



PRESS RELEASE

MIES, 04/12/2019

FOR MORE INFORMATION:

ISABELLE LARIVIÈRE
COMMUNICATIONS MANAGER
isabelle.lariviere@fim.ch
TEL +41 22 950 95 68

FIM Grand Prix World Championship

Decision of the Grand Prix Commission

The Grand Prix Commission, composed of Messrs. Carmelo Ezpeleta (Dorna, Chairman), Paul Duparc (FIM), Herve Poncharal (IRTA) and Takanao Tsubouchi (MSMA), in the presence of Carlos Ezpeleta (Dorna), Mike Trimby (IRTA, Secretary of the meeting), Corrado Cecchinelli (Director of Technology), Danny Aldridge (Technical Director), Mike Webb (Race Director and Franck Vayssié (CCR Director) in a meeting held in Madrid on 27 November 2019, made the following decisions:

Sporting Regulations

EFFECTIVE SEASON 2020

TESTING REGULATIONS

Currently, teams have only been allowed to test not contracted riders at tests by replacing their contracted rider for injury or another reason.

Furthermore, as there is no longer private testing in the MotoGP Class, (only allowed for manufacturers with concessions) it makes it difficult for the rest of the MotoGP manufacturers and teams to test other riders for the future.

The Grand Prix Commission has approved a change to the regulations as follows:

All Classes:

Teams may substitute their contracted rider for all or part of a test, provided that the maximum number of test days is respected, and that the substitute takes the place of the contracted rider, i.e. both cannot be on track at the same time. Such substitute riders must be approved the Selection Committee.

Moto3 and Moto2 Classes:

Any replacement or substitute rider is deemed to be the original rider for the purposes of counting test days, so test days accumulate for both rider and team (that is, a team cannot have more test days by changing riders and a contracted rider cannot have more test days by changing teams).

The effect of these changes is that teams will have the opportunity to evaluate the competence of non-contracted riders for future use as a substitute or replacement rider. It also gives the opportunity for teams, and the selection Committee, to assess the performance of riders who might be proposed as contracted riders for subsequent seasons.

Wild Cards - MotoGP Class

Currently, MotoGP class Manufacturers are not permitted to nominate wild card entries for consecutive events.

The Commission have agreed that this restriction should be removed for those manufacturers who benefit from concessions. Such manufacturers are permitted a maximum of six wild card entries and scheduling applications for events that are not consecutive has proved difficult, particularly when some riders are also committed to other Championships like MotoE.



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

WET RACE START PROCEDURE FOR MOTO3 AND MOTO2

To bring this procedure into line with similar regulations that involve a delayed start. The Commission have agreed that the restarted race will be 2/3 of the original race distance.

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

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

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

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