. In such exceptional cases, such decision may prevail over specific provisions of the 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 Regulations.
- e) To impose penalties for any infringements of the Regulations.
- f) To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.
- g) To adjudicate on any protest relating to infringements of the Regulations.

1.7 FIM STEWARDS

1.7.1 There will be a panel of three FIM Stewards (with FIM/FIM Europe Sporting Steward licence) supervised by the Chief Steward who will chair the meetings.

- 1.7.2** The Chief Steward and the other Stewards are responsible for enforcing the Regulations.
- 1.7.3** The quorum for a meeting of the FIM Stewards is two persons.
- 1.7.4** If the Chief Steward is indisposed during the Event then the second FIM Steward will fill the vacancy.
- 1.7.5** Each member has one vote. Decisions are based on a simple majority. In the case of a tie, the Chief Steward will exercise a casting vote.
- 1.7.6** The FIM Stewards have no executive role in the running of the events **except for the adjudication of appeals or if requested other wise by the Race Direction.**
- 1.7.7** The FIM Stewards will meet at any time required during the event.
- 1.7.8** The FIM Stewards are responsible for:
- a) Ensuring that the event is conducted according to the Regulations and reporting any infringement to the Race Direction.
 - b) Adjudicating on any appeal against the decisions of the Race Direction.
- 1.7.9** All decisions of the FIM Stewards must be communicated in writing to the Race Direction and all affected parties.

1.8 CALENDAR

- 1.8.1** The provisional calendar of races counting for the Championship will be, in principle, published by no later than 15th December of the preceding year.
- 1.8.2** The relevant Commission reserves the right to propose the inclusion, substitution or cancelation of events of the provisional calendar.
- 1.8.3** The date of an event may be rescheduled due to force majeure, in consultation with FIM, Dorna and Organiser, 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:

For the FIM Moto3™ Junior World Championship:

- Moto3™ 250cc 4 stroke, single cylinder

For the Moto2™ European Championship:

- Moto2 Official engine 600cc, 4 s trokes, 4 cyclinder
- Superstock 600 over 400cc up to 600cc, 4 stocke, 4 cyclinder
over 500cc up to 675cc, 4 stocke, 3 cyclinder
over 600cc up to 750cc, 4 stocke, 2 cyclinder

For the European Talent Cup: 250cc 4 stroke, single cylinder

- 1.9.2** Technical Regulations governing the three classes are provided in the Championship Technical Rules.

1.10 ELIGIBLE COMPETITORS

For the FIM Moto3 **Junior** World Championship riders must be in possession of an annual “FIM CCR Junior World Championship Licence” issued by an FMN.

For the Moto2 European Championship and the European Talent Cup riders must be in possession of an annual “FIM International Meetings Licence” issued by an FMN.

The constructors must be in possession of the appropriate “FIM Manufacturer Licence”.

1.10.1 Minimum age

Licences for riders are issued only when the minimum age has been attained as below:

Moto3™ Junior World Championship	14 years old
Moto2™ European Championship	15 years old
European Talent Cup	12 years old

The limit for the minimum age starts on the date of the rider’s birthday.

1.10.2 Maximum age

For the FIM Moto3 Junior World Championship, the maximum age is 23 years old at the 1st of January of the corresponding Championship year.

For Moto2 European Championship, the limit for the maximum age finishes at the end of the year in which the rider reaches the age of 50.

For the European Talent Cup, the maximum age is 17 years old at the 1st of January of the corresponding Championship year.

1.11 ENTRIES

1.11.1 The registration form and the entry fee are posted on the website www.fimcevrepsol.com.

Riders will not take part in more than one class on the same event.

Failing to participate in an event must be communicated to entry@fimcevrepsol.com until the Friday before the event takes place. The communication must be written and sent through e-mail. Failing to communicate this circumstance will be penalised.

FIM, FIM Europe and Dorna Worldwide, S.L.U (hereinafter DWW) reserve the right to not admit, or dismiss any inscription.

When the name of a riders appears in the provisional list, is only for informative purposes telling that the riders has past the first step in order to wait for the definitive admittance. The definitive admittance only happens when all conditions have been met, the particulars for the rider and the generals for the championship, and such definitive admittance has been officially confirmed. Therefore, FIM, FIM Europe and DWW will never be responsible for the rider’s own acts or assumed by him/her when informed of his provisional admittance, in case that finally his/her inscription is dismissed or not admitted.

Some events may have limited number of entries for the sporting program needs.

1.11.2 Groups' selections

In case the event registration requests exceed the maximum number of participants allowed in each class (as per describe in Art. 1.15.), the organisers may divide the entries in two groups.

In that case they will be made up as follows:

- For the first event of the season, the groups will be made up by drawing, except for the riders classified in last season's final results. Those ones will be distributed in alternate groups, A and B
- For the second event of the season and onward, the groups will be made up by drawing, except for the riders who are in the Championship's provisional standings. Those ones will be distributed in alternate groups, A and B
- The groups should have the same number of riders and must not exceed the maximum number of motorcycles as stated in Art. 1.15.3.

1.11.3 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 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 Championship Officials or which may be contrary to the integrity of Championship or the sport.

b) Public pronouncements which harm irresponsibly the lawful interest of or which are contrary to the integrity of Championship 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 Championship Officials.
- 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 Championship Officials are expressly covered by this regulation.
- It is understood that responsible expressions of legitimate disagreement with the Championship Officials and/or Championship policies are not prohibited.

1.11.4 Briefing

Two briefings will be organized:

a) A compulsory briefing will be held for all the riders who will be participating for the first time in the current Championship on the day preceding the day scheduled for the first official practice session and the hour set on the official timetable of the event.

Failure to attend the briefing in full may result in a penalty.

A waiver can be granted to a rider by the Race Direction.

b) An optional briefing will be held for all Team Managers who will be participating for the first time in the current Championship on the day preceding the day scheduled for the first official practice session and the hour set on the official timetable of the event.

1.11.5

A rider shall be deemed to have taken part in the event when he participates in, at least, one practice session.

1.11.6

A rider shall be deemed to have started a race when he participates in, at least, the first lap of the race.

1.12 STARTING NUMBERS

The number one (1) is reserved to first place qualified rider of the previous year.

Only the numbers between 1 and 99 will be allowed. **Each rider accepted in the Championship will be allocated a specific starting number which will be valid for the whole Championship.**

1.13 SCHEDULE

1.13.1 The Event schedule will be published before each event.

The schedule including the date of the event can only be varied as follows:

- Prior to the event by Dorna.
- During the event by the Race Direction.

1.13.2

The relevant Commission reserves the right to modify the number of races per event for each class.

1.13.3

The schedule may include an allotted time for riders and teams to make familiarisation laps by non-motorised vehicle or on foot, scooters are forbidden.

All traffic at this time must be in the circuit direction.

Violation of this rule may result in a penalty.

1.14 TECHNICAL CONTROL – MEDICAL CONTROL – DOPING CONTROL

1.14.1

All motorcycles should be checked **on safety aspects** by the Technical **Director and** Scrutineers, **according to the published schedule**, prior to first participation in practice.

Teams may present only one motorcycle per rider for Technical control.

Unless a waiver is granted by the Race Direction, the riders 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 Controls is described in the Technical Regulations Appendix 14.

The procedure for Medical Control is described in the FIM Medical Code available at: <http://www.fim-live.com/en/library/>

1.14.3

All articles regarding anti-doping procedures are mentioned in the FIM Anti-Doping Code available at: <http://www.fim-live.com/en/library/>

1.15 PRACTICES AND TESTING RESTRICTIONS

1.15.1 Practice Sessions (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. A rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the chequered flag, riders complete one additional 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.

The restart of the practice sessions must be announced by the timing system on the times' screens. A minimum of 3 minutes must pass between the effective announcement and the restart.

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.

- 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 Safety Officer.

- vi) Private practices in the same track where the event takes place are forbidden, from Monday previous to the event for all riders who are registered for this event.*

In case of infraction, the penalty will entail the cancellation of the entry of the rider to that event.

This prohibition does not apply for the last event of the season, only if a MotoGP round has been held the week before the final round of the Championship.

From the 1st of January of the Championship year, practice days with a bike of the same category as the one used by the rider in the race, in the same circuits of the Championship before the events take place, are limited to a maximum total of:

-14 days for Moto3™ Junior

-13 days for Moto2™ & ETC.

Shall riders participate in the CEV **Official Testing Sessions** on Thursdays previous to Championships' rounds these days will count as practice' days.

Riders must inform Dorna of their practice sessions' days in the member area of the Championship website, within 72 hours after the completion of each practice sessions' day: <http://www.fimcevrepsol.com/en>

Failure to notify Dorna of practice sessions' days or exceeding the maximum number of practice sessions' days permitted will be sanctioned by Race Direction.

Taking part in Moto3™ and Moto2™ events of FIM World Championship Grand Prix, except when Championships are held during the same event (e.g. **Misano** round), in FIM World Superbike, Supersport, Supersport 300 and European Superstock Championships, in Spanish Championship, in FIM Endurance World Championship & World Cup, in FIM Red Bull MotoGP™ Rookies Cup and their tests will not be considered as tests.

A rider competing in the Championship, at a MotoGP™ event, is not permitted to participate in the Moto3 or Moto2 class of the FIM World Championship Grand Prix, practices or races at the same event".

1.15.2 Duration of practices

Two (2) separate qualifying sessions will be required; these sessions will have a minimum duration of:

- Moto3™ Junior World Championship 40 minutes
- Moto2™ European Championship 40 minutes
- European Talent Cup 40 minutes

1.15.3 Motorcycles

A rider may practice on one motorcycle providing that this motorcycle has been scrutinised in his name.

The maximum number of motorcycles allowed in all classes:

- For Practices is 44.
- For races is 38.

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, practices 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.

1.15.5 Qualification for the race

To qualify for the race, a rider must achieve a qualifying time during the qualifying practices, at least equal to 110% of the time recorded by the fastest rider in same session/group.

Exemptions may be granted by the Race Direction.

If, due to mechanical failure or crash, a rider cannot take part in any of the qualifying sessions, and provided that the grid is not complete, the Race Direction could allow the rider

to take part in the Warm-Up. The rider must achieve a maximum qualifying time of the warm-up, 110%, which will allow the rider to take the last position in the starting grid.

1.16 GRID POSITIONS

1.16.1 Pole position

The pole position, allocated to the fastest rider, will be determined during the homologation of the circuit.

1.16.2 Grid

The Grid will be arranged in the 3-3-3-3 configuration "in echelon".

Each line will be offset.

There will be a distance of 9 metres between each row.

Also refer to FIM Circuit Standards available at: <http://www.fim-live.com/en/library/>

1.16.3 Grid Positions

Grid positions will be based on the fastest **lap** time recorded by ~~the~~ **each** riders in all qualifying practices.

When a class is split into several divided practice groups, the positions on the starting grid will be allocated starting with the best time of the first placed, followed by the 2nd time of the first placed, then the best time of the 2nd placed, followed by the second best time of the 2nd placed etc, until fulfilling the starting grid.

If the starting positions of any of the groups cannot be fully attributed in conformity with the qualification criteria as a consequence of having a group of riders that do not fulfil these conditions, these positions will be attributed to those riders qualified in the other groups.

1.16.4 Tie

In the event of a tie, riders' second and subsequent best times will be taken into account.

1.16.5 Provisional & Final Starting Grid

Once the qualifying practices are over, a provisional starting grid will be published including, if any, the ~~the~~ two following classified riders that will be allowed to take part in the warm up.

The final grid will be published after the warm up has been completed, at the latest, one hour before the start of the race, including the in case of any free grid position, the reserved riders. Being a reserved rider does not necessarily mean that this rider will take part in the race.

Exception may be granted by the race Direction.

1.16.6 Back of the Grid Position

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 Pit lane Race Start

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.

1.16.8 Reserved riders

In case of a qualified rider can not take part in the race, then 39th and 40th qualified rider in the qualifying practices, will be reserved riders and will be able to take part in the warm up.

Exception may be granted by the Race Direction.

1.17 RACES

1.17.1

The length of races must be according to the following parameters:

- Moto3™ Junior World Championship: between 60 Km and 90 Km
- Moto2™ European Championship: between 65 Km and 90 Km
- European Talent Cup: between 60 Km and 90 Km

1.17.2

The length of a race may only be varied by the Race Direction.

1.17.3

A visible countdown board will be shown at the finish line to indicate the number of remaining laps in the race.

1.17.4

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 START PROCEDURES

1.18.1 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 they may push their motorcycle onto the grid from the pit lane.
- 2) Approximately 15 Minutes before the Start of the Race – (except in the case of a restarted or reschedule race).
 - 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 or refuel.

- 3) Approximately 10 Minutes before the Start of the Race (except in the case of a restarted or reschedule race)
- 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.

- 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 up to 5 mechanics and other staff, including one person who may hold an umbrella. All attendants on the grid must wear a "Grid Pass".

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".

- 7) Riders on the grid at this stage **can** make adjustments to the machine or change tyres to suit the track conditions.

Tyre warmers may be used on the grid.

One generator per **motorcycle** 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. One starter engine per motorcycle shall be used.

Generators and starter engines should be located to 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 Minutes board.

After this board is displayed, riders who still wish to make adjustments **on their motorcycle** must push their **motorcycle** to the pit lane.

Such riders and their **motorcycle** must be clear of the grid and in the pit lane before the display of the 1 Minute board. **There**, they may continue to make adjustments.

Such riders will start the warm up lap from the pit lane and will start the race from the back of the grid.

- 8) **At all time**, refueling or changing fuel tank on the grid is forbidden.
- 9) 5 Minutes before the Start of the Warm Up Lap - Display of 5 Minutes Board on the grid.
- 10) 3 Minutes before the Start of the Warm Up Lap - Display of 3 Minutes Board on the grid.

Generators must be disconnected and removed from the grid as quickly as possible.

At this point, all persons except maximum two mechanics per motorcycle, the person holding the umbrella for the rider, the television crew of the host broadcaster and essential officials, must leave the grid.

Riders must put their helmets on.

Nobody (except essential officials) is allowed to **enter** on the grid **anymore**.

- 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 motorcycles 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 **motorcycle** and will then vacate the grid.

- 12) 30 Seconds before the Start of the Warm Up Lap - Display of 30 Seconds 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 motorcycle must remove it to the pit lane, under the control of the grid marshals, where he may make further attempts to start it.

Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid.

- 13) 2 minutes before the start of the race – Green flag waved to start warm up lap.

Any rider who stalls his 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 rider(s) may start the warm up lap from the pit lane and will start the race from the back of the grid, provided he/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 that started from the grid have passed the pit lane exit point, 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. Thirty 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, according with the starting grid.

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 motorcycle on the warm up lap may return to the pit lane and make repairs.

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.

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~~ 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** an U.P.S. (Uninterruptable 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 Race Direction. The standard penalty is two Long Laps Penalties as described in Art. 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 his **motorcycle**, officials will assist to push the **motorcycle** into the pit lane, where his mechanics may provide assistance.

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 pit lane exit point, 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 motorcycle problems or repairs) and arrives after the pit exit is open, he 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 the Race Direction (refer to Art. 1.21.19).

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 single file (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 on the painted grid 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 on the **motorcycles** are permitted, except as indicated in the technical regulations.

If a **motorcycles** that has been active in the race enters the pit box, this machine is deemed to be retired and may not re enter again in the race (refer to Art. 1.21.8).

1.18.2 Special Start Procedures

1.18.2.1 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 marshals will wave a yellow flag at each row of the starting grid from the signaling platform.
- Riders must stay in their grid position with helmets on, engines may be switched off.

- The **motorcycle(s)** which caused the Start Delayed procedure will be removed to the pit lane, regardless of what work is needed to restart the **motorcycle(s)**. If **it/they** can be **restarted** 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 2 mechanics per rider are allowed on the grid. Only tyre warmers, stands, starter engines and hand-carried tools are allowed, no generators are allowed on the grid.
- Only essential officials are allowed on the grid, no media, **nor** guests, **nor** umbrella-holders, **nor** other team personnel, will be permitted, with the exception of camera crew(s) authorised by the Organisers.
- The start procedure will be re-commenced at the 3 Minutes 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 Seconds 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.

Any person who, due to his behaviour on the grid is responsible for a “start delayed” may **be penalised**.

1.18.2.2 Rain on Grid

If the pit lane is opened for the sighting lap with the track dry, **but it** becomes wet during or after the normal sighting lap (i.e. when riders are on the track or on the grid), the Race Direction 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 (See Art. 1.20.1).

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. 1.20.1 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 the 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 the officials)

- The Rain on Grid 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 **on** 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 board is displayed, the 5 Minutes board is shown and the 5-3-1Min.-30 Sec countdown is made before the start of the Warm Up lap.
- Team members must leave the grid as usual (refer to Art.1.18.1.10), 11), 12) above).
 - 3 Minutes board: adjustments completed,
 - 1 Minute board: tyre warmers removed,
 - 30 Seconds 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 them** and start the race from there.
- The race distance is reduced to 2/3 of the original distance.

1.18.2.3 Wet Race Start (following all dry practices)

In case a class has had all practice and warm up sessions 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.

- 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 is permitted in pit lane/**pit boxes** during the sighting lap(s) 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.
- Three minutes 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.
- Race distance is reduced to 2/3 of the original distance.

1.18.2.4 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.
- 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 **enter** in 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 mechanic should avail himself of his 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 Safety Car arrives ~~on~~ at 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 level of pit exit light point, the pit lane will be opened for a period of 30 seconds to release any rider waiting there.

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, must start from the back of the grid, they will take up last grid positions in the order they qualified for the race (in order of their grid positions) or, in case of a restarted race, according to the position they qualified in the previous Red Flagged race (i.e in order of their new 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 Art. 1.18.1.16).

Any riders still in the pit lane may then start the race.

- The Race distance will be according to Art. 1.26.

NB: 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).

1.19 RACE PENALTIES PROCEDURES

Among various penalties, the Race Direction may apply the following ones:

1.19.1 Ride through Procedure

During the race, a rider may 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. 1.21.13), in the pit lane. In case of infraction of this speed limit, the ride through procedure will be repeated; in case of a second infraction of this speed limit, the black flag will be shown to the rider.

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 **carry the** ride through after the start of the second part of the race.

Yellow boards (100cm horizontal X 80 cm vertical) displaying the riders' numbers (black colour) will be shown at the finish line and the information will also be displayed on the timekeeping monitors.

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 carry out the ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty as determined by the Race Direction to reflect the ride through time, and notified to teams before the race.

1.19.2 Long Lap(s) Penalty Procedure

During a race, a rider may be instructed to complete **one or two** Long Lap(s) Penalty procedure. The rider must ride through the pre-defined route, usually painted on an asphalt runoff area.

The penalty will be communicated via a board displayed for the rider at the finish line or other pre-defined area.

If the rider does not comply **with the one Long Lap penalty** after the board has been presented **3 times**, the rider will be penalised **with two (2) Long Laps penalty** (or other penalty as decided by the Race Direction).

In the case of a 2 x Long Laps Penalty being given, these 2 Long Laps must be completed within 5 laps of the penalty notification.

If the rider does not complete this 2X Long Laps 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 Race Direction).

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 Race Direction.

The rider carrying out the Long Lap(s) 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 flag(s) 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 flag(s).

In the case where the organisation has been unable to, or has decided not to carry out the long lap(s) penalty before the end of the race, the relevant rider will be inflicted with an equivalent time penalty, or other penalty as decided by the Race Direction.

In the case of a race interrupted prior to a long lap(s) penalty being carried out, the relevant rider will be required to carry out a long lap(s) penalty in the second part if the race is restarted **or other penalty such as an equivalent time penalty, as decided by the Race Direction.**

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 Races

1.20.1.1

Dry Races – a race classified as dry will be interrupted by the Race Director, if he 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.

1.21 BEHAVIOUR DURING PRACTICE AND RACE

- 1) Riders must obey the flag signals, the light signals, and the boards which convey instructions. Any infringement to this rule will be penalised according to the provisions of Art. 1.22.
- 2) Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule may be penalised.

- 3) Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the officials or at a place which does not provide an advantage to him.

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 Race Direction.

Penalties imposed during a race will be communicated via a board displayed for the rider on the finish line during a maximum of **3 laps (5 laps in case of a 2X Long Laps Penalty)**.

If the rider did not comply with the penalty after the board has been presented **3 times (5 times in case of a 2X Long Laps Penalty)**, he will be penalised by the Race **Direction (penalties may include Long Lap, 2 x Long Laps, Ride through, Black flag)**.

A time penalty may be imposed in lieu 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 absolutely no outside assistance except that rendered by the marshals. The marshals may assist the rider to the extent of helping him to lift the **motorcycle** 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 **motorcycle** on track, trackside or in the service road. No other person than marshals or riders are permitted on the track side of the first line of protection.
- 5) If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.
- 6) If the rider encounters a problem with the **motorcycle** which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his **motorcycle** in a safe place as indicated by the marshals.
- 7) Riders who are returning slowly to the pitlane for remedial work should ensure that they travel as far as possible off the racing line.
- 8) Riders may enter the pitlane during the race, but taking the motorcycle inside the pit box is not permitted. 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 **motorcycle** or to be transported by another rider on his **motorcycle** (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, 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 promoter. It is

strictly prohibited the placement of systems, of any type, image recording on the motorcycle and / or pilot, other than those set by the championship promoter and controlled by it.

- 13) 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 a minimum fine of 75 € 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 Race Direction.

Excessively high speed, in the judgement of the Race Direction 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 Laps Penalty. However the Race Direction 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.

- 14) Stopping on the track during practices and races is forbidden.

- 15) 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. Practice Starts during a Red Flag situation are strictly prohibited.

- 16) 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. Before the celebration the rider must request authorization to the Race Direction.

It is forbidden to stop on the start-finish straight after the chequered flag for any celebrations of any kind.

- 17) It is not permitted to ride racing motorcycles within the circuit other than in the pit lane, service road or on the track.

- 18) After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane / parc fermé.

- 19) Pit Lane Exit

The pit lane exit road will be defined by the 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 (practices and race(s)).

Infractions may be penalised with an instant penalty by Race Direction, and further penalties may be applied.

1.22 FLAGS, BOARDS AND LIGHTS

Marshals and other officials display flags, boards 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 flags, due to technical constraints. Flags and lights on track are both official signals.

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. This flag must be shown waved at the flag marshal post.

- **White Flag with diagonal red cross** (stroke width of the cross: between 10 & 13 cm)

Drops of rain on this section of the track.

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 is about to be overtaken.

During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him.

During the race, the rider concerned is about to be lapped. He must allow the rider(s) who are lapping him 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(s)**

This (these) flag(s) **must** be waved at the finish line to indicate the finish of race or practice session.

- **Chequered Black / White Flag(s) and Blue Flag(s)**

The chequered black/white flag(s) must be waved together with the blue flag(s) 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**

This light must be switched on at the pit lane exit at all time during practices and races, except when the red light is displayed.

1.22.2 **Flags Which Convey Information and Instructions:**

- **Yellow Flag(s)**

Waved at each row of the starting grid, these flags indicate 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 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 he committed an infraction, he must let pass the rider(s) he has overtaken. In this case, no penalty will be imposed.

Penalties imposed during a race will be communicated via boards displayed for the rider on the finish line during a maximum of **3 laps (5 laps in case of a 2X Long Laps Penalty)**.

If the rider does not comply with the penalty after the board has been presented **3 times (5 times in case of a 2X Long Laps Penalty)**, he will be penalized by **the Race Direction**.

A time penalty may be imposed in lieu 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 up(s) and races.

- **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 presented 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 **a board 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 **a board with** the rider's number. This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he 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 80cm in the vertical and 100cm 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 151C
Black: Pantone Black C
Blue: Pantone 298C
Red: Pantone 186C
Yellow: Pantone Yellow C
Green: Pantone 348C

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: 151C) and the rain coat to be transparent.

1.23 MEDICAL CARS

The medical cars must be equipped with yellow flashing lights. The words "MEDICAL CAR" 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 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.

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.

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 finish line on the race track (not in the pit lane) within five minutes of the race winner. The rider must be in contact with his **motorcycle**. In case the rider is not in contact with the **motorcycle**, the finish time is determined by the first part of the rider or **motorcycle** to cross the finish line, whichever arrives last.

1.24.3

The results will be based on the order in which the riders cross the line and the number of laps completed (See Art. 1.35).

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 **motorcycle**, the finish time is determined by the first part of the rider or **motorcycle** 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. The Timekeeper will be in charge of delivering a final opinion and submitting it to the Race Direction, in case of doubt.

1.24.5

The riders placed in the first three positions in the race will be escorted by officials, as quickly as possible, to the podium for the awards ceremony. Participation in the podium ceremony by the first three riders is compulsory.

1.24.6

The Results of a race will be considered as definitive when all the required control/test (technical, fuel, etc) have been made. If, as a result of waiting for the tests, a classification is waiting to be approved, this should be communicated to the teams.

1.25 INTERRUPTION OF A RACE

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 he will switch on the red lights 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 and all other riders on the same lap as the leader had completed a full lap without the red flag being displayed.

Exceptions:

1. If the race is interrupted after the chequered flag, the following procedure will apply:

- a) For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
- b) For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
- c) The complete classification will be established by combining both partial classifications as per the lap/time procedure.

2. In an interrupted race, if the leader and all active riders on the same lap have completed a full lap before the red flag is displayed, and at that time there is a rider in pit lane which closes due to the red flag without the rider crossing a timekeeping point to complete the lap, the results will be taken from the last timekeeping point that the race leader and all other active riders on the same lap as the leader have crossed.

If there is a problem with a rider's timekeeping transponder, the results will be taken from the previous finish line results.

In all cases, at the time the red flag is displayed, riders who are not actively competing in the race will not be classified (See Art. 1.35).

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, pushing or riding on 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 and by all other active riders on the same lap as the leader, 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 and all other active riders on the same lap as the leader, but less than two thirds of the original race distance, 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 half points will be awarded in the Championship.

1.25.4

If the results calculated show that two-thirds of the race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by all other active riders on the same lap as the leader, 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 **engine**, or to rejoin the track or return to pit lane **with the motorcycle in a condition fit to rejoin the track**. The Race Direction will be the sole judge of whether a rider is actively competing **including the condition of the motorcycle**, and no appeal is possible against the Race Direction decision.

1.26 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

Re-started races will in principle follow the protocols defined in Art. 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) 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.

The Race Direction will decide the appropriate changes in the schedule in order to include the new start after some other category (-ies) take place.

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. 1.18.2.4, unless otherwise informed by the Race Direction.

1.26.4

Conditions for the re-started race will be as follows:

- i) In the case of situation described in Art. 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) The number of laps will be two-thirds of the original race distance rounded down to the nearest whole number of laps.
 - d) The grid positions will be as for the original race.
- ii) In the case of situation described in Art. 1.25.3 (3 laps or more and less than two-thirds completed):
 - a) Only riders who are classified as finishers, as per Art. 1.25, in the first race may re-start.
 - b) Motorcycles may be repaired. Refuelling is permitted.
 - c) 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.

Riders who are classified 1 lap down in the first race will start the restarted race from Pit Lane.
Riders who are classified 2 or more laps down in the first race will not be eligible to restart.
 - d) The grid position will be based on the finishing order of the first race.
 - 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.

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(s) 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 Race Direction 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 the 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 follows:

1. If Race 1 was interrupted before 3 laps completed, and:

a) Race 2 has completed at least two-thirds of Race 2 distance (according to 1.25.1) before being interrupted, then:
The race is deemed completed and full Championship points will be awarded.

b) Race 2 has completed less than two-thirds of Race 2 distance, then:

I. Restart not possible:

Race 2 is declared cancelled and no Championship points will be awarded.

II. Restart possible:

Race 3 started as follows:

- If Race 2 completed more than 3 laps, Art. 1.26.4.ii applies (only finishers of Race 2 may start, motorcycles may be repaired and refuelled, grid based on Race 2 result), with race distance of two-thirds of Race 2 distance with a minimum of 5 laps.
- If Race 2 completed less than 3 laps, Art. 1.26.4.i applies (all riders may start, motorcycles may be repaired and refuelled, original grid), with race distance of two-thirds of Race 2 distance with a minimum of 5 laps.

If Race 3 is interrupted, results as follows:

- If at least 2/3 of Race 3 distance or 5 laps (whichever is less) have been completed (according to Art. 1.25.1), the race is deemed to have been completed and full Championship points will be awarded.
- If less than 2/3 of Race 3 distance or 5 laps (whichever is less) have been completed, the race is declared cancelled and no Championship points will be awarded.
(In this case, any further restart will be at the discretion of Race Direction, following Art. 1.26.6.A.1.)

2. If Race 1 was interrupted after 3 laps but less than two-thirds race distance completed, and:

a) Race 2 has completed at least two-thirds of Race 2 distance (according to Art. 1.25.1) before being interrupted, then:
The race is deemed completed and full Championship points will be awarded (regardless of the number of laps completed in Race 1).

b) Race 2 has completed less than two-thirds of Race 2 distance, then:

I. Restart not possible:

Race 2 is declared cancelled and full Championship points will be awarded based on the results of Race 1, provided 5 or more laps were completed in Race 1.

If less than 5 laps were completed in Race 1, then the race is declared cancelled and no Championship points will be awarded.

II. Restart possible:

Race 3 started as follows:

- If Race 2 completed more than 3 laps, only finishers of Race 2 may start, motorcycles may be repaired and refuelled, grid based on Race 2 result, with race distance of two-thirds of Race 2 distance with a minimum of 5 laps.
- If Race 2 completed less than 3 laps, only finishers of Race 1 may start, motorcycles may be repaired and refuelled, grid based on

Race 1 result, with race distance of two-thirds of Race 2 distance with a minimum of 5 laps.

If Race 3 is interrupted, results as follows:

- **If at least 2/3 of Race 3 distance or 5 laps (whichever is less) have been completed (according to Art. 1.25.1), the race is deemed to have been completed and full Championship points will be awarded.**
- **If less than 2/3 of Race 3 distance or 5 laps (whichever is less) have been completed, the race is declared cancelled and full Championship points will be awarded based on the results of Race 1, provided 5 or more laps were completed in Race 1.**
- **If less than 5 laps were completed in Race 1, then the race is declared cancelled and no Championship points will be awarded. (In this case, any further restart will be at the discretion of Race Direction, following Art. 1.26.6.A.1)**

1.27 TECHNICAL CONTROL AREA

In case of a technical protest related to a motorcycle to take part in two races in the same day, it has to be determined one way to guarantee that the bike could not be fixed without being controlled by the technical scrutineers, in order to assure the proper technical control related to the protest after the last of the races.

At the end of each race, or the final part of a race that has been interrupted, a technical control with dismantling may be carried out on the first 3 **motorcycles** and other **motorcycles** chosen by random by the Race Direction or the Technical Director. Those riders whose motorcycles have to go through the final technical control must be informed via an official notification. Their mechanics must come to the Technical Control Area with the necessary tools within the 30 minutes at the latest following the official notification.

Further more, upon the Championship Technical Director request, the engines or specific parts of the motorcycles may be sealed in order to verify them when he decides.

The seals will be valid for qualifying sessions, races or events specified by the Technical Director.

The rider or technical manager will sign a declaration of sealing where the numbers and quantity of seals will be listed.

In case of break or elimination of the seals, the pilot will be declassified from the session(s), race(s) or event(s) on which sealed engine or parts have been used.

If the rider or the team needs to perform maintenance on the engine or sealed part(s), he must notify the Technical Director the latest half an hour after the end of the session of his category to perform the work under the supervision of a Technical Steward afterwards a new seal will be put in place.

1.28 CHAMPIONSHIP POINTS AND CLASSIFICATION

1.28.1

Riders will compete for the Championship.

Constructors will compete for the Moto3 World Championship and for Moto2 European Championship.

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

For each race, Championship points will be awarded on the following scale:

Position	Points
1 st	25
2 nd	20
3 rd	16
4 th	13
5 th	11
6 th	10
7 th	9
8 th	8
9 th	7
10 th	6
11 th	5
12 th	4
13 th	3
14 th	2
15 th	1

1.28.5

All races will count for the Championship.

1.28.6

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 races (number of first places, number of second places etc.). 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.

1.28.7

The Moto3 Junior World Champion is obliged to attend the FIM Prive Giving Ceremony in accordance with Art. 60.7 of the FIM Sporting Code.

1.29 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

1.29.1

Instructions may be given by the Race Director to Teams and/or Riders by means of special notices in accordance with the Regulations. Notices must be posted on the official notice board or delivered by electronic means such as email. Posting on the official notice board or via electronic means 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.

Posting on the official notice board 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 Stewards to a team or rider must be communicated in writing or 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 Stewards must also be made in writing including electronic means such as email.

1.30 TEAM PERSONEL 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 4.

1.30.3

The maximum number of team personnel per rider on the signalling platform is limited to 4.

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.

1.30.5

For safety reasons it is not permitted to have the motorcycle engine running during any wheel change.

1.31 EXTRA DEPOSIT IN CASE OF MOTORCYCLE CONTROL FOLLOWING A TECHNICAL PROTEST

The technical protests must be submitted together with security deposit according with the **Art. 3.4.1.3 of the** Disciplinary and Arbitration Code, plus a deposit of 500 €.

If the checked motorcycle fits the stipulated dispositions, the amount will cover the charges of the respondent team.

If the party who makes the protest is the losing party, the deposit shall be paid to the winning party.

If the Race Direction considers the protest is fair, the total amount of the deposit will be returned to the claimant.

1.32 EXTRA DEPOSIT FOR FUEL CONTROLS FOLLOWING A PROTEST

The fuel protests must be submitted together with security deposit according with the **Art. 3.4.1.3** of the Disciplinary and Arbitration Code, plus a deposit of 600 €

After the last control:

- the winning party will have its deposit reimbursed.
- the losing party will have to pay the costs of all the controls carried out after deduction of deposits which it has already paid.

1.33 SANCTION FOR NON COMPLIANCE WITH THE FUEL RULES

A fuel control may be carried out in accordance with **Appendix 10** of the Technical Regulations. A rider whose fuel does not correspond to the technical requirements will be sanctioned as follows:

1. Exclusion from the whole event in question independent of the moment of the fuel sampling;
2. Fine of 500 €;
3. Payment of all costs connected to the fuel test(s) for his case.

1.34 TRANSPONDERS

1.34.1 Placing

Timekeepers must indicate how and where the transponders have to be placed in the motorcycles (Also refer to Technical Regulations **Appendix 9**).

1.35 CALCULATION OF LAPS

As established in Art. 1.24 (end of the race and results) and 1.25 (Interruption of a race):

Laps	75% Art. 1.24	2/3 art. 1.25
5	3	3
6	4	4
7	5	4
8	6	5
9	6	6
10	7	6
11	8	7
12	9	8
13	9	8
14	10	9
15	11	10
16	12	10
17	12	11
18	13	12
19	14	12
20	15	13
21	15	14
22	16	14
23	17	15
24	18	16
25	18	16
26	19	17
27	20	18
28	21	18

29	21	19
30	22	20

3. DISCIPLINARY AND ARBITRATION CODE

3.1 PRINCIPLES

All the following rules apply for all classes (Moto3 Junior WC, Moto2 EC and ETC) except when the context requires otherwise it is then, clearly specified.

3.1.1 For Moto3 Junior World Championship

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.

3.1.2 For Moto2 European Championship and European Talent Cup

The obligations incumbent upon the participants, officials and organisers are set out in the Regulations published by the FIM Europe. Proven violation or non-observance of these obligations will be subject to the penalties laid down in this chapter.

The duties powers and responsibilities of the bodies and delegates of the FIM Europe are set out in FIM Europe Statutes and By Laws. In case of any provision not foreseen in FIM Europe Statutes or By Laws, FIM Codes and By Laws are to be applied.

Similarly, the obligations incumbent upon the participants, officials and organisers of sporting and **eventually** touring events **connected** under FIM Europe control are set out in the rules of the different sporting and touring disciplines or in any other rules and regulations which are or may be introduced and published by the FIM Europe. All people involved in the activity of the FIM Europe, both sporting and non-sporting, as well as the member of its organs, must adhere to its rules and keep an irreproachable behaviour in the carrying out of their respective duties, so as to avoid any possible prejudice to the honourableness of the FIM Europe and of its members. Proven violation or non-observance of these obligations will be subjected to the penalties laid down in the FIM Europe Disciplinary and Arbitration Code.

3.2 PENALTIES

The penalties are:

- warnings
- fines
- change of position
- ride through
- long lap(s) penalty
- time penalties
- grid penalty
- disqualification
- withdrawal of Championship points
- suspensión
- exclusion

3.2.1 Definition and application of penalties

Warnings:	can be made privately or publicly, and can be made without a hearing.
Fines:	cash penalty up to 50'000€ A fine of up to 1'000 Euros can be imposed without a prior hearing being necessary. However, the right of protest remains as set out in Art. 3.4.1.
Change of position:	the rider must go back the number of positions decided by the Race Direction.
Ride through:	the rider must complete the ride through procedure via de pit lane as defined in Art. 1.19.1
Long lap(s) penalty:	the rider must complete the pre-defined route of the Long Lap under the conditions as defined in Art. 1.19.2
Time penalties:	the imposition of time affecting the rider's actual result up to 2 minutes and the cancellation of time.
Grid penalty:	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. A grid positions penalty may be imposed without a prior hearing being necessary. However, the right of protest remains as set out in Art. 3.4.1.
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 rights to participate for a specified period of time in any activity under FIM/FIM Europe control. The application of this penalty may also be applied in the Championship to one or more practice sessions (or part thereof), or races. 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 protest remains as set out in Art. 3.4.1.

Exclusion: the final and complete loss of all rights of participation in any activity under FIM/FIM Europe control.

3.2.2 Plurality of penalties

Any offender may have several penalties pronounced against him according to the circumstances.

3.3 THE DISCIPLINARY & ARBITRATION BODIES

3.3.1 The disciplinary and arbitration bodies of the FIM for Moto3 Junior World Championship, qualified to deal with disciplinary and arbitration matters, are:

- The Race Direction
- The FIM Stewards
- The International Disciplinary Court (CDI)

3.3.2 The disciplinary and arbitration bodies of the FIM Europe for Moto2 European Championship and for European Talent Cup, qualified to deal with disciplinary and arbitration matters, are:

- The Race Direction
- The FIM **Europe** Stewards
- The FIM Europe Disciplinary Commission
- The International Disciplinary Court (CDI)

3.3.3 The Race Direction

3.3.3.1 Constitution

The Constitution of the Race Direction is in accordance with the requirements laid down in Art. 1.6.

3.3.3.2 Authority and Competence

The Race Direction has the authority to penalise automatically 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.
- 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.
- 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.

The Race Direction is competent to adjudicate upon a protest relating to infringements of the Regulations.

3.3.3.3 Penalties that may be pronounced by the Race Direction

The following penalties may be pronounced by the Race Direction:

- a warning
- a fine
- a change of position
- a ride through
- a long lap(s) penalty
- a time penalty
- a grid penalty
- a disqualification
- a withdrawal of Championship points
- a suspension

Furthermore, for Moto3 Junior World Championship, the Race Direction can refer the case to the International Disciplinary Court (CDI) in order to impose a higher penalty than the Race Direction is empowered to do.

For Moto2 European Championship and European Talent Cup, the Race Direction may refer the case to the FIM Europe Disciplinary Commission in order to impose a higher penalty that the Race Direction is empowered to do.

Any fines must be paid in full by the rider's Federation via bank transfer to the FIM Europe bank account before the next event in the Championship series and in any case within 4 weeks. If the full amount of the fine is not paid within these time limits, the rider will automatically be suspended from participation in all FIM Europe activities until such time as the full payment has been received by the FIM Europe.

3.3.4 The FIM/FIM Europe Stewards Panel

3.3.4.1 Constitution

The Constitution of the FIM Stewards Panel is in accordance with the requirements laid down in Art. 1.7)

3.3.4.2 Authority and Competence

The FIM Stewards Panel will hear any appeals against decisions taken by the Race Direction.

The FIM Stewards may confirm or overturn a decision of the Race Direction, or impose a different penalty according to the penalties described in Art. 3.3.3.3.

3.3.4.3 Penalties that may be pronounced by the FIM Stewards Panel only following an appeal:

- a warning
- a fine
- a change of position
- a ride through
- a long lap(s) penalty
- a time penalty
- a grid penalty
- a disqualification
- a withdrawal of Championship points

- a suspension

Furthermore, for Moto3 Junior World Championship, the FIM Steward Panel can refer the case to the International Disciplinary Court (CDI) **if it appears impossible to deal with the case for any valid reason** or in order to impose a higher penalty than the FIM Stewards Panel is empowered to do. **Such a decision will be justified in writing by the FIM Stewards.**

For Moto2 European Championship and European Talent Cup, the FIM Steward Panel can refer the case to the FIM Europe Disciplinary Commission **if it appears impossible to deal with the case for any valid reason** or in order to impose a higher penalty than the FIM Europe Stewards Panel is empowered to do. **Such a decision will be justified in writing by the FIM Stewards.**

3.3.5 The List of International Judges

The **List of International Judges (LJI)** is composed of qualified persons from which the members of the **International Disciplinary Court (CDI)** or **Arbitration and Advisory Tribunal (TAC)** are nominated.

3.3.5.1 Constitution

The **List of International Judges (LJI)** shall consist of members **put forward** by FMNs. The appointments shall be confirmed by the General Assembly for 4-year periods **pursuant to Art. 12.1.7.q of FIM Statuts.**

3.3.5.2 Qualifications

In order to qualify for appointment to the **List of International Judges (LJI)**, a candidate must be in possession of a diploma in Law studies of University level. He must be able to express himself in at least one of the official languages of the FIM. He cannot however be an officer or a licence holder of the FIM.

3.3.6 The FIM Europe Judicial Panel for Moto2 European Championship and European Talent Cup

3.3.6.1 Constitution

The Panel is composed of five jurists, elected by the General Assembly and proposed by the Management Council, for a period of four years.

The Chairman will be nominated by the Management Council from the members of the Panel. The Panel may appoint one Vice-Chairman amongst its members. (SEE **Art. 3.2.1 of FIM Europe Disciplinary Code**)

3.3.6.2 Qualifications

In order to qualify for appointment to the FIM Europe Judicial Panel, a candidate must be in possession of a diploma in Law **granted after** studies **at** University level. He must be able to express himself in at least one of the official languages of the FIM Europe.

3.3.7 The FIM Europe Disciplinary Commission for Moto2 European Championship and European Talent Cup

3.3.7.1 Authority

The FIM Europe Disciplinary Commission will hear appeals against decisions taken by the FIM Europe Stewards following a protest.

The Disciplinary Commission may impose sanctions without any restrictions of amount or of time based on the previous decisions taken by the FIM Europe Stewards as provided for in Art. 3.3.4.3

Violation or non-observance of the FIM Europe rules and regulations are referred in the first instance to the FIM Europe Disciplinary Commission by the more diligent party.

3.3.7.2 Composition and Procedure

The President of the Judicial Panel, after having established that the procedures have been followed and/or that the case can be heard, will appoint members to form the appropriate Disciplinary Commission. For each case, the FIM Europe Disciplinary Commission is made up of 1 or 3 judges.

The names of the members appointed must be communicated to all interested parties in the case, who have the right to refuse with due justification totally or partially the composition of the Court, within three days after having received the information. If the President considers that a reasonable refusal is made, he must appoint the necessary replacements among other judges of the Judicial Panel. Otherwise he will have to justify his decision.

During all procedures brought to the FIM Europe Disciplinary Commission it will be possible for the FIM Europe to express its position in a written report.

3.3.8 The Court of Appeal for all classes

In the case of an appeal against a decision taken by the **FIM Stewards in Moto3 Junior WC or the FIM Europe Disciplinary Commission in Moto2 Ec and ETC**, the Court of final jurisdiction shall be the International Disciplinary Court (CDI) of the FIM.

3.3.9 The International Disciplinary Court (CDI) for all classes

3.3.9.1 Appointment of the Members

For each case, and with the exception of the Anti-Doping cases, the CDI is made up of 1 to 3 members appointed by the Director of the List of International Judges (LJI) of the FIM will appoint each time, the President and the members who will constitute the CDI.

3.3.9.2 Procedures

The names of the members 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, either in total or in part, within three days after having received the information. If the Executive Board of the FIM 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.

3.3.9.3 Authority and Competences

The CDI will hear any appeals against decisions taken by the FIM Stewards in **Moto3 Junior WC**.

The CDI will hear any appeals against decisions taken by the FIM Europe Disciplinary Commission in Moto2 EC and ETC.

The CDI adjudicates upon request of the Race Direction or the FIM Steward Panel.

After a meeting, the President of the FIM, the Executive Board or the Board of Directors may, within **5 days**, refer to the CDI, matters of violation or infringement of the FIM regulations not concerning sporting or technical regulations.

Violation or non-observance of FIM rules and regulations are referred in first instance to the CDI by the more diligent party.

3.3.10 The FIM/FIM Europe as a Party in the Legal Proceedings

3.3.10.1 Function

For Moto3 Junior WC, in all proceeding before the CDI, the FIM is entitled to assert its interests or to explain its position by means of a prosecution address.

For Moto2 EC & ETC, for all appeals to the CDI, the FIM Europe is entitled to support the correctness of the penalties pronounced against the appellant.

3.3.10.2 Appointment

The **FIM/FIM Europe** Executive Board shall appoint in each case, the person who will represent the **FIM/FIM Europe**.

3.3.10.3 Procedure

The intervention of the **FIM/FIM Europe** is optional and is left to the **discretion** of the Executive Board.

According to this Code, the **FIM/FIM Europe** enjoys the same rights and obligations as the other parties.

The **FIM/FIM Europe** may be present in person at a hearing or may present its claims in writing.

3.3.10.4 Cases concerning behaviours of an exceptional gravity

In case of a behaviour of an exceptional gravity, the President of the **FIM/FIM Europe**, the FIM Executive Board/**FIM Europe Management Council** may refer the case to the FIM CDI which will hear such a case according to the procedures and time limits laid down by the General **FIM/FIM Europe** Disciplinary and Arbitration Code.

3.4 PROTESTS AND APPEALS

3.4.1 Protest for all classes

A protest is an action taken by any legal entity or any individual, rider, team, manufacturer, official etc. against another legal entity or any individual, rider, team, manufacturer, official etc.

3.4.1.1 Right of protest for all classes

A protest can be lodged against:

- an entry of a Rider, a Team or a Manufacturer,
- an alleged non-compliance of a motorcycle with the regulations,
- 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 disciplinary authorities, 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**, entailing or not:

- a fine for speeding in the pit lane, pit lane exit violation, or practice start violation
- a change of position.
- a ride through.
- a long lap(s) penalty.
- a time penalty given in lieu of any penalty not subject to **appeal**
- a cancellation of the lap time concerned for a rider exceeding the track limits during practice
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a grid penalty for the race of the event

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 based on a photo finish.

3.4.1.2 Procedure and time limit for protests for all classes

All protests must be submitted **in writing** and signed only by the person directly concerned. **Each protest must specify:**

- **the relevant regulations**
- **the concerns of the protesting party,**
- **against whom the protest is lodge (when relevant).**

Each protest must refer to a single subject only and the intention to protest **should** be notified to Race Direction **or to the FIM Stewards:**

- within 30 minutes of the publication of the results in the case of Sporting Regulation protests,
- and **anyhow (in all cases)** before the chequered flag of the session in the case of Technical Regulation protests.

The protest must then be confirmed in writing or withdrawn within 1 hour at the latest after the publication of the results.

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 **motorcycle** on technical control compliance grounds (eg. weight, noise, materials, etc.) may be made after the start of official practice, and must be informed to Race Direction or to an FIM Steward before the chequered flag of the practice session or race concerned.

3.4.1.3 Security Deposit for protests for all classes

Each protest must be handed to a responsible official (Clerk of the Course, Race Director, FIM Stewards or Secretary of the Meeting) together with the security deposit of 660 €uros or equivalent **via bank transfert:**

- **to the FIM Administrations for Moto3 Junior WC or**
- **to the FIM Europe General Secretariat (for Moto2 EC & ETC)**

Proof of the payment must be joined to each statement of protest in writing.

This security deposit may only be returned if the protest is upheld.

In the case of protests referring to the alleged non-compliance of motorcycles with the regulations and requiring the dismantling and re-assembly of clearly defined parts of a motorcycle, an additional deposit is specified in the Art. 1.31 of the Sporting Regulations (500 €uros) or may be specified otherwise by the Race Direction on a proposal of the Technical Director.

In the case of protests referring to the alleged non-compliance of fuel with the regulations and requiring the fuel tests, an additional deposit is specified in the Art. 1.32 of the Sporting Regulations (600 €uros).

This total amount deposit must be paid by the protester via bank transfert to the FIM (for Moto3 Junior WC) or FIM Europe (for Moto2 EC & ETC) Administrations, within one hour upon notification of the Race Direction and before the dismantling has started.

Proof of the payment must be joined to the statement of protest in writing.

3.4.1.4 Hearing of a protest for all classes

After an immediate hearing, the Race Direction must make a decision on any protest presented. The protest has to be judged according to the provisions of the Regulations.

3.4.1.5 Effect of the decision upon a protest for all classes

The decision of the Race Direction of determination of penalty is immediate.

3.4.2 Appeals for all classes

An appeal is an action taken by any legal entity or any individual, rider, team, manufacturer, official etc. affected by a penalty or decision issued by the FIM disciplinary authorities (whether arising from a protest or otherwise).

3.4.2.1 For Moto3 Junior World Championship

3.4.2.1.1 Right of appeal

The rules concerning appeals against FIM disciplinary decisions are:

- 1. To the FIM Stewards against a decision of the Race Direction,**

No appeal may be lodged against a decision **made by any judges of fact in the exercise of their duties**, entailing or not:

- a fine for speeding in the pit lane, pit lane exit violation, or practice start violation
- a change of position.
- a ride through.
- a long lap(s) penalty.

- a time penalty given in lieu of any penalty not subject to appeal
- cancellation of the lap time concerned for a rider exceeding the track limits during practice
- 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) of the event.**
- a grid penalty for the race of the 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 based on a photo finish.

When no appeal may be lodged **to the CDI**, the decision of the **FIM Stewards** is final.

2. To the CDI against a decision of the FIM Stewards.

No appeal may be lodged against a decision made by any judges of fact in the exercise of their duties, entailing or not:

- a fine for speeding in the pit lane, pit exit line violation, or practice start violation.
- a change of position
- a ride through
- a long lap penalty(ies)
- a time penalty given in lieu of any penalty not subject to appeal.
- 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 event.
- a grid penalty for the race of the 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 based on a photo finish.

No appeal may be lodged if the FIM Stewards confirm the previous decision of the Race Direction. In this case, the decision of the FIM Stewards is final.

3. To the CAS

No appeal may be lodged against a decision made by any judges of fact in the exercise of their duties, entailing or not:

- a fine for speeding in the pit lane, pit lane exit violation, or practice start violation
- a change of position.
- a ride through.
- a long lap(s) penalty.

- a time penalty given in lieu of any penalty not subject to appeal a cancellation of the lap time concerned for a rider exceeding the track limits during practice
- 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 cancellation of the lap time concerned for a rider exceeding the track limits during practices**
- **a suspension from one or more official practice sessions (or part thereof) of the event.**
- a grid penalty for the race of the 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 based on a photo finish.

3.4.2.1.2 Time limits for the lodging of an appeal for Moto3 Junior World Championship

The time limit for lodging a statement of appeal is:

against a decision of the Race Direction	- 1 hour
against a decision of the FIM Stewards	- 5 days
statement 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.

3.4.2.2 For Moto2 European Championship and European Talent Cup

3.4.2.2.1 Right of appeal

The rules concerning appeals against FIM Europe disciplinary decisions are:

1. To the FIM Stewards against a decision of the Race Direction

No appeal may be lodged against a decision **made by any judges of fact in the exercise of their duties**, entailing or not:

- **a fine for speeding in the pit lane, pit lane exit violation, or practice start violation**
- a change of position
- a ride through
- a long lap(s) penalty
- a time penalty given in lieu of any penalty not subject to appeal
- a cancellation of the lap time concerned for a rider exceeding the track limits during practice.
- 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) of the event.**
- a grid penalty for the race of the 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 based on a photo finish.

When no appeal may be lodged to the FIM Europe Disciplinary Commission, the decision of the FIM Stewards is final.

2. To the FIM Europe Disciplinary Commission against a decision of the FIM Stewards.

No appeal may be lodged against a decision made by any judges of fact in the exercise of their duties, entailing or not:

- a fine for speeding in the pit lane, pit exit line violation, or practice start violation.
- a change of position
- long lap penalty(ies)
- a time penalty given in lieu of any penalty not subject to appeal.
- 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.
- 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 event.
- a grid penalty for the race of the 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 based on a photo finish.

No appeal may be lodged if the FIM Stewards confirm the previous decision of the Race Direction. In this case, the decision of the FIM Stewards is final.

3. To the International Disciplinary Court (CDI) of the FIM against a decision of the FIM Europe Disciplinary Commission.

No appeal may be lodged against a decision made by any judges of fact in the exercise of their duties, entailing or not:

- a fine for speeding in the pit lane, pit lane exit violation, or practice start violation
- a change of position
- a ride through
- a long lap(s) penalty
- a time penalty given in lieu of any penalty not subject to protest
- a cancellation of the lap time concerned for a rider exceeding the track limits during practice.
- 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) of the event.

- a grid penalty for the race of the 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 based on a photo finish.

No appeal may be lodged if the CDI confirm the previous decision of the FIM Europe Disciplinary Commission. In this case, the decision of the CDI is final.

The decisions of the the CDI, shall be final unless one of the parties involved in the case can bring to light new documents or proof which could not have been taken into consideration at the time of the original hearing and which might have a bearing on the verdict. In such cases, the CDI itself shall decide whether a new hearing is necessary. If so, it shall forward all the documents to the FIM Europe General Secretary with a view to appointing a new hearing and pursuing the matter further.

4. To the CAS

No appeal may be lodged against a decision made by any judges of fact in the exercise of their duties, entailing or not:

- a fine for speeding in the pit lane, pit lane exit violation, or practice start violation
- a change of position.
- a ride through.
- a long lap(s) penalty.
- a time penalty given in lieu of any penalty not subject to appeal
- a cancellation of the lap time concerned for a rider exceeding the track limits during practice
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a suspension from one or more official practice sessions (or part thereof) of the event.
- a grid penalty for the race of the 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 based on a photo finish.

3.4.2.2.2 Time limits for the lodging of an appeal for Moto2 European Championship and European Talent Cup

The time limit for lodging a statement of appeal is:

- against a decision of the Race Direction - **1 hour**
- against a decision of the FIM Stewards - 5 days
- against a decision of the FIM Europe Disciplinary Commission - 5 days
- **against a decision of the FIM CDI - 5 days**
- statement of appeal before the Court of Arbitration for Sport (CAS) - 5 days

The time limits shall be taken from the date and time of receipt of the decision by the appellants.

3.4.2.3 Lodging of an appeal for all classes

To be admissible, the statement of appeal must be submitted in writing (appeal before the FIM Stewards) or sent by registered letter, ~~or~~ special courier or by electronical mail:

- **For Moto2 European Championship & European Talent Cup:** to the FIM Europe General Secretariat and postmarked (appeal before the FIM Europe Disciplinary Commission).
- **For all classes:** FIM Administration and postmarked (appeal before the CDI).

For Moto2 European Championship & European Talent Cup, within 10 days following the statement of appeal before the FIM Europe Disciplinary Commission, the appellant assigns to the FIM Europe General Secretariat a brief of appeal stating the facts.

If the appeal was not lodged and/or the security deposit for appeal not paid within the dead line specified in **Art. 3.4.2.2.2 and 3.4.2.4**, the appeal will be declared inadmissible with out hearing.

For all classes, within 10 days following the statement of appeal before the CDI, the appellant assigns to the **FIM Administration** a brief of appeal stating the facts.

If the appeal was not lodged and/or the security deposit for appeal not paid within the dead line specified in Art. **3.4.2.1.2 and 3.4.2.4 (for Moto3 Junior WC) or Art. 3.4.2.2.2 and 3.4.2.4 (for Moto2 EC & ETC)**, the appeal will be declared inadmissible without hearing.

3.4.2.4 Security deposit for appeals for all classes

The amount of the security deposit is 1'320 Euros

The correct security deposit for appeal must be paid via bank transfert (as indicated on the Notification of Sanction):

- **to the FIM Administration for all classes (appeal before the FIM Stewards or before the CDI),**
- **to the FIM Europe General Secretariat for Moto2 European Championship & European Talent Cup (appeal before the FIM Europe Disciplinary Commission),**

as the case may be as per requested by the officials on duties at the event.

Proof of the payment must be joint to the statement of appeal in writing.

This security deposit may only be returned if the appeal is upheld.

3.4.2.5 Security deposit payable upon an adjournment for all classes

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.

3.4.2.6 Time limits to be observed for appeal hearings for all classes

For all classes, the FIM Stewards must be convened to examine an appeal immediately after the brief of appeal is received.

The FIM Stewards must in all cases announce a decision immediately following the hearing of the appeal.

For Moto2 European Championship & European Talent Cup, the FIM Europe Disciplinary Commission must be convened to examine an appeal not later than 2 months after the brief of appeal is received.

The FIM Europe Disciplinary Commission must in all cases pronounce a decision.

For all classes, the CDI must be convened to examine an appeal not later than 6 weeks after the brief of appeal is received.

The CDI must in all cases pronounce a decision within 6 weeks after the brief of appeal is received.

3.4.2.7 Effect of an appeal for all classes

For all classes, on request of the appellant, the FIM Stewards Panel may decide a stay of the provisional execution adjudicated by the Race Direction by injunction or in its decision.

For Moto2 European Championship and European Talent Cup, on request of the appellant, the FIM Europe Disciplinary Commission may decide a stay of the provisional execution adjudicated by the FIM Europe Stewards Panel by injunction or in its decision.

For all classes, on request of the appellant, the International Disciplinary Court (CDI) may decide a stay of the provisional execution adjudicated by the FIM Stewards Panel by injunction or in its decision.

3.5 PROCEDURE BEFORE ALL DISCIPLINARY AND ARBITRATION BODIES

3.5.1 Right to a hearing for all classes

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 for all classes

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 Chief Steward has opened the proceedings, he 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 Chief Steward's approval, question any of the parties involved, the witnesses and experts.

3.5.3 Witnesses and Experts for all classes

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 for all classes

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 for all classes

The decisions of the Race Direction or of the FIM 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 International Disciplinary Court (CDI) **and** FIM Europe Disciplinary Commission **(for Moto2 European Championship and European Talent Cup)** 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 for all classes

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/FIM Europe, nor against any person having published the statement.

Furthermore, final decisions will be published by Press Release (in the Media Centre) and in the FIM/FIM Europe Website unless the Court itself decides otherwise.

3.6 COSTS OF PROCEDURE

For all classes, the costs of a disciplinary or arbitration decision will be assessed by the FIM Administration/FIM Europe General Secretariat and will be awarded against the losing party, unless the Court decides otherwise.

3.6.1 Payment of fines and costs

3.6.1.1 For Moto3 Junior World Championship

If the penalty is definitive, all fines must be paid into the Benevolent Fund before the beginning of the first practice of the second round following the final decision. The costs must be paid to the FIM Administration **or** FIM Europe General Secretariat within 30 days of notification of the judgement decision according to Art. 3.5.5.

The person or body affected by the decision shall be automatically suspended from participation in all FIM/FIM Europe activities, until such time as full payment has been received.

3.6.1.2 For Moto2 European Championship and European Talent Cup

If the penalty is definitive and either the fine and/or costs are not paid within 30 days of notification of the judgement decision according to Art.3.5.5, the person or body affected by the decision shall be automatically suspended from participation in all FIM Europe activities, until such time as full payment has been received by the FIM Europe General Secretariat.

3.7 RECIPROCITY OF PENALTIES

3.7.1 For Moto3 Junior World Championship only

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

3.8.1 For Moto3 Junior World Championship only

The FIM Board of Directors, after consultation with the **List of the International Judges (LJI)** Director 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

3.9.1 For all classes

Final decisions made by the disciplinary bodies (exception **Art. 3.4.2.3**) may be submitted exclusively to the Court of Arbitration for Sport by way of appeal within the time limit as laid down in **Art. 3.4.2.1.2 (for Moto3 Junior WC)** or **Art. 3.4.2.2.2 (for Moto2 EC and ETC)**, which shall have exclusive authority to impose a definitive settlement, in accordance with the Code of Arbitration applicable to sport.

3.9.2 For Moto2 European Championship and European Talent Cup

Final decisions handed down by the jurisdictional organs or the General Assembly of the FIM Europe shall not be subjected to appeal in the ordinary courts.

4 CIRCUIT STANDARDS

Circuit standards will be defined by the "FIM STANDARDS FOR CIRCUITS".

Up dated version available on www.fim-live.com

5 MEDICAL CODE

The regulations will be defined by the "FIM MEDICAL CODE".

Up dated version available on www.fim-live.com

6 ANTI-DOPING CODE

The regulations will be defined by the “FIM ANTI-DOPING CODE”.

Up dated version available on www.fim-live.com

7 ENVIRONMENTAL CODE

The regulations will be defined by the "FIM ENVIRONMENTAL CODE".

Up dated version available on www.fim-live.com

8 CODE OF ETHICS

The regulations will be defined by the “FIM CODE OF ETHICS”.

Up dated version available on www.fim-live.com