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FIM STANDARDS FOR MOTOCROSS, ARENACROSS / SUPERCROSS AND SUPERMOTO CIRCUITS

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FIM Standards for Motocross, Arenacross/Supercross and SuperMoto circuits

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(SMXC)

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General Undertakings and Conditions

All riders, teams, officials and other parties participating in the FIM Motocross World Championships undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the:

1. FIM Sporting Code
2. FIM Code of Ethics
3. FIM Motocross and Snowcross Regulations
4. FIM Motocross Technical Regulations
5. FIM Disciplinary and Arbitration Code
6. FIM Motocross Circuit Standards
7. FIM Environmental Code
8. FIM Medical Code
9. FIM Anti-Doping Code
10. FIM Annuaire
11. FIM Organiser's Manual

of the current year, as supplemented and amended from time to time (hereinafter collectively referred to as the "FIM Motocross World Championship Regulations").

The FIM Motocross World Championship Regulations may be translated into other languages, but in case of any dispute regarding interpretation the English text will prevail.

It is the responsibility of each rider and/or team to ensure that all persons involved with their entries observe the FIM Motocross World Championship Regulations at all times. The responsibility of the rider, or any other person having charge of an entered motorcycle at any time during a meeting, is joint and severally with that of the team.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the Paddock, Waiting Zone, Repair and Signalling Zone or on the circuit, must wear an appropriate pass at all times during the meeting.

Actions judged by the officials responsible to be contrary to the FIM Motocross World Championship Regulations or judged to be unsportsmanlike or against the best interests of the sport or the meeting in question, are subject to disciplinary actions as provided by the FIM Arbitration and Disciplinary Code.

Note: In this Appendix "rider" means also "Sidecar rider and passenger" when applicable.

047.1 FIM PROCEDURES

047.1.1 Inspection

The CMS/FIM must inspect and approve all circuits.

For the “FIM Motocross Grand Prix”, this inspection must be carried out before the FIM Motocross World Championship Meeting begins (before the scheduled time for technical and sporting verifications of that meeting).

For the FIM Sidecar and FIM Junior Motocross World Championships, this inspection must be carried out only during a meeting (national or international) and preferably (except for force majeure) before the Conference Meetings or the FIM Congress/Biennial Session prior to the competition.

No inspection will be made during Conference Meetings or the FIM Congress/ Biennial Session.

An accurate plan to the scale of 1/1000 of the course, paddock area, amenities and installations for the public, with all relevant dimensions indicated, must be available at the circuit for the appointed inspector. The plan must show all the obstacles on the circuit (each one indicated by a number); the location of first-aid units, ambulances, race offices, flag marshals, etc.

The length of the course must be measured by competent authorities, who will certify the exact length on the plan. This measurement must be made along the centre line of the course.

The Organisers must make two files with photographs and graphical drawings of all the obstacles on the circuit. Each obstacle must be numbered and it must be shown on the plan of the circuit, which must be added to each file. The approximate height, width and length of each obstacle must be recorded in this file. During the inspection, one file must be given to the FIM-appointed Inspector who will forward it to the FIM together with the inspection report. The second file (“Circuit File”) must remain at the circuit at the disposal of FIM Officials at any time.

In case of a re-inspection, an updated file of the new sections and a new plan, are to be added to the existing file, which must be given to the FIM-appointed Inspector who will forward them to the FIM together with the inspection report. A copy of this updated file must also be added to the already existing “Circuit File”, which must remain at the circuit.

The responsibility for an application to have a course inspected or re-inspected rests with the FMNR and/or the Championship Promoter who has/have to inform the FIM at least 2 months before the proposed date of inspection.

The FIM-appointed inspector must be a holder of a valid FIM licence as a “Sporting Steward” for Motocross. In general, whenever a first-time inspection is being carried out, i.e. at a circuit not in possession of a circuit licence, the inspector must be a current Member of the CMS or the FIM Motocross Race Director.

047.1.2 Homologation

If the inspection has been carried out in conformity with the current SMXC the inspector appointed by the CMS will propose the circuit for homologation by the FIM. Once a circuit has been homologated, no changes are allowed unless in case of safety/force-majeure. A circuit presented for a FIM Championship/Prize Event is presumed to be the same as the one that has been homologated.

The inspector will specify the different classes which will be authorised on the course and, if necessary, will point out the modifications that have to be brought to the circuit. These modifications should only be minor and the FMNR is responsible for making sure that they are corrected before any FIM Championship/Prize Event.

Homologations will be confirmed by the CMS during the Conference Meetings or the Congress/Biennial Session. However, in case of a “force majeure” or a re-inspection, the CMS Bureau may confirm the homologation of a circuit.

For each homologated circuit, a “Circuit Licence” will be issued by the FIM and sent to the FMNR.

Each “Circuit Licence” is valid for a maximum of 3 years, on 1st January of the year following the inspection unless another start of validity is deemed necessary.

The homologation of a circuit by the FIM is only valid for and restricted to the official practices and races counting towards the FIM Championship/ Prize Event run under the jurisdiction of the FIM, without prejudice to Art. 10.8.2 of the FIM Sporting Code.

047.1.3 Control

In order to control the circuit and the installations, a control will be made on the day prior to the practices generally at 14:00 (FIM Junior Motocross World Championship), 15:00 (FIM MXGP, MX2 and Women's Motocross World Championships, FIM Motocross of Nations and FIM Veteran Motocross World Cup) or 16:00 (FIM Sidecar Motocross World Championship).

If deemed necessary, a second circuit control can be carried out at 18:00.

047.2 CIRCUIT

047.2.1 General

A Motocross circuit includes the course and all the necessary installations and provisions to stage a meeting according to the FIM Motocross World Championship Regulations.

The FIM Motocross World Championship Regulations must be respected at all times. Special attention must be given to the FIM Environmental Code.

A Motocross circuit can be permanent or temporary.

047.2.2 Access Roads

Access roads to the circuit must provide an easy access and have proper traffic management for any vehicle going to or coming from the circuit.

These access roads at the circuit must be heavy load bearing, wide enough and preferably paved. They must permit all vehicles to circulate on them under all weather conditions and at any time.

047.2.3 Public Address-System

A combined PA-system for participants and spectators must be installed. The audibility must be satisfactory all over the public area as well as in the paddock.

047.2.4 Electricity

Whenever electricity is provided at the circuit and its installations, safety guidelines are recommended. In the Sidecar class, electricity must be provided to the Sidecar teams free of charge.

047.2.5 Heavy equipment

As from the Monday prior to the meeting, adequate heavy equipment to prepare the circuit or to pull trucks on/off the circuit in case of bad weather, must be available.

This heavy equipment, with the necessary experienced operators as well as an adequate watering system, must be on operational stand-by on the circuit during the meeting.

This heavy equipment must be of a standard specified by the CMS and the Championship Promoter.

This material should be available until the end of the meeting.

047.2.6 Guard dogs

The use of guard dogs is forbidden in areas restricted to riders, mechanics, signallers, the Industry and Press representatives.

047.3 COURSE

The materials used on the course should be natural (sand, dirt, etc.).

The composition and preparation of the surface of the course must be of a type capable of retaining water, easily maintained and giving good traction.

The layout of the course must be initially designed with the riders' safety in mind.

The course must not cross a section of deep water and must not be too rocky or stony. Special attention must be given to the removal of stones at all times.

The use of concrete or paved surfaces on the course is forbidden.

Adequate circuit drainage must be installed to allow racing under all weather conditions.

047.3.1 Length

For the Solo classes and the FIM Motocross of Nations, the course shall not be less than 1.5 km long (except for changes necessary for safety reasons and/or force majeure) nor greater than 1,75 km (unless with prior agreement of the FIM and Championship Promoter).

For the Sidecar and Junior Motocross classes, the course shall not be less than 1.5 km long (except for changes necessary for safety reasons and/or force majeure) nor greater than 2 km (unless with prior FIM and Championship Promoter agreement).

The length of the course shall be measured along the centre line.

047.3.2 Width

The width of the course at the narrowest point should not be less than approximately 5 m (actual riding width) for solos and approximately 6 m for sidecars. A minimum width of approximately 8 m (actual riding width) is recommended.

The course cannot be divided by an obstacle.

However, straw bales, in a plastic wrapping, or other shock absorbent materials may be used to create additional lines through the corners in the free practice sessions.

047.3.3 Vertical space

The minimum free vertical space between the course and any obstacle above the ground must be approximately 3 m.

047.3.4 Speed

The course, if possible, should be of a type which restricts the average speed to a maximum of 65 km per hour (the average calculated for one complete race).

047.3.5 Neutral zone

On each side of the whole course there must be a neutral safety zone wide enough to give adequate safety to riders and spectators. The width may vary according to the circumstances but should not, under any condition, be less than approximately 1 m.

The neutral safety zone must be defined by a fence or by a natural obstacle on the public side. On the side of the course, where possible, earth banking, continuous or intermittent and approximately 50 cm high, should be used to form the neutral safety zone. Course markers should be placed on top of this banking. Straw bales may also be placed in this area to give added definition.

These markers must be made of wood (easy to break) or flexible material. Manufactured composite markers may also be used.

The course markers of the safety zone should not be higher than 500 mm above the ground. Wooden course markers should have a maximum width/ diameter of approximately 25 mm; composite course markers may have a maximum width/diameter of approximately 70 mm.

Course markers may be connected by easy breakable tape only. Ropes are forbidden for safety reasons.

047.3.6 Jumps

Special consideration must be given to the angle of jump faces. Each jump must have a location number, which must be shown on the circuit map.

The layout of the jumps must be initially designed with the riders' safety in mind (all classes). "Finishing touches" to the jumps may be made with the help of a rider present.

047.3.7 "Washboards/Whoops/Rolling Waves"

"Washboards/Whoops" sections are not allowed.

"Rolling wave" sections may be incorporated in a course. The distance between the highest point of each wave should be approximately 10 m. The height of each wave is limited to approximately 80 cm.

"Finishing touches" to the "rolling waves" may be made with the help of a rider present.

047.3.8 Contiguous tracks

Contiguous tracks should, where possible, have a minimum width of approximately 10 m between them.

Contiguous tracks must be separated and protected by any of the following: wood fence, plastic fence, straw bales and/or advertising material.

Special attention must be placed on contiguous areas so that no unfair advantage can be gained by any rider cutting them out.

047.3.9 Flag Marshal posts

There must be a sufficient number of official flag marshal posts all around the course in order to give information by flag signals to the competitors during a race. The posts must be distinctly indicated and the location chosen so that signs given are clearly visible to the competitors. The number of the flag marshal post must be indicated at each post.

The areas where marshals are to be positioned should provide the utmost safety.

Posts must be well situated to ensure an overall view of the track by the marshals.

047.3.10 Repair and signalling zone

Along the circuit, a zone must be reserved for repairs and signalling during the races.

The repair and signalling zone must be a combined area alongside the course with direct access to the paddock. It must be situated on a horizontal hard standing area with minimum approximate dimensions of 60 m (length) x 10 m (width). This zone should have only one entrance from the paddock.

The repair and signalling zone must be fenced to a high standard with a security gate (entrance/exit to the paddock), providing proper security for the persons who need to be within the confines of this zone. There must be strict policing of passes for entry to this zone.

This zone must have one entrance and one exit to the course to allow riders to enter and leave the zone easily. The entrance and exit to the course must be kept clear at all times. The exit from the repair and signalling zone to the course must be controlled by a flag marshal.

The repair and signalling zone must have a corridor in the pit lane to allow an uninterrupted passage throughout the entire length. This corridor should be marked by white lines throughout the entire event and remain free of parked motorcycles, equipment and people. Furthermore, there should be no excessive speed or overtaking in the pit lane. Riders should ride in a disciplined manner within this area.

The repair and signalling zone must be clearly visible for riders.

A monitor displaying times is compulsory in the signalling zone. It is recommended that 50 (40) riders/32 teams are listed together on the screens. For the FIM Solo Motocross World Championships, the Organiser must install four monitors. The monitors must be put in shelters and be no lower than approximately 2 m from the ground.

Smoking is prohibited in the repair and signalling zone. “No smoking” signs should be installed at the entrance of this zone (paddock side).

It is recommended that all persons in this zone be dressed neatly. Team uniforms are encouraged to maintain a professional appearance.

047.3.11 Protection of obstacles

Straw bales, in a plastic wrapping, or other shock absorbent materials to protect the riders from danger must be placed to cover all obstacles, such as poles, bridges, podium, walls, camera posts, etc.

This material may also be used to create additional lines through the corners in the free practice sessions.

047.3.12 Tyres

The use of tyres on the circuit is prohibited, except for marking the inside of a turn. If tyres are used for the marking of a turn, only car tyres may be used and they must be placed in a horizontal position, at a maximum height of approximately 500 mm.

Natural material only must be used to help secure the tyres. If necessary, a wooden post can also be used to hold them in position. The wooden post must not be higher than the tyres.

047.3.13 Watering system

In order to water the entire course or parts of it, a comprehensive and efficient watering system, which may be a combination of permanent and temporary installations, sufficient to control dust over the entire course, must be provided for the duration of the meeting.

The course must be properly watered, if necessary, in ample time before and between the practices, Qualifying Races, Last Chance Race, Warm-Up and the Championship/Prize Event Race(s) to ensure proper racing conditions, safety, and to protect the public and riders from dust.

The watering system and the water capacities must be sufficient for watering the entire course at all times.

047.3.14 Race Office

The following must be provided for the Race Office (minimum criteria):

- A work room of 100 m^2 with a solid floor, providing space for 30 persons;
- A work station with large tables and chairs;
- A combined telephone/fax with direct line and a small photocopier are recommended;
- Sufficient lights, power points and electricity to allow the Race Office to be operational as well as all the electrical material to be used simultaneously;
- Small office equipment (ballpoints, staplers, paper, etc.);

- A person in charge of the Race Office, fluent in English, appointed by the Organiser and sufficient staff to assist him as well as the Championship Promoter's staff, and guarantee the smooth running of the Race Office.

The Race Office must be located at the entrance of the circuit and provide a large enough hard standing parking area with direct access to the paddock. It must have adequate surface water drainage.

The Race Office must be operational as of one day before the scheduled time for technical and sporting verifications, when the paddock is open for the riders/teams.

047.3.15 Public zones

The public is permitted only in specific zones. These zones must be protected by a fence or a natural obstacle.

047.3.16 Installations for physically challenged

Organisers are recommended to make provisions for the physically challenged: parking places near the entrances, a specially prepared area for watching the races, as well as adequate sanitary installations.

047.4 TRACK MARKING AND FENCING

In the FIM MXGP/MX2, the Women's, Junior and Sidecar Motocross World Championships, the FIM Motocross of Nations and the FIM Veteran Motocross World Cup, the course should be defined by the following:

a) Course markers

The course markers define the side of the track and may be manufactured plastic course markers, straw bales, earth banking or flexible advertising material, etc. Additionally for the FIM Sidecar Motocross World Championship: the course markers may be connected by easily breakable tapes; ropes are forbidden.

Riders must stay inside the original marked course at all times.

b) Neutral zone

The neutral zone is the area between the side of the track marked by course markers and the track marking (neutral zone outer limit). The neutral zone may vary in width but, where possible, should be approximately one meter. Wherever possible, this zone should be an earth banking, continuous or intermittent and approximately 50 cm high.

c) Track marking

For the FIM MXGP/MX2, the Women's and Junior Motocross World Championships, the FIM Motocross of Nations and the FIM Veteran Motocross World Cup: the exterior of the track may be marked by course markers, straw bales, foam rubber blocks, earth banking, advertisement banners and/or flexible fencing.

For the FIM Sidecar Motocross World Championship: there must be a track marking barrier, approximately 80 cm high which must be made of flexible netting, green in colour. The track marking barrier must be held in place by wood posts. It constitutes the outside of the neutral zone.

d) Spectator control barriers

The spectator control barriers may be of varied construction, preferably chain-link fence and should be of sufficient strength to control spectators and not restrict their vision. These barriers should, where possible, be approximately 2 meters high and a minimum of approximately 5 meters from the track marking (neutral zone outer limit), creating a free area for official personnel. These barriers will also be used to create spectator zones.

047.5 STARTING AREA

047.5.1 Starting area

The starting zone must be fenced to a high standard providing proper security for the persons who need to be within the confines of this zone. There must be strict policing of passes for entry to this zone.

047.5.2 Starting straight

The length of the straight after the start should not exceed 125 m (distance from the starting gate to the point where the inside of the straight turns into the first bend). A minimum length of 80 m is recommended for new circuits.

There must be no jumps in this area.

047.5.3 Starting gate

The starting gate must be a transverse device folding or dropping in operation. This folding or dropping device must be of solid and rigid construction. It must be controlled manually or by remote control. The operator of the gate and the mechanism must be totally out of sight of the riders so no unfair advantage can be gained by one rider over another.

The starting gate must be constructed in such a manner as to block the front wheel in the case where a rider tries to start before the release of the gate. In addition, there should be a limiting device to prevent the gate from rising more than 80° horizontally from the ground.

The height of the starting gate must be a minimum of 500 mm and a maximum of 520 mm. The width of the concrete base used in the construction must not exceed 600 mm.

For the FIM Solo (1) and Sidecar (2) Motocross World Championships, the starting gate must be of an individually backfolding or dropping type with a minimum width of 40 (1)/30 m (2).

For the FIM MXGP/MX2, the Women's and Junior Motocross Championships, the FIM Motocross of Nations and the FIM Veteran Motocross World Cup, the starting gate must provide 40 positions (1 m for each motorcycle, 40 positions, minimum width of 40 m). No second row is allowed.

For Sidecars, the individual starting gates must be marked in pairs (2 m for each sidecar) using different colours to indicate the start position of each sidecar. A second row is allowed (for each row: 2 m for each motorcycle, 15 positions, minimum width of 30 m).

A rear barrier must be installed in order to prevent riders from moving their motorcycles backwards.

For Sidecar races, the rear barrier must be marked every 2 m, using different colours, providing 15 positions (second row).

For the FIM MXGP/MX2, the Women's and Junior Motocross Championships, the FIM Motocross of Nations and the FIM Veteran Motocross World Cup, the distance between the starting gate (released) and the rear barrier must be approximately 2.5 m.

For Sidecar races, the distance between the starting gate (released) and the rear barrier must be approximately 3 m.

For all classes, the distance between the rear barrier and the fence of the waiting zone and/or publicity boards behind the starting grid should be a minimum of 6 m.

Before the start of each race, the organiser should level the area between the rear barrier and the starting gate.

Advertising is permitted on the starting gate, at the organiser's discretion, provided it does not cause the mechanism to fail to meet any of the requirements contained herein, or interfere with the riders' departure through reduced traction, etc. Any advertising must be affixed in a professional and safe manner on all gates.

The area in front of the starting gate shall be restricted and shall be prepared in a consistent manner providing conditions as equal as possible for all riders. No one except the essential officials, TV camera crews and photographers shall be allowed in this area. No grooming of the area is permitted.

047.5.4 Starting gate set-up

The starting gate should be placed at 90° to the inside of the first corner, on a flat area. The area in front and behind the starting gate must be prepared in such a way that it allows equal chances to each participant in the same row.

047.5.5 Waiting zone

The starting area must contain a sufficiently large, 320 m^2 (8 m x 40 m) hard standing, fenced off waiting zone (See Championship Promoter Diagram).

The waiting zone should be located behind the starting gate area.

The waiting zone must be fenced to a high standard with a minimum height of approximately 2 m with a security gate (entrance/exit). It must provide proper security for the persons who need to be within the confines of this zone. There must be strict policing of passes for entry to this zone. It must have adequate surface water drainage.

The waiting zone must have two security gates to allow competitors to enter and leave the zone easily:

- An entrance from the paddock giving access to the waiting zone;
- An entrance from the waiting zone giving access to the starting gate area.

Inside, the waiting zone must be divided into a reserve area (1) and a waiting area (2). These areas must be separated by a low fence.

1. **<u>Reserve area</u> (Not for the FIM Motocross of Nations)**

   The reserve rider area is located in the waiting zone.

   The reserve rider area must offer separated places for 2 riders/ teams, their authorised team staff and one motorcycle per rider (all Championships except the FIM Motocross of Nations).

2. **<u>Waiting area</u>**

   The waiting area must offer 40 (MXGP, MX2, Women, Veteran, Motocross of Nations and Junior) or 30 separated places (Sidecars) for the riders/teams, their authorised team staff and one motorcycle per rider.

It is recommended that all persons in this zone be dressed neatly. Team uniforms are encouraged to maintain a professional appearance.

A clock visible to all and showing the official time as indicated by the Chief Timekeeper will be placed above the entrance to the waiting zone.

Two urinals with 4 places each must be placed in the waiting zone.

Smoking is prohibited in the waiting zone. “No smoking” signs should be installed at the entrance of this zone.

047.6. FINISH AREA

047.6.1 Finish line

Special attention must be given to the security at the finish line area to prevent teams, press, public, etc. from invading the track at the end of a race. The height of the fencing in this area must receive special attention and be a minimum height of approximately 2 m.

047.6.2 Timekeeping and lap scoring

The timekeeping and lap scoring services must specify the location of the finish line which must be in clear view for all parties concerned.

047.6.3 Television and Timekeeping compound

For the FIM MXGP/MX2, the Women’s Motocross World Championships, the FIM Motocross of Nations and the FIM Veteran Motocross World Cup, the television and timekeeping compound must be 400 m^2 hard standing, preferably paved, adjacent to the finish line. This zone must be fenced to a high standard with a minimum height of approximately 2 m with a security gate (entrance/exit). It must have adequate surface water drainage.

For the FIM Junior and Sidecar Motocross World Championships, the course must be equipped with a “control tower” (or a mobile installation).

This installation must be sound-proof and large enough to accommodate 8 persons. It must overlook the track so that the officials can work efficiently in any kind of weather. Continuity of the electricity supply must be maintained at all times.

For FIM Solo Motocross Championships only: an electric clock must indicate the remaining practice and/or race time. It must be installed at the finish line and be visible to the riders.

047.6.4 Podium zone

The finish area must contain a hard standing, fenced off podium zone with the following dimensions: 15 m (length) x 20 m (width).

The podium zone must be fenced to a high standard with a security gate (entrance/exit), providing proper security for the persons who and motorcycles which need to be within the confines of this zone.

There must be strict policing of passes for entry to this zone. It must have adequate surface water drainage.

This zone must be divided by a low fence into a podium part including a closed park and a part reserved for photographers. The podium part must be elevated, in front of it which will be the closed park.

The podium zone is restricted and must be properly secured to limit access to properly accredited persons. No one except the essential riders, officials, TV camera crews and photographers shall be allowed in this zone.

047.6.5 Closed park

A closed park, where the motorcycles can be impounded after the finish of the last race, must be provided for.

The closed park must be a hard standing, fenced off zone, which must offer room for the motorcycles of the top 3 riders of each race.

The closed park must be fenced to a high standard with a minimum height of approximately 2 m with a security gate and entrance/exit. It must provide proper security for the motorcycles and persons who need to be within the confines of this zone. There must be strict policing of passes for entry to this zone.

It must have adequate surface water drainage.

Smoking is prohibited in the closed park. “No smoking” signs should be installed at the entrance of this zone.

If it is available after the last race and properly fenced off at a minimum height of approximately 2 m, the waiting zone may be used.

047.7 RIDERS' PADDOCK

047.7.1 Riders' Paddock

For the FIM MXGP, MX2 Motocross Championships, the FIM Veteran Motocross World Cup and the FIM Motocross of Nations, the riders' paddock must be situated on a horizontal, hard standing area, preferably paved. It must have a minimum dimension of 30'000 m^2. This zone will be managed by the Championship Promoter. Paddock fencing must be to a high standard with a minimum height of approximately 2 m.

For the FIM Womens', the Sidecar and Junior Motocross World Championships, the riders' paddock must, whenever possible, be situated on a horizontal area and must have dimensions which meet the highest requirements according to location and to the type of meeting for which the circuits is to be used.

The paddock must be fully operational as of one day before the scheduled time for technical and sporting verifications.

The riders' paddock must have an official (i.e. Paddock marshal) who is in charge of the paddock organisation and fully aware of the needs of the riders/teams/Industry for the duration of the meeting.

Organisational staff of the paddock must ensure that vehicles occupying the parking spaces are positioned rationally. It is recommended to mark the different parking zones by chalk or tape.

"Roads" must always be open to ensure passage for any vehicle to enter or leave the paddock under any circumstances and at any time.

A separate car and lorry parking in the riders' paddock must be provided for the riders/teams.

The "A" parking area will be for the riders'/teams' transporters, vans, mobile homes, multiple purpose vehicles and service trucks. The "B" parking area will be for the riders'/teams' private or hired cars.

The riders' paddock must have adequate surface water drainage.

All riders/teams/industry entering the paddock are recommended to have at all times fire extinguishing equipment easily accessible for any emergency use.

Temporary commercial petrol stations in the riders' paddock must not be used under any circumstances.

Sufficient waste containers must be installed in the riders' paddock. Waste must be collected at regular intervals.

Two telephone boxes with pay-phones are recommended. In this case, the organiser must have telephone cards available at the "Paddock Office".

The riders' paddock must have a combined public-address system for participants and spectators.

The riders' paddock must have direct access to the starting area. The entrance to the paddock from the course and the exit from the paddock to the course must be on the same side of the finish line.

In the rider's paddock, dogs must be kept on a lead at all times.

It is forbidden to race motorcycles in the paddock. Moreover, any motorised vehicle (motorcycle, quad, moped, car, truck, etc.) must advance at an appropriate speed and be driven in a responsible manner at all times, not causing any danger and taking into account the safety of all.

It is forbidden to clean motorcycles in the paddock.

047.7.2 Paddock Office

The Paddock must have a "Paddock Office".

The following must be provided for the Paddock Office (minimum criteria):

- A work room of 18 m^2 with a solid floor;
- A sufficient number of chairs and tables for 6 persons;
- Small office equipment (ballpoints, staplers, paper, etc.);
- A big map of the circuit (including all the installations and the course);
- A combined telephone and fax with direct line;
- A work station for the Paddock staff. A word processor, printer and a small photocopier are recommended;

- Sufficient lights, power points and electricity to allow the Paddock Office to be operational as well as all the electrical material to be used simultaneously at all times;
- A Paddock Official, fluent in English, appointed by the Organiser and additional staff to guarantee the smooth management of the riders' paddock.

A board for official notices for the riders and/or the results must be set up adjacent to the Paddock Office. Minimum dimensions of the board: 2 m (length) x 1 m (height).

The Paddock Office must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage.

The Paddock Office must be operational as of the first day of the meeting.

The Paddock Office must be accessible, during the meeting, to riders and representatives of the Teams and the Industry who wish to ask questions.

047.7.3 Technical control post

The following must be provided for the Technical Control post (minimum criteria):

- A covered working zone of 20 m^2;
- A sufficient number of chairs and tables for 6 persons;
- Small office equipment (ballpoints, staplers, paper, etc.);
- Sufficient lights, power points and electricity to allow the Technical Control to be operational and all the electrical material to be used simultaneously at all times;
- A Chief Technical Officer, fluent in English, appointed by the FMNR and sufficient additional staff and technical equipment to guarantee the smooth running of the technical verifications. These verifications will be carried out in two lanes, each lane verifying motorcycles and equipment independently and a report given to the Chief Technical Steward.

The Technical Control post must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage. It is recommended that it be installed near the waiting zone.

The Technical Control post must be fenced to a high standard at a minimum height of 2 m with a security gate (entrance/exit). It must provide proper security for the persons who need to be within the confines of this zone. There must be strict policing of passes for entry to this zone.

The Technical Control post must be operational as of the first day of the meeting.

The Technical Control post must be accessible, during the meeting, to riders and representatives of the Teams and the Industry who wish to ask questions.

Smoking is prohibited in the Technical Control post. “No smoking” signs should be installed at the entrance of this zone.

In case of a protest involving a motorcycle, the motorcycle in question must be put in the Technical Control post where it must be properly guarded.

047.7.4 Race Direction Office

For the FIM MXGP, MX2 Motocross Championships, the FIM Veteran Motocross World Cup and the FIM Motocross of Nations, the organiser must install a Race Direction Office.

The following must be provided for the Race Direction Office (minimum criteria):

- A work room of 30 m2 with a solid floor;
- A sufficient number of chairs and tables for 15 persons;
- Two television screens;
- A combined telephone and fax with direct line;
- A sufficient number of “pigeon holes” for distributing reports, etc.;
- The FIM Circuit File duly prepared for the meeting;
- Small office equipment (ballpoints, staplers, paper, etc.);
- A big map of the circuit (including all the installations and the course);
- A work station for the Race Direction secretariat containing a word processor and printer and a small photocopier;

- Sufficient lights, power points and electricity to allow the Race Direction room to be operational as well as all the electrical material to be used simultaneously at all times;
- A Secretary, fluent in English, appointed by the Organiser and an additional person to guarantee the smooth running of the Race Direction Secretariat.

The Race Direction Office must be away from the noise of the race and be in, or close to, the riders' paddock.

The Race Direction Office must be fenced to a high standard with a minimum height of approximately 2 m with a security gate (entrance/exit). It must have adequate surface water drainage.

The Race Direction Office must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage.

The Race Direction Office must be operational as of the Thursday before the meeting until the end of the meeting.

The Race Direction Office must be clearly indicated and accessible, during the meeting, to riders and representatives of the teams and the Industry who wish to ask questions or make protests.

047.7.5 Race Management Office

For the FIM Womens' and Junior Motocross World Championships, the organiser must install the Race Management Office adjacent to the finish line.

The following must be provided for the Race Management Office (FIM Junior Motocross World Championships/Minimum criteria):

- A work room of 18 m^2 with a solid floor;
- A sufficient number of chairs and tables for 6 persons;
- Small office equipment (ballpoints, staplers, paper, etc.);
- A big map of the circuit (including all the installations and the course);
- Two television screens;
- A combined telephone and fax with direct line;

- Sufficient lights, power points and electricity to allow the Race Management Office to be operational as well as all the electrical material to be used simultaneously at all times.

The Race Management Office must be fenced to a high standard with a minimum height of approximately 2 m with a security gate (entrance/exit). It must have adequate surface water drainage.

The Race Management Office must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage.

The Race Management Office must be operational as of the Thursday before the meeting until the end of the meeting.

047.7.6 Jury Room

For the FIM Sidecar and Junior Motocross World Championships, the following installations must be provided for the Jury Room (minimum criteria):

- A work room of 80 m2 with a solid floor, providing room for 40 officials and additional observers;
- A sufficient number of chairs and tables for 40 persons;
- A sufficient number of “pigeon holes” for distributing reports, etc.;
- The FIM Circuit File duly prepared for the meeting;
- Small office equipment (ballpoints, staplers, paper, etc.);
- A big map of the circuit (including all the installations and the course);
- A work station for the Jury secretariat containing a word processor and printer and a small photocopier;
- Sufficient lights, power points and electricity to allow the Jury room to be operational as well as all the electrical material to be used simultaneously at all times;
- A ADSL high speed internet line is compulsory;
- A monitor displaying times/results is compulsory;
- A Jury Secretary, fluent in English, appointed by the Organiser and an additional person to guarantee the smooth running of the Jury Secretariat.

The Jury Room must be away from the noise of the race and be in, or close to, the riders' paddock.

The Jury Room must be situated on a horizontal, hard standing and accessible area. It must have adequate surface water drainage.

The Jury Room must be operational as of the first day of the meeting.

The Jury Room must be accessible, during the meeting, to riders and representatives of the teams and the Industry who wish to ask questions or make protests.

047.7.7 Washing zone for motorcycles

The organiser must have available a washing zone, which must offer 40 enclosed places for the FIM MXGP, MX2, Womens Motocross World Championships, FIM Veteran Motocross World Cup and the FIM Motocross of Nations with individual water taps to the standard required by the FIM Motocross World Championship Regulations.

For the FIM Women's, the Sidecar Motocross and Junior World Championships, the organiser must have available a washing zone for motorcycles with 20 enclosed places (5 with power washers and 15 with water taps to the standard required by the FIM Motocross World Championship Regulations).

The water capacity must be sufficient for using all the enclosed places simultaneously.

The washing zone must have adequate surface water drainage.

Smoking is prohibited in the washing zone. "No smoking" signs should be installed at the entrance of this zone.

047.7.8 Test area

A small test area must be provided in the riders' paddock.

The test area must consist of two contiguous tracks, separated and protected by any of the following: wood fence, plastic fence or straw bales.

The test area must have the following minimum dimensions: 50 m (length) x 10 m (width). It must be completely fenced.

Only riders, mechanics and team staff are allowed to use the test area with motorcycles that have been verified for the event. Pit-bikes, mopeds, bicycles etc. are not allowed in the test area.

047.7.9 Riders' sanitary installations

For the FIM MXGP, MX2 Motocross World Championships, the FIM Veteran Motocross World Cup and the FIM Motocross of Nations, the riders' paddock must be equipped with a minimum of 15 showers (10 for men, 5 for women) with hot and cold water as well as 25 toilets (15 for men and 10 for women) and 5 water taps for drinking water.

For the FIM Women's, Sidecar Motocross and Junior World Championships, the riders' paddock must be equipped with a minimum of 8 showers (5 for men, 3 for women) with hot and cold water as well as 10 toilets (5 for men and 5 for ladies) and 3 water taps for drinking water.

Toilets and showers must be maintained throughout the event.

No charge should be placed on holders of valid passes for the use of these facilities.

047.8 PRESS OFFICE

For FIM Motocross World Championships/Cups with a FIM Contractual Partner, the criteria will be decided by the latter.

For FIM Motocross World Championships/Cups without a FIM Contractual Partner, the following installations are to be provided for the Press:

- A sufficiently large working room with a solid floor;
- A sufficient number of chairs and tables; tables with a surface area of at least 60 cm x 90 cm and at each table one chair of a suitable height;
- A work station for the Press Officer with a table, chairs and a combined telephone/fax with direct line;
- A system for distributing results, etc.;
- Small office equipment (ballpoints, staplers, paper, etc.);
- 1 pay phones/fax machines (combined units);

- A ADSL high speed internet line is compulsory;
- A multi-access broadband internet connection, preferably with wireless connection;
- A monitor displaying times/results is compulsory;
- A powerful photocopier with sorting systems and a sufficient stock of paper;
- A sufficient number of electrical power plugs to connect computers, batteries or other electrical equipment;
- Sufficient lights, power points and electricity to allow the press office to be operational and all the electrical material to be used simultaneously at all times;
- A Press Officer, fluent in English, appointed by the Organiser and sufficient staff to guarantee the smooth running of the Press Office.

The press office must be situated on a horizontal, hard standing and accessible area. It must have adequate surface water drainage.

The press office should be staffed by knowledgeable persons who understand the needs of the media.

The press office must be operational as of the first day of practice and it must remain open for a minimum of two and a half hours after the competition has concluded.

Telephones must not operate with coins or telephone cards only.

The press office must be properly secured to limit access to properly accredited persons.

The only persons authorised in this room are the Press, Industry and FIM Representatives, the International Jury and FMN Delegates.

047.9 DOPING TEST FACILITIES

A doping control centre will be required, provided by the organisers of the event and should consist of one room and a waiting area.

The work room should contain a table and chairs, a wash basin, the sample containers, writing material, a lavatory in an adjacent room and articles of personal hygiene. In addition, a lockable refrigerator for storage of samples should be available in this room or another secure area.

The waiting area should have chairs, clothes hangers and hooks, an adequate supply of drinks which must be in unopened containers and possibly some magazines.

There should be a minimum of 3 persons of the same sex ("chaperones"), fluent in English, designated to accompany the riders who have been selected for doping control.

It is recommended that an interpreter should also be available at the doping control centre.

Entry to the doping control centre would normally be restricted to the following: rider and designated accompanying person, the Doping Control Officer, interpreter and a representative of the FIM.

047.10 EMERGENCY SERVICES

047.10.1 Medical service

All events must have a medical service led by a Chief Medical Officer who liaises with the Organiser.

The medical team and the material must be in conformity with the FIM Medical Code.

An evacuation plan for injured persons must be defined before the meeting by the Organiser and the Chief Medical Officer.

When organising the medical service, the organisers must also respect the local security regulations.

047.10.2 Fire-fighting service

During the entire meeting, an efficient fire-fighting service must be provided around the circuit.

047.10.3 Emergency/Evacuation plan

In case of an emergency (accident, fire, etc.), an efficient emergency/ evacuation plan for the entire circuit (installations and course) must be defined before the meeting by the Organiser and the security services.

APPENDIX 048
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(SAXSXC)
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This Appendix is applicable to International meetings only.

048.1 FIM PROCEDURES

048.1.1 Inspection

As Supercross and Arenacross courses are in general temporary and constructed in a few days, the inspection will be limited to a visit carried out 6 hours before practice by the Referee of the event accompanied by the Clerk of the Course and, if possible a qualified rider.

048.1.2 Homologation

For the same reasons as above, Supercross/Arenacross circuits will not be homologated long-term.

The course will be homologated for an event by the FMN (National Motorcycling Federation), who will check that standards conform to the current rules.

At events counting towards the Supercross World Championship, the Jury President will also check that the course conforms to the current FIM Standards.

048.2 COURSE

048.2.1 General

A course can be permanent or temporary. It can be covered or open.

The materials used to construct the course must be natural and consistent (dirt, sand mixed with a binding substance, clay) or any material with comparable qualities and be malleable. The course must be free of stones and the use of concrete is prohibited.

For open courses, particular attention must be given to water drainage at the low parts of the course.

If a course does not meet the following criteria, it cannot be considered suitable for Supercross. It will be deemed suitable for Arenacross only.

048.2.2 Length

The course must not be less than 300 m for covered stadiums and not less than 400 m for open stadiums.

For Supercross World Championship events, the course must not be less than 400 m for covered stadiums and not less than 500 m for open stadiums.

048.2.3 Width

The width of the usable course should not be less than approximately 5 m at the narrowest point.

The course must not have any sudden narrowing.

The width of the course at the landing zone must be wider than at take-off point (approximately 1 m extra minimum).

048.2.4 Vertical Space

The free vertical space between the course and any obstacle above the ground must be approximately 3 m minimum.

048.2.5 Obstacles

The safety of the riders, spectators and officials must be given utmost priority when constructing the obstacles.

048.2.6 Public Safety

The public must be protected within the vicinity of the course. A minimum distance of approximately 8 m between the first row of seats and the edge of the circuit must be respected at all times. If this free spare area is not available, then the necessary rows of seats must be demarcated and remain unoccupied to provide extra safety.

This zone must be demarcated at the public side by a sufficiently solid and high fence to control and protect the public.

048.2.7 Riders' Safety

The layout of the course must be initially designed with the riders' safety in mind. Particular attention must be given to the installation of the jumps and the jump faces. "Finishing touches" to the jumps may be made with the help of a qualified rider present.

Straw bales, in a plastic wrapping, or other shock absorbent materials to protect the competitors from danger must be placed to cover all obstacles, such as poles, bridges, podium, walls, etc. A minimum distance of approximately 3 m must be respected between all sections of the course. If this distance cannot be respected because of limited space, straw bales or other shock absorbent material must be installed in order to separate the courses. However, a neutral zone of approximately 1 m minimum between the two courses must be respected.

The whole length of the course must be defined by flags, banners, tapes or straw bales. If course markers are used, they must be made of a flexible material and should not exceed more than 500 mm above the ground.

Straw bales, in a plastic wrapping, to create additional lines through the corners may be used in the free practice sessions.

048.2.8 Starting Area

048.2.8.1 Starting gate set-up

The lining up of the riders must be possible during the races. The starting gate must be set up in such a way that it allows a regular start.

048.2.8.2 Start line

For Supercross events, the starting gate must be of an individually backfolding or dropping type of 20 m.

048.2.8.3 Starting straight

The surface of the straight after the start up to the exit of the first bend must be flat. The length of the straight after the start line should be between 30 m and 80 m.

048.2.9 Signalling Zones

A sufficient number of official signalling zones (for marshals) must be provided for over the whole length of the course so that any necessary indication can be given by flag to the riders during the races.

These zones must be distinctly marked.

The zones must be well situated to ensure clear visibility for a minimum of 3 marshals and in order that signals be perfectly visible to the riders.

At the jumps, or difficult areas, marshal safety must also be assured by carefully placing the zones (e.g. next to the course, platforms, etc.).

048.2.10 Lap Scoring Zone

The lap scoring services must be in line with the finishing line which will be recognised by a banner, a line on the ground, or a pole on the opposite side of the timekeeping post.

048.3 STARTING GATE

The starting gate must be a transverse device, individually folding or dropping in operation. This backfolding or dropping device must be of solid and rigid construction. It must guarantee complete safety.

It must be controlled either manually or by remote control. The minimum width of the starting gate will be 20 m minimum. The height of the starting gate must be a minimum of 500 mm and a maximum of 520 mm. The width of the concrete base used in the construction of the starting gate must not exceed 600 mm. A rear barrier has to be installed 3 m behind the starting gate.

Advertising is permitted on the starting gate, at the organiser's discretion, provided it does not cause the mechanism to fail to meet any of the requirements contained herein, or interfere with the riders' departure through reduced traction, etc. Any advertising must be affixed in a workmanlike and safe manner on all gates.

048.4 RIDERS' PADDOCK

The riders' paddock must be situated on a horizontal area, permitting the competitors' vehicles to circulate on it under all weather conditions. Special consideration must be given to water draining (open paddocks).

The dimensions of the riders' paddock must meet the highest requirements according to the location and to the type of event for which the course is to be used.

The organisation of parking places must ensure that vehicles occupying the paddock are positioned rationally.

Access roads must always be open to assure, at any time, passage for vehicles to leave the paddock.

Temporary commercial petrol stations in the riders' paddock must not be used under any circumstances.

The riders' paddock must have a direct access to the starting area.

048.5 INSTALLATIONS/EQUIPMENT

048.5.1 Riders' Installations

The riders' paddock must be equipped with a minimum of 8 showers (5 for men, 3 for ladies) with hot and cold water as well as men's' and ladies' conveniences (5 for men and 5 for ladies) and 3 water taps for drinking water. No charge should be placed on the teams, riders and their families for the use of these facilities and they must be maintained throughout the event.

The riders' paddock must contain a medical service post and a fire-fighting post. It must also hold the necessary equipment needed to carry out technical and administrative controls in a covered area.

A board for official notices must be set up and it must be situated between the riders' paddock and the circuit access lane.

048.5.2 Press Installations

The following minimum installations must be provided:

- A sufficiently large working room with a solid floor;
- A sufficient number of chairs and tables;
- A work station for the Press Officer with a table, chairs and a combined telephone/fax with direct line;
- A system for distributing results, etc.;
- Small office equipment (ballpoints, staplers, paper, etc.);
- 2 pay phones/fax machines (combined units), 4 telephone lines equipped with modem connecting points; all with direct lines;

- A powerful photocopier with sorting systems and a sufficient stock of paper;
- A sufficient number of electrical power plugs;
- Sufficient lights, power points and electricity to allow the press office to be operational and all the electrical material to be used simultaneously at all times;
- A Press Officer, fluent in English, appointed by the Organiser and sufficient staff to guarantee the smooth running of the Press Office.

The press office should be staffed by knowledgeable persons who understand the needs of the media.

The press office must be operational as of the first day of practice and it must remain open for a minimum of two and a half hours after the competition has concluded.

Telephones must not operate with coins or telephone cards only.

The press office must be properly secured to limit access to properly accredited persons.

The only persons authorised in this room are the Press, Industry and FIM Representatives, the International Jury and FMN Delegates.

048.5.3 Timekeeping and Lap Scoring office

The course must provide a sound protected sheltered installation (or a mobile installation) large enough to accommodate a minimum of 8 persons. The officials must have an unhindered view of the course to enable them to work in an efficient manner in any kind of weather. A telephone line for contact inside the premises must be installed. Continuity of electricity supply must be maintained at all times.

048.5.4 Public Address-System

A combined or separated PA-system must be provided for spectators and riders. The riders' paddock must also be equipped with an independent system at the disposal of the officials.

048.5.5 Installations for the Public

The installations for the public must comply with the laws of the country and local building standards particularly with regard to:

- The spectators' stands (overcrowding, exits);
- Public conveniences (a reasonable amount of conveniences must be available);
- Car parks;
- Restaurants;
- Medical/First Aid services;
- Fire-fighting services.

048.5.6 Installations for physically challenged

Organisers are recommended to make provisions for the physically challenged: parking places near the entrances, a specially prepared area for watching the races, as well as adequate sanitary installations.

048.5.7 Equipment for events taking place at night

048.5.7.1 Course illumination

The whole of the course must be illuminated: 100 lux. intensity.

Two separate supplies must be provided with instant commutation in case of a breakdown.

048.5.7.2 Illumination of the other areas

- Secretariat;
- Timekeeping premises;
- Notice Board;
- Inside and outside the Sanitary installations;
- Riders' paddock;
- Waiting zone;
- Access lane to the starting gate.

048.5.8 Installation for smoke extraction

For events taking place inside, considerable attention must be paid to smoke extraction emitted by the motorcycles, in order not to inconvenience the public seated above, or the organisation members.

048.6 EMERGENCY SERVICES

048.6.1 Medical Service

All events must have a medical service led by a Chief Medical Officer who liaises with the organisers. The medical team and the material must be in conformity with the FIM Medical Code.

A very precise evacuation plan for injured persons must be defined by the organisers and the Chief Medical Officer before the race.

048.6.2 Fire-fighting Services

A fire-fighting service must be provided in the riders' paddock and at the entry to the course.

The use of DTE or BCF is recommended.

APPENDIX 049
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049.1 FIM PROCEDURES

049.1.1 Inspection

For FIM SuperMoto World Championship meetings, the circuit must be built and completed 24 hours before the start of official practice. Upon arrival, the FIM Race Director, must inspect the circuit and facilities. If deemed necessary, a second inspection will be carried out.

Two copies of the “Circuit File”, including an accurate plan to the scale of 1/1000 of the course, paddock area, amenities and installations for the public, with all relevant dimensions indicated, must be available for the FIM Race Director. The plan must show the lay-out of the course, as well as all the obstacles in the off-road section (all corners and off-road obstacles must be indicated by a number), the location of first-aid units, ambulances, race offices, flag marshals, etc.

The length of the course must be measured by competent authorities, who will certify the exact length on the plan. This measurement must be made along the centre line of the course.

Photographs and graphical drawings of all the corners and obstacles on the course must be added to the “Circuit File”. Each obstacle must be numbered and it must be shown on the plan of the circuit, which must be added to each file. The approximate height, width and length of each obstacle must be recorded in this file. During the inspection, one file must be given to the FIM Race Director who will forward it to the FIM together with the inspection report. The second file must remain at the circuit at the disposal of FIM Officials at any time.

049.1.2 Homologation

After the inspection and verification of the conformity with the current SSMC the FIM Race Director will propose the circuit for homologation to the Race Direction. When accepted by the FIM Race Director, the Race Direction will confirm the homologation.

The homologation of a SuperMoto circuit by the FIM is valid but for one FIM Championship/Prize Event meeting only.

The homologation is only valid for and restricted to the official practices and races counting towards the FIM Championship/Prize Event run under the jurisdiction of the FIM, without prejudice to Art. 10.8.2 of the FIM Sporting Code.

Once a circuit has been homologated, no changes are allowed unless in case of safety/force majeure.

049.2 CIRCUIT

049.2.1 General

A SuperMoto circuit includes the course and all the necessary installations and provisions to stage a meeting according to the FIM SuperMoto World Championship Regulations.

The FIM SuperMoto World Championship Regulations must be respected at all times. Special attention must be given to the FIM Environmental Code.

049.2.2 Access roads

Access roads to the circuit must provide an easy access and have proper traffic management for any vehicle going to or coming from the circuit.

These access roads at the circuit must be heavy load bearing, wide enough and preferably paved. They must permit all vehicles to circulate on them under all weather conditions and at any time.

049.2.3 Installations for physically challenged

Organisers are recommended to make provisions for the physically challenged: parking places near the entrances, a specially prepared area for watching the races, as well as adequate sanitary installations.

049.2.4 Public Address-System

A combined PA-system for riders and participants must be installed The audibility must be satisfactory all over the public area as well as in the paddock.

049.2.5 Electricity

Whenever electricity is provided at the circuit and its installations, security guidelines are recommended.

049.2.6 Heavy equipment

The Organiser must provide adequate heavy equipment and an adequate watering system for the natural material section, and an aspiratory road sweeper for the paved road section as well as the necessary experienced operators. This equipment and operators must be available and on operational stand-by on the circuit throughout the meeting.

All the heavy equipment must be of a standard specified by the CMS and the FIM Championship Promoter.

As of the Thursday morning before the meeting, this material should be available until the end of the meeting.

049.2.7 Guard dogs

The use of guard dogs is forbidden in areas restricted to riders, mechanics, signallers, the Industry and Press representatives.

049.2.8 Race Office

The following must be provided for the Race Office (minimum criteria):

- A work room of 100 m2 with a solid floor, providing space for 30 persons;
- A work station with large tables and chairs;
- A combined telephone/fax with direct line and a small photocopier are recommended;
- Sufficient lights, power points and electricity to allow the Race Office to be operational as well as all the electrical material to be used simultaneously;
- Small office equipment (ballpoints, staplers, paper, etc.);

- A person in charge of the Race Office, fluent in English, appointed by the Organiser and sufficient staff to assist him as well as the FIM Championship Promoter's staff, and guarantee the smooth running of the Race Office.

The Race Office must be located at the entrance of the circuit and provide a large enough hard standing parking area with direct access to the paddock. It must have adequate surface water drainage.

The Race Office must be operational as of one day before the scheduled time for technical and sporting verifications, when the paddock is open for the riders/teams.

049.3 COURSE

049.3.1 General

A SuperMoto course shall be paved and will generally include:

a) another paved section, composed of jumps and/or rolling waves (recommended) and/or

b) an off-road section (all weather style, offering a dust and/or mud-free ride) and/or

c) a section with artificial obstacles (jumps, rolling waves, tables, etc).

049.3.2 Length

The course shall not be less than 800 m long (except for changes necessary for safety reasons or force majeure) nor greater than 1'750 m (unless with prior agreement of the FIM and FIM Championship Promoter.)

The length of the course shall be measured along the centre line.

049.3.3 Width

The width of the usable course should not be less than approximately 6 m (actual riding width) at the narrowest point, except for the starting straight and the first turn after the start which should have a minimum width of approximately 10 m (actual riding width).

The course must not have any sudden narrowing.

049.3.4 Vertical Space

The minimum free vertical space between the course and any obstacle above the ground must be approximately 3 m.

049.3.5 Obstacles

The safety of the riders, spectators and officials must be given utmost priority when constructing the obstacles.

049.3.6 Spectators' Safety

The public must be protected within the vicinity of the course. A neutral zone between the spectator fence and the edge of the circuit must be respected at all times. The width of this neutral zone may vary according to the circumstances but must not, under any condition, be less than approximately 1 m.

This zone must be demarcated at the public side by a sufficiently solid and high fence to control and protect the public.

049.3.7 Riders' Safety

The layout of the course must be initially designed with the riders' safety in mind.

Particular attention must be given to the installation of the jumps and the jump faces. "Finishing touches" to the jumps may be made with the help of a qualified rider present.

049.3.8 Flag Marshal posts

There must be a sufficient number of official flag marshal posts all around the course in order to give information by flag signals to the competitors during a race. The posts must be distinctly indicated and the location chosen so that signs given are clearly visible to the competitors. The number of the flag marshal post must be indicated at each post.

The areas where marshals are to be positioned should provide the utmost safety.

Posts must be well situated to ensure an overall view of the track by the marshals.

049.4 STARTING AREA

049.4.1 Waiting zone

A sufficiently large, hard standing, fenced off waiting zone must give access to the starting grid.

The waiting zone should be fenced to a high standard with a security gate (entrance/exit). It must provide proper security for the persons who need to be within the confines of this area. There must be strict policing of passes for entry to this area. It must have adequate surface water drainage.

The waiting zone must have an entrance from the paddock to allow competitors to enter and leave the zone easily.

The waiting zone must have a security gate, giving access to the starting grid.

The waiting zone must offer 32 places for the riders, their authorised team staff and one motorcycle per rider.

It is recommended that all persons in this area be dressed neatly. Team uniforms are encouraged to maintain a professional appearance.

A clock visible to all and showing the official time as indicated by the Chief Timekeeper will be placed above the entrance to the waiting zone.

Two urinals with 4 places each must be placed in the waiting zone.

Smoking is prohibited in the waiting zone. “No smoking” signs should be installed at the entrance of this area.

049.4.2 Starting grid

The minimum width (actual riding width) of the starting grid should be approximately 10 m at the narrowest point.

The starting grid:

- For S1GP: will count 11 rows, each with 3 starting positions (maximum 32 riders);
- For the FIM SuperMoto of Nations: will count 8 rows, each with 4 starting positions (maximum 32 riders).

The lateral space between each position must be 1 m minimum.

In each row, the second position will be offset so that it is 1 m behind the first position of the same row and minimum 1 m to the side of the first position; the third position will be offset so that it is 1 m behind the second position of the same row and minimum 1 m to the side of the second position (see diagram).

For the FIM SuperMoto of Nations: the fourth position will be offset so that it is 1 m behind the third position of the same row and minimum 1 m to the side of the third position (see diagram).

The second row will be similarly configured but with the starting positions being placed in between those of the first row.

The odd numbered rows will be positioned similar to the first row. The even numbered rows will be positioned similar to the second row.

There will be a distance of 4 m between the first position of each row.

Each starting position must be indicated by a painted white line on the starting grid (80 cm x 8 cm). The motorcycle must be placed with its front wheel behind this line in a central position

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

049.4.3 Starting straight

The surface of the straight after the start and the first turn must be paved.

The minimum width (actual riding width) of the starting straight and the first turn after the start should be approximately 10 m.

The minimum length of the straight after the start should be approximately 60 m.

049.5 PIT LANE

Adjacent to the starting grid, a zone (pit lane) must be reserved for repairs and signalling during the practices and races.

The pit lane must be a combined area with direct access to the paddock. It must be situated on a paved area with minimum dimensions of approximately 60 m (length) x 10 m (width). The pit lane should have only one entrance from the paddock.

The pit lane must be fenced to a high standard with a security gate (entrance/exit to the paddock), providing proper security for the persons who need to be within its confines. There must be strict policing of passes for entry to the pit lane.

The pit lane must have one entrance and one exit to the course to allow riders to enter and leave the zone easily. The entrance and exit to the course must be kept clear at all times. The exit from the pit lane to the course must be controlled by a flag marshal.

The pit lane must be clearly visible for riders.

The Organiser must install a minimum of four monitors displaying times in the pit lane. The monitors must be put in shelters and be no lower than 2 m from the ground. Each monitor must list 32 riders on its screen.

Smoking is prohibited in the pit lane. “No smoking” signs should be installed at the entrance of this zone.

It is recommended that all persons in the pit lane be dressed neatly. Team uniforms are encouraged to maintain a professional appearance.

049.6 FINISH AREA

049.6.1 Finish line

Special attention must be given to the security at the finish line area to prevent teams, press, public, etc. from invading the track during and/or at the end of a race. The height of the fencing in this area must receive special attention and be a minimum height of approximately 2 m.

049.6.2 Timekeeping and lap scoring

The timekeeping and lap scoring services must be in view of the finishing line.

A white horizontal line must be drawn in front of the timekeeping office, on the opposite side of the course.

An electric clock must indicate the remaining practice time. A lap scorer must indicate the remaining number of laps during the Races.

The electric clock and lap scorer must be installed at the finish line and be visible to the riders.

049.6.3 Race Management Office

The organiser must install the Race Management Office adjacent to the finish line and timekeeping compound.

The Race Management Office must be fenced to a high standard with a minimum height of approximately 2 m with a security gate (entrance/exit). It must have adequate surface water drainage.

The following must be provided for the Race Management Office (minimum criteria):

- A work room of 18 m^2 with a solid floor;
- A sufficient number of chairs and tables for 6 persons;
- Small office equipment (ballpoints, staplers, paper, etc.);
- A big map of the circuit (including all the installations and the course);
- Two television screens;
- A combined telephone and fax with direct line;
- Sufficient lights, power points and electricity to allow the Race Management Office to be operational as well as all the electrical material to be used simultaneously at all times.

The Race Management Office must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage.

The Race Management Office must be operational as of the first day of the meeting.

For practical reasons, the Organiser can install a combined “Race Management/Race Direction Office”. In that case, the criteria for the “Race Direction Office prevail” (See Art. 49.7.4).

049.6.4 Podium zone

The finish area must contain a hard standing, fenced off podium zone with the following dimensions: 15 m (length) x 20 m (width).

The podium zone must be fenced to a high standard with a security gate (entrance/exit), providing proper security for the persons who and motorcycles which need to be within the confines of this zone. There must be strict policing of passes for entry to this zone. It must have adequate surface water drainage.

This zone must be divided by a low fence into a podium part including a closed park and a part reserved for photographers. The podium part must be elevated, in front of which will be the closed park.

The podium zone is restricted and must be properly secured to limit access to properly accredited persons. No one except the essential riders, officials, TV camera crews and photographers shall be allowed in this zone.

049.6.5 Closed park

A closed park, where the motorcycles can be impounded immediately after the end of the last Race in each class, must be provided for in the podium zone.

The closed park must be a hard standing, fenced off zone, which must offer room for the motorcycles of the top 3 riders of the Grand Prix. The motorcycles must be placed in such a way in the closed park that they respect the podium position of the riders.

The closed park must be fenced to a high standard with a minimum height of approximately 1.5 m with a security gate and entrance/exit. It must provide proper security for the motorcycles and persons who need to be within the confines of this zone. There must be strict policing of passes for entry to this zone.

It must have adequate surface water drainage.

Smoking is prohibited in the closed park. “No smoking” signs should be installed at the entrance of this zone.

049.7 RIDERS' PADDOCK

049.7.1 Riders' Paddock

The riders' paddock must be situated on a horizontal, hard standing area, preferably paved. This zone will be managed by the FIM Championship Promoter. Paddock fencing must be to a high standard with a minimum height of approximately 2 m.

The paddock must be fully operational as of one day before the scheduled time for technical and sporting verifications.

The riders' paddock must have an official (i.e. Paddock marshal) who is in charge of the paddock organisation and fully aware of the needs of the riders/teams/industry for the duration of the meeting.

Organisational staff of the paddock must ensure that vehicles occupying the parking spaces are positioned rationally. It is recommended to mark the different parking zones by chalk or tape.

"Roads" must always be open to ensure passage for any vehicle to enter or leave the paddock under any circumstances and at any time.

A separate car and lorry parking in the riders' paddock must be provided for the riders/teams. The "A" parking area will be for the riders'/teams' transporters, vans, mobile homes, multiple purpose vehicles and service trucks. The "B" parking area will be for the riders'/teams' private or hired cars.

The riders' paddock must have adequate surface water drainage.

All riders/teams/industry entering the paddock are recommended to have at all times fire extinguishing equipment easily accessible for any emergency use.

Temporary commercial petrol stations in the riders' paddock must not be used under any circumstances.

Sufficient waste containers must be installed in the riders' paddock. Waste must be collected at regular intervals.

Two telephone boxes with pay-phones are recommended. In this case, the organiser must have telephone cards available at the “Paddock Office”.

The riders’ paddock must have a combined public-address system for participants and spectators.

The riders’ paddock must have direct access to the starting area. The entrance to the paddock from the course and the exit from the paddock to the course must be on the same side of the finish line.

In the riders’ paddock, dogs must be kept on a lead at all times.

It is forbidden to race motorcycles in the paddock. Moreover, any motorised vehicle (motorcycle, quad, moped, car, truck, etc.) must advance at an appropriate speed and be driven in a responsible manner at all times, not causing any danger and taking into account the safety of all.

049.7.2 Paddock Office

The Paddock must have a “Paddock Office”.

The following must be provided for the Paddock Office (minimum criteria):

- A work room of 18 m^2 with a solid floor;
- A sufficient number of chairs and tables for 6 persons;
- Small office equipment (ballpoints, staplers, paper, etc.);
- A big map of the circuit (including all the installations and the course);
- A combined telephone and fax with direct line;
- A work station for the Paddock staff. A word processor, printer and a small photocopier are recommended;
- Sufficient lights, power points and electricity to allow the Paddock Office to be operational as well as all the electrical material to be used simultaneously at all times;
- A Paddock Official, fluent in English, appointed by the Organiser and additional staff to guarantee the smooth management of the riders’ paddock.

A board for official notices for the riders and/or the results must be set up adjacent to the Paddock Office. Minimum dimensions of the board: 2 m (length) x 1 m (height).

The Paddock Office must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage.

The Paddock Office must be operational as of the first day of the meeting.

The Paddock Office must be accessible, during the meeting, to riders and representatives of the Teams and the Industry who wish to ask questions.

049.7.3 Technical control post

The following must be provided for the Technical Control post (minimum criteria):

- A covered working zone of 20 m^2;
- A sufficient number of chairs and tables for 6 persons;
- Small office equipment (ballpoints, staplers, paper, etc.);
- Sufficient lights, power points and electricity to allow the Technical Control to be operational and all the electrical material to be used simultaneously at all times;
- A Chief Technical Officer, fluent in English, appointed by the FMNR and sufficient additional staff and technical equipment to guarantee the smooth running of the technical verifications.

The Technical Control post must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage. It is recommended that it be installed near the waiting zone.

The Technical Control post must be fenced to a high standard at a minimum height of approximately 2 m with a security gate (entrance/exit). It must provide proper security for the persons who need to be within the confines of this zone. There must be strict policing of passes for entry to this zone.

The Technical Control post must be operational as of the first day of the meeting.

The Technical Control post must be accessible, during the meeting, to riders and representatives of the Teams and the Industry who wish to ask questions.

Smoking is prohibited in the Technical Control post. “No smoking” signs should be installed at the entrance of this zone.

In case of a protest involving a motorcycle, the motorcycle in question must be put in the Technical Control post where it must be properly guarded.

049.7.4 Race Direction Office

The following must be provided for the Race Direction Office (minimum criteria):

- A work room of 30 m^2 with a solid floor;
- A sufficient number of chairs and tables for 15 persons;
- Two television screens;
- A combined telephone and fax with direct line;
- A sufficient number of “pigeon holes” for distributing reports, etc.;
- The FIM Circuit File duly prepared for the meeting;
- Small office equipment (ballpoints, staplers, paper, etc.);
- A big map of the circuit (including all the installations and the course);
- A work station for the Race Direction secretariat containing a word processor and printer and a small photocopier;
- Sufficient lights, power points and electricity to allow the Race Direction room to be operational as well as all the electrical material to be used simultaneously at all times;
- A Secretary, fluent in English, appointed by the Organiser and an additional person to guarantee the smooth running of the Race Direction Secretariat.

The Race Direction Office must be away from the noise of the race and be in, or close to, the riders’ paddock.

The Race Direction Office must be fenced to a high standard with a minimum height of approximately 2 m with a security gate (entrance/exit). It must have adequate surface water drainage.

The Race Direction Office must be situated on a horizontal, hard standing and accessible area and have adequate surface water drainage.

The Race Direction Office must be operational as of the Thursday before the meeting until the end of the meeting.

The Race Direction Office must be clearly indicated and accessible, during the meeting, to riders and representatives of the teams and the Industry who wish to ask questions or make protests.

049.7.5 Riders' sanitary installations

The riders' paddock must be equipped with a minimum of 10 showers (6 for men, 4 for women) with hot and cold water as well as 20 toilets (10 for men and 10 for women) and 5 water taps for drinking water.

Toilets and showers must be maintained throughout the event.

No charge should be placed on holders of valid passes for the use of these facilities.

049.8 PRESS OFFICE

For the FIM SuperMoto World Championship, the criteria will be decided by the FIM Contractual Partner.

The press office must be operational as of the first day of practice and it must remain open for a minimum of two and a half hours after the competition has concluded.

The only persons authorised in this room are the Press, Industry and FIM Representatives, the International Jury and FMN Delegates.

049.9 DOPING TEST FACILITIES

A doping control centre will be required, provided by the organisers of the event and should consist of one room and a waiting zone.

The work room should contain a table and chairs, a wash basin, the sample containers, writing material, a lavatory in an adjacent room and articles of personal hygiene. In addition, a lockable refrigerator for storage of samples should be available in this room or another secure area.

The waiting zone should have chairs, clothes hangers and hooks, an adequate supply of drinks which must be in unopened containers and possibly some magazines.

There should be a minimum of 3 persons of the same sex ("chaperones"), fluent in English, designated to accompany the riders who have been selected for doping control.

It is recommended that an interpreter should also be available at the doping control centre.

Entry to the doping control centre would normally be restricted to the following: rider and designated accompanying person, the Doping Control Officer, interpreter and a representative of the FIM.

049.10 EMERGENCY SERVICES

049.10.1 Medical service

All events must have a medical service led by a Chief Medical Officer who liaises with the Organiser.

The medical team and the material must be in conformity with the FIM Medical Code.

An evacuation plan for injured persons must be defined before the meeting by the Organiser and the Chief Medical Officer.

When organising the medical service, the organisers must also respect the local security regulations.

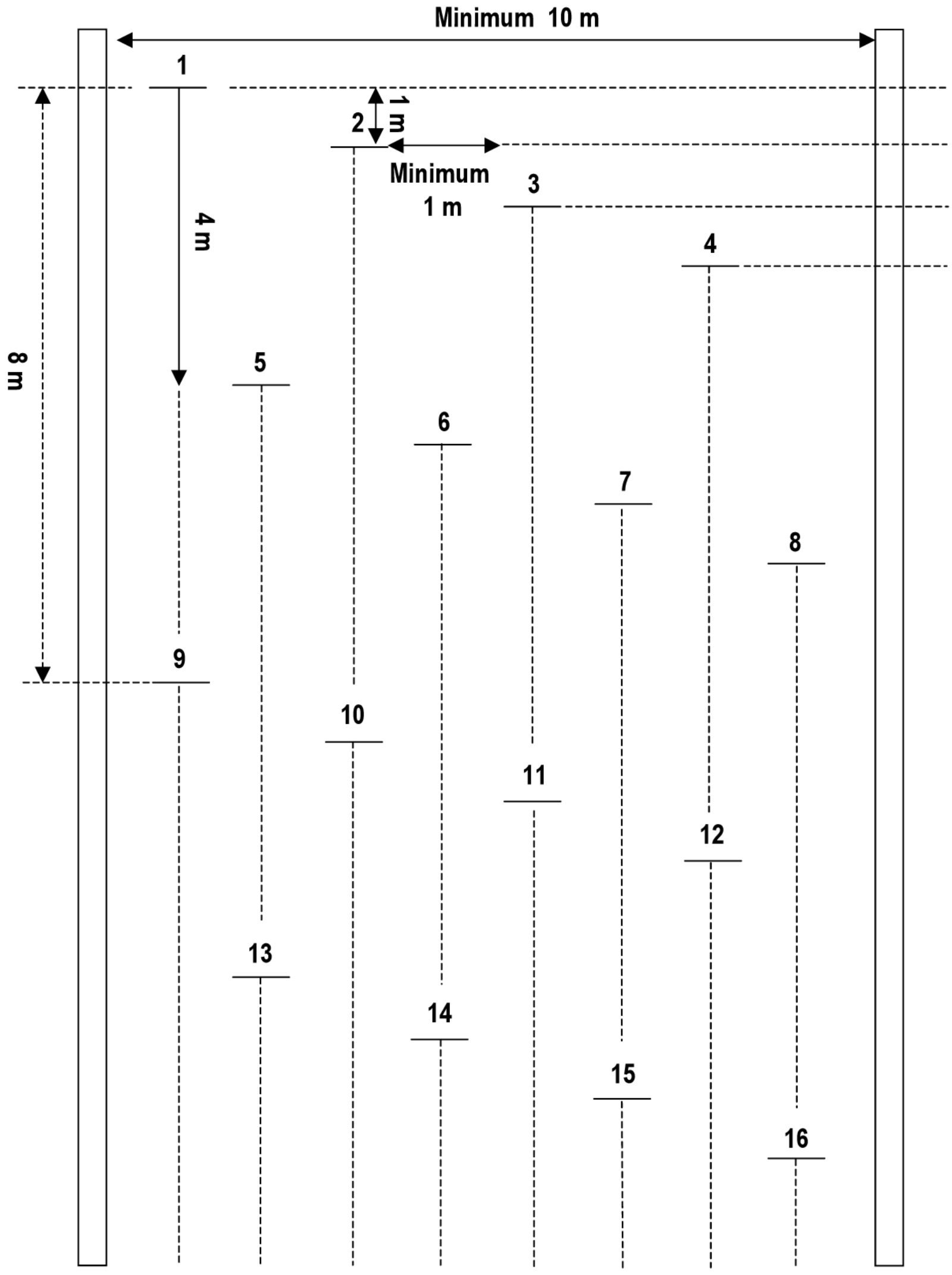
049.10.2 Fire-fighting service

During the entire meeting, an efficient fire-fighting service must be provided around the circuit.

049.10.3 Emergency/Evacuation plan

In case of an emergency (accident, fire, etc.), an efficient emergency/ evacuation plan for the entire circuit (installations and course) must be defined before the meeting by the Organiser and the security services.

Diagram / *Diagramme N*



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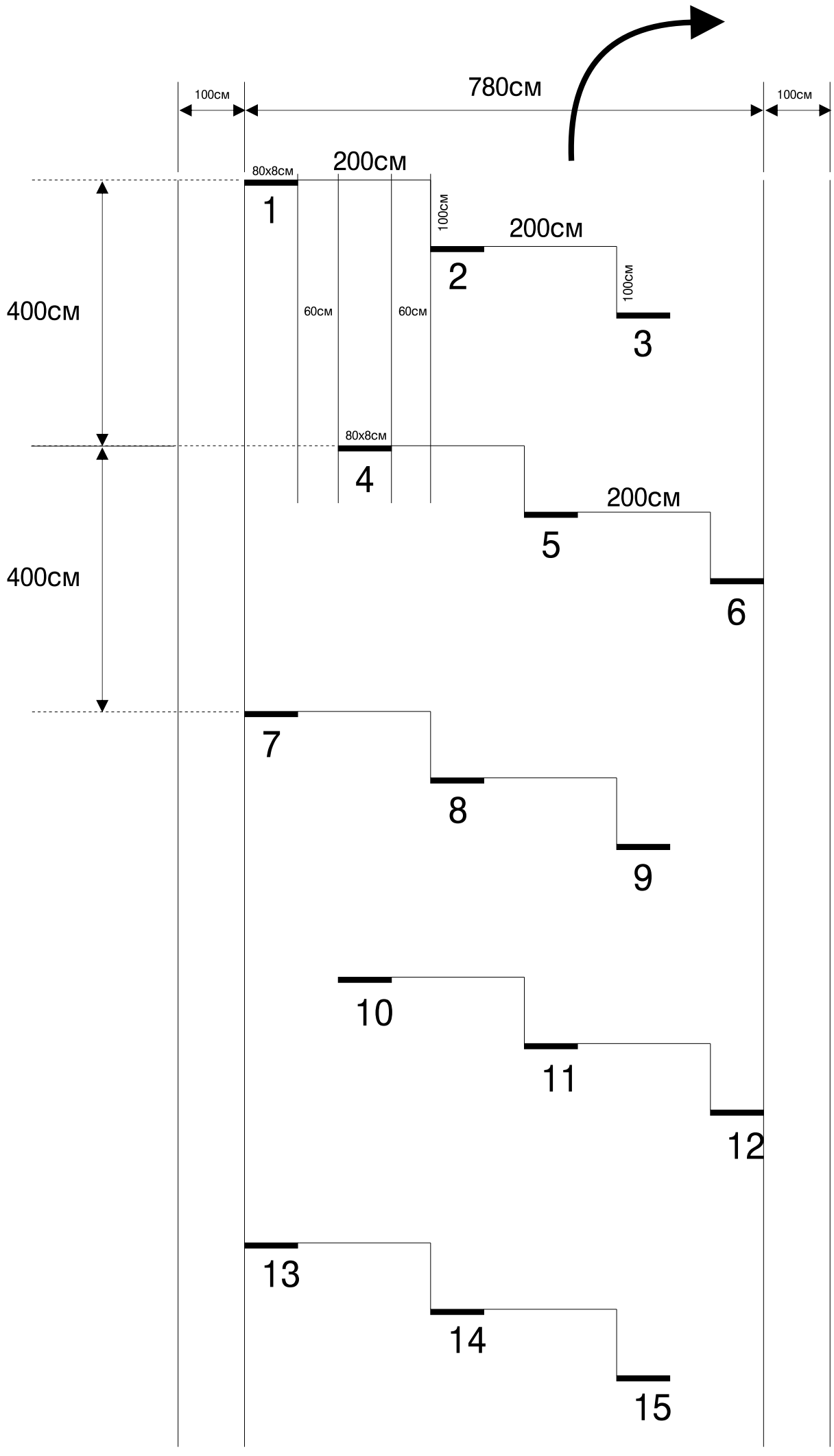
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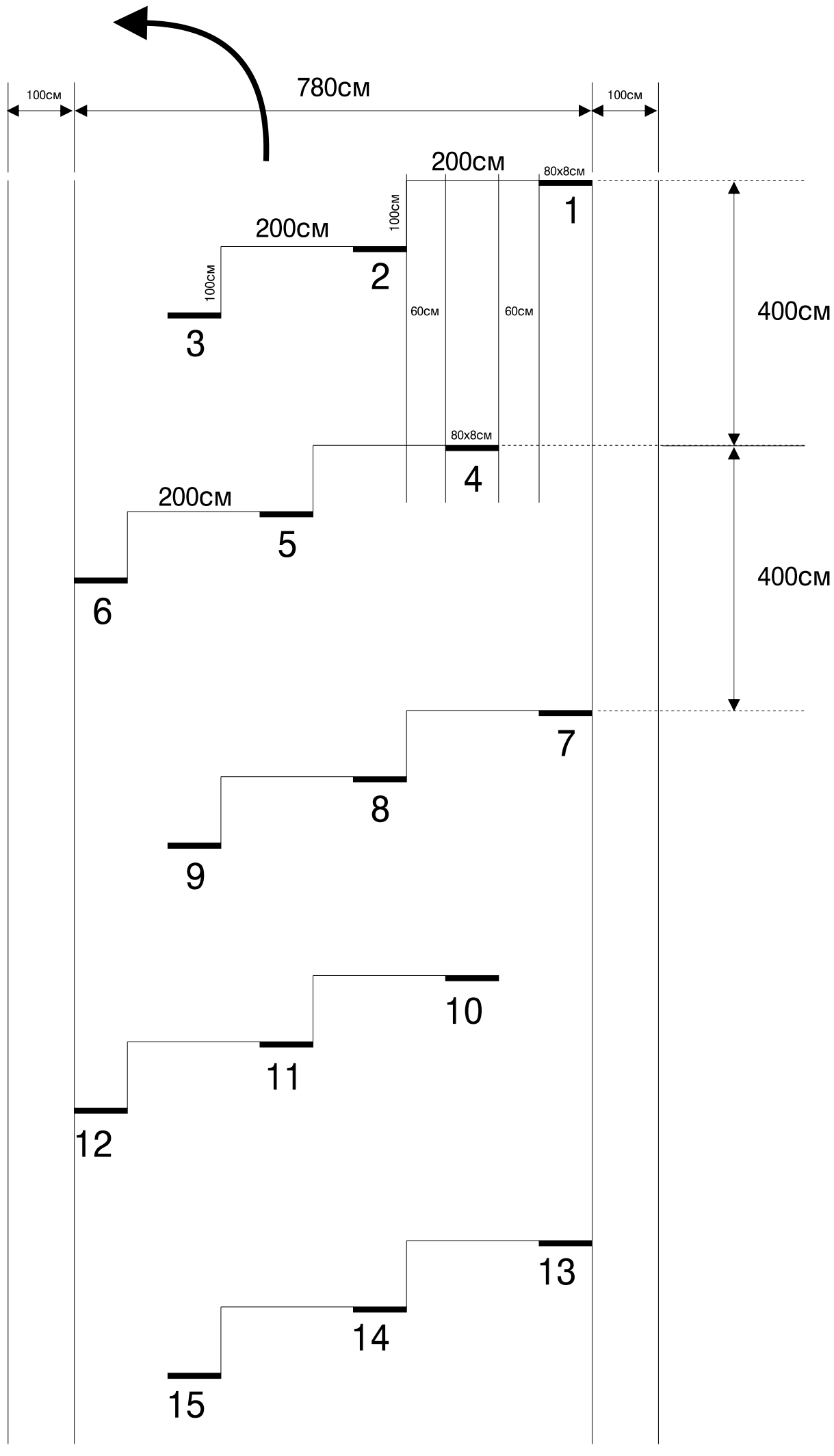
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