



PRESS RELEASE

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FIM Grand Prix World Championship

Decision of the Grand Prix Commission

The Grand Prix Commission, composed of Messrs. Carmelo Ezpeleta (Dorna, Chairman), Ignacio Verneda (FIM CEO), Herve Poncharal (IRTA) and Takanao Tsubouchi (MSMA) in the presence of Carlos Ezpeleta (Dorna), Mike Trimby (IRTA CEO, Secretary of the meeting), Paul Duparc (FIM), Mike Webb (Race Director), Danny Aldridge (Technical Director) and Corrado Cecchinelli (Director of Technology), in a meeting held in Madrid on 2 December 2016, made the following decisions:

Effective Season 2017

Technical Regulations

Dummy Cameras/Weights in Moto3 and Moto2

Currently the top six riders in Moto3 and Moto2 are required to carry on board cameras. It is considered that the additional weight involved in classes where machine performance is so equal could disadvantage riders required to carry the cameras. It will now be a requirement for other machines not equipped with actual cameras to carry dummy versions or weights, in the same positions.

Whilst there will be no change in the minimum machine/rider weight in Moto3, in the Moto2 class the minimum weight will be increased by two kilos to 217 kilos.

Tyre Allocations - MotoGP Class

After consultation with the Safety Commission and with the approval of Michelin, tyre allocations have been changed.

Intermediate tyres will no longer be available.

The maximum number of wet and dry track tyres remains unchanged but there is an additional specification of front and rear dry slick tyres available to choose.

Sporting Regulations

Moto2 and Moto3 Testing

The regulation limiting the days of private testing has been clarified and now applies exclusively to contracted riders. Teams may test with any contracted rider at any circuit for a maximum of ten days per rider during the season, in addition to official tests and tests in November after the last event.

Race Start Procedure

Any rider who arrives at the grid behind the safety car after completing his warm up lap must now enter the pit lane and start the race from the pit lane exit.

Speeding in Pit Lane

Following instances of certain riders breaking pit lane speed limits several times during the same event the conclusion was that the current penalty of €150.00 per offence was not a sufficient deterrent. In future, the fine for the first offence will be €200.00 but second and subsequent offences can be penalised with larger fines or other penalties determined, according to circumstances, by the FIM MotoGP Stewards.



Restarted Races

The regulations will be modified to make it clear that when a race is interrupted after less than three laps have been completed, all riders may start including riders who might not have completed the sighting or warm up lap for the original start.

Officials

At all Grand Prix events the Clerk of the Course and the Chief Medical Officer must be holders of the relevant FIM Superlicence.

Track Safety

In reaction to recent incidents, it is no longer permitted for track marshals to clean the track or alter the condition of the racing surface without prior instructions or authorisation from the Race Director and the Safety Officer.

Disciplinary Matters

The function and responsibilities of the Race Direction and the FIM MotoGP Stewards remain unchanged. Race Direction, which comprises the Race Director, the FIM Representative and a Dorna representative have no role in the application of penalties but may refer matters to the FIM MotoGP Stewards comprising the Race Director, a permanent FIM Steward and a second FIM Steward appointed by rotation.

The change involves the creation of a second tier of “Appeal Stewards” comprising an additional Steward appointed by the FIM and a second Steward appointed by the FMNR. The Appeal Stewards will be present at every event and will hear appeals against any decisions of the FIM MotoGP Stewards. This means that in virtually all cases results and sanctions can be confirmed or annulled during the event. (Previously, appeals against decisions of the FIM MotoGP Stewards could only be heard by the FIM Court of Appeal which was not present at events and had four days to reach a decision).

Medical Code

Various changes have been made to the FIM Medical Code including giving the FIM Medical Officer more power and responsibility to ensure that medical facilities and staff are adequate and competent to deal with injured riders.

The code has also reinforced the right of injured riders to have confidentiality respected about their condition. Medical staff or race officials are no longer authorised to make statements to any third party, other than immediate relatives, about the condition of injured riders without the authorisation of the FIM and Dorna.

Reacting to numerous recent incidents where riders have been injured at events other than MotoGP, or in training, riders will now be responsible for notifying the relevant FIM Medical Officer and the CMO of any injury or illness that might affect his/her ability to ride or compete.

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

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

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

The FIM (Fédération Internationale de Motocyclisme) founded in 1904, is the governing body for motorcycle sport and the global advocate for motorcycling. The FIM is an independent association formed by 112 National Federations throughout the world. It is recognised as the sole competent authority in motorcycle sport by the International Olympic Committee (IOC). Among its 50 FIM World Championships the main events are MotoGP, Superbike, Endurance, Motocross, Supercross, Trial, Enduro, Cross-Country Rallies and Speedway. Furthermore, the FIM is also active and involved in the following areas: public affairs, road safety, touring and protection of the environment. The FIM was the first international sports federation to impose an Environmental Code in 1994.