

**FIM** INTERCONTINENTAL  
**GAMES**  
J E R E Z 2 0 2 4

Version 10 - 2024

07/06/2024

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YEAR 2024		
Version	Applicable as from	Modified articles
1	01.01.2024	Jean-Paul Gombeaud
2	10.02.2024	Simon Maas
3	06.03.2024	Simon Maas
4	12.03.2024	Jean-Paul Gombeaud
5	28.03.2024	Jean-Paul Gombeaud
6	05.04.2024	Jean-Paul Gombeaud
7	21.04.2024	Simon Maas
8	22.05.2024	Jean-Paul Gombeaud
9	03.06.2024	Jean-Paul Gombeaud
10	07.06.2024	Jean-Paul Gombeaud
11	27.06.2024	Jean-Paul Gombeaud

Articles amended as from 27.06.2024 in blue and notes in purple

These rules are published on <https://www.fim-moto.com> , if updates are necessary, the latest published version of the rules will be decisive.



## 1. HISTORY

The Intercontinental Games (ICG) originated in 2024, with the objective of evaluating the sporting skill of the riders in a Team based competition for the six FIM Continental Unions (CONUs). The aim of the competition is to evaluate the CONU Teams over several disciplines.

During the first edition to be held from 29th November to 1st December in 2024 in Jerez, Spain.

The ICG will have competitions in Circuit Racing including the two categories of Supersport 300 (SS300) and Supersport (SS600).

### 1.1.1 – Intercontinental Games Committee

Intercontinental Games Committee (ICGC) composed of the 7 persons as follows:

- One representative nominated by each CONU and the FIM Sports Director.

### 1.1.2 – Spirit of the CONU Teams Composition

Teams will be represented by the colours of their CONU.

The riders of each CONU team will be selected by their CONU.

The CONU selected riders must be considered “rising talents” (except the “specialist rider” and one female rider) and not currently taking part in any FIM World Championship series of that year as a Permanent Rider, as confirmed by the FIM Extranet.

Each CONU is required to select one “Specialist Rider” **per class & per discipline** and this rider will be known as the CONU Team Captain.

At least one female rider must be selected as part of each CONU Team for each category, as defined in Regulation 1.2.3. The female riders are permitted to be an FIM World Championship Permanent Rider of the current season.

The riders must be holder of a FIM CONU Licence issued by one of the FMN’s who are a member federation of the CONU they represent.

The rider must be holder of a passport of one country from within the geographic zone of the CONU they represent.

Some competitions within the ICG, may be restricted to mono-brand classes of motorcycles.

### 1.1.3 – The FMNR

The FMNR and the LOC (Local Organising Committee) have the complete responsibility for the organizational aspects. Including, but not limited to: FMN Staff, Marshals, FMNR Officials,

Sporting Requirements, Technical Requirements & Medical Requirements, plus medical facilities and Third-Party Liability Insurance. In addition to meeting the requirements of the local authorities.

According to the FIM Sporting Code Art.110.1.1 The organiser of a FIM Championship, Intercontinental Championship or Prize Event must provide the FIM Administration, no later than 20 days prior to the event, with a copy of the insurance policy written in English or French to cover his own liability and that of all participants, the manufacturers, riders, passengers, sponsors and officials in case of damage to third parties during the meeting or during the practices. The insurance policy shall also cover any possible liability of the FIM to third parties.

## **2. GENERAL CONDITIONS**

Any item not included within these regulations or any exceptional amendments required to the ICG rules and regulations shall be reviewed and decided upon by the Intercontinental Games Committee (ICGC).

### **2.2.1 – ICG General Structure**

The Intercontinental Games event is a bi-annual event comprising of different styles of motorcycle competitions, where possible.

Points will be awarded to each CONU team based on the results of each race they compete in and will be totalled to determine the final classification.

The Intercontinental Games is a Team competition between CONUs. Only the CONU teams officially entered by the FIM CONUs will be taken into consideration for the final classification.

### **2.2.2 – Management of Regulations**

Relevant to the competition of different discipline during the Intercontinental Games, the ICG Committee will approve all regulations. The Sporting and Technical Regulations of each of these different competitions will be managed under the jurisdiction and expertise of the relevant FIM Commission.

### **2.2.3 - Teams Composition**

Each CONU Team is composed of both male and female riders for every discipline and class of the ICG competition.

Each CONUs must select up to 4 riders including a minimum of one female rider per category.

In each CONU Team, one (1) “Team Captain” must be selected **per class & per discipline**.\*

The age of the riders competing in the ICG will be in accordance with the Sporting Regulations of each discipline or competition the rider will compete and as advised by the relevant FIM Commission.

## **2.2.4 – Regulation Overview**

All riders, teams' personnel, officials, organisers and all the persons involved in any capacity whatsoever participating in the FIM Intercontinental Games (hereinafter collectively referred to as the "ICG") undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of the present regulations and the following FIM Regulations & Codes:

1. SPORTING REGULATIONS
2. TECHNICAL REGULATIONS
3. DISCIPLINARY AND ARBITRATION CODE
4. MEDICAL CODE
5. ANTIDOPING CODE
6. ENVIRONMENTAL CODE
7. CODE OF ETHICS

as supplemented and amended from time to time (hereinafter collectively referred to as the "Regulations").

All the persons mentioned above may be penalised in accordance with the provisions of the (FIM Intercontinental Games) Regulations.

Whilst these Regulations may be translated into other languages, in case of any dispute regarding interpretation the official English text will prevail.

It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the Regulations. The responsibility of the rider, or any other person having charge of an entered machine during any part of the Event with respect to observance of the Regulations is joint and several with that of the team.

All persons concerned in any way with an entered machine or present in any capacity whatsoever in the Paddock, Pits, Pit Lane or Track, must always wear an appropriate pass during the Event.

The Supplementary Regulations (SRs) and time-schedule will be approved by the FIM and ICG Committee, and issued by the FMNR.

The FIM track standards for each discipline must be followed, and will be decided by the FIM Commissions & FMNR local laws.

The minimum medical requirements must follow the standards decided by each FIM Commissions concerned & FMNR local laws. The medical requirements should be specified in the disciplines' rules or the SRs of the event.

Anti-doping facilities and chaperones must be provided by the FMNR/Organiser in the event of an Anti-doping control, in accordance with the FIM Anti-Doping Code.

## **2.2.5 – Public Pronouncements by Teams and Riders**

a) Riders (parents or legal guardian) and Teams must avoid any public declaration or press release which could damage or negatively affect the FIM Intercontinental Games. Accordingly, it is an obligation for all Riders and/or Teams' personnel and/or representative thereof, to refrain from releasing any public pronouncement which may irresponsibly harm the lawful interests of the FIM Intercontinental Games Members or which may be contrary to the integrity of FIM Intercontinental Games or the sport.

b) Public pronouncements which harm irresponsibly the lawful interest of FIM Intercontinental Games or which are contrary to the integrity of FIM Intercontinental Games or the sport shall include, but not be limited to:

- public statements or comments to the media that irresponsibly attack, disparage, disrepute or damage the FIM Intercontinental Games Members.
- Public comments that members and Riders of the Team know, or should reasonably know, will irresponsibly harm the reputation, image or best interests of the sport and/or any of the FIM Intercontinental Games Members are expressly covered by this Regulation.
- It is understood that responsible expressions of legitimate disagreement with the FIM Intercontinental Games Members and/or FIM Intercontinental Games policies are not prohibited.

## **2.2.6 – Judicial Oversight**

The selection of the competent FIM disciplinary bodies FIM International Jury, Race Direction or FIM Stewards for the ICG should ensure the appointments of the nominated FIM Officials from more than one CONU only, where possible, in the interest of inclusion and fairness.

Any CONU or CONU Team found to be in breach of these ICG Regulations will be in the first case referred to the competent disciplinary body as provided in Art. 3 of the FIM Disciplinary and Arbitration Code and the applicable regulations of the disciplines. (e.g FIM International Jury or Race Direction, FIM Referee.).

If no disciplinary appeal body is present at the ICG venue for managing the appeals, any appeal against the decision of the first instance will be lodged to the CDI in accordance with Art. 4 of the FIM Disciplinary and Arbitration Code.

The competent Disciplinary Bodies can apply the penalties listed in Art. 2 of the FIM Disciplinary and Arbitration Code and the specific penalties of the applicable regulations of the disciplines.

### **Special procedure prior the ICG event:**

During the period starting with Team declaration process until the first administrative controls of the ICG event, the FIM Stewards Panel composed of the FIM Chief Steward plus



one representative of each of the six CONUs will act as the first jurisdiction body dealing with the protest in a case of a dispute between CONUs. The representative of the CONU which lodges a protest shall recuse himself and shall be withdrawn from the FIM Steward Panel until a decision is rendered by the FIM Steward panel for that case.

Any appeal will be referred to the CDI.

### **2.2.7 – Competition Numbers for CONU Teams**

The riding numbers will be balloted and attributed to each FIM CONU team following the table:

CONU	Numbers
CONU1	1 to 10
CONU2	11 to 20
CONU3	21 to 30
CONU4	31 to 40
CONU5	41 to 50
CONU6	51 to 60

The riding numbers must appear on the motorcycles, and on competition uniforms of the rider, as required by the Sporting and Technical Regulations defined by the FIM Commission of the relevant discipline.

## **3. THE ORGANISATION OF THE INTERCONTINENTAL GAMES**

### **3.1 APPLICATION AND ATTRIBUTION**

The FIM affiliated FMNs or CONUs can send their application of candidature for the future organization of the Intercontinental Games. The FIM will study the candidatures and the nomination of the selected FMNR will be decided by the FIM Board of Directors.

### **3.2 CONU DELEGATES AND TEAM MANAGERS**

#### **3.2.1 – CONU Delegates Rights and Nomination**

Each CONU participating in the ICG will designate a CONU Delegate to participate in the Intercontinental Games Committee (ICGC). This ICG Committee Member will also have the rights to attend the Race Direction meetings in a non-voting capacity at the ICG.

The name of the ICGC member must be provided to the FIM no later than 31st January each year of the ICG. This is to ensure, where possible, the attendance of all members of the ICGC at the 1<sup>st</sup> ICGC meeting of that year, to be held at the FIM Conference of Commissions.

ICG Committee should meet physically or by electronic means a minimum of four times per year prior to the ICG, in the year of competition, or more often if mutually agreed by the ICGC.

No other CONU may object to the appointment of the ICG Committee Member from another CONU.

#### **3.2.2 – CONU Team Manager**

Each CONU competing in the ICG may nominate a Team manager for its teams, or for each of these teams. Team managers are entitled to represent the interests of their teams during the ICG.

The Delegate and nominated Team Managers representing their CONU and their riders of the CONU. They are entitled to:

- put their queries to the Race Director so that the FIM Race Direction is aware of all circumstances or enquiries.
- Lodge a Protest or Appeal on behalf of the Rider or CONU, as per the FIM Sporting Code and Sporting and Technical Regulations of the relevant discipline.

If necessary, for each discipline, the Race Direction will arrange a meeting during the event with CONU Delegates and or Team Managers in order to explain the work of the FIM Race Direction and to receive the feedback of the Delegates/Managers.

### **3.3 ON-BOARD CAMERAS**

The use and installation on-board camera (on the motorcycle) during the competition or the practice sessions is only allowed with the permission of the FIM. The FIM must be able to obtain a copy of all the images produced by these cameras.

Any camera or any additional devices, including mounting or holders are forbidden on the helmets, regardless of the discipline.

### **3.4 IGC POINTS AND CLASSIFICATION**

For each race, the riders will score ICG Points as follow:

<b>Position</b>	<b>ICG Points</b>
<b>1st</b>	<b>24</b>
<b>2nd</b>	<b>23</b>
<b>3rd</b>	<b>22</b>
<b>4th</b>	<b>21</b>
<b>5th</b>	<b>20</b>
<b>...</b>	<b>...</b>
<b>24th</b>	<b>1</b>

Riders scoring DNS, DNF, DSQ or Retired will score 0 point.

The Provisional and Final ICG Classifications will be done by adding the ICG points awarded during the ICG Competition per each rider of each CONU Team.

In a case of a tie, the advantage will be given to the team which the female rider made the best score in the race.

If the tie persists in the Final ICG Classification, the advantage will be given to the team which the female rider made the best score in the last race.

The Winning CONU and Second Place CONU, and Third Place CONU will all be awarded prizes and recognised by the FIM in an Awards Ceremony.

### **3.5 FIM MEDALS AND TROPHY AND PRIZE-GIVING CEREMONY**

#### **3.5.1 – FIM ICG Medals**

FIM will produce the FIM Medals to be awarded to the top 3 CONUs Teams of the Final ICG Classification, the riders and Team Managers will receive the Gold, Silver or Bronze medals according to their final results.

#### **3.5.2 – FIM ICG Trophy**

FIM will provide a Trophy for the winning CONU Team of each ICG edition, this Trophy should be then returned to FIM prior to the next edition of the ICG.

### **3.5.3 – Final Prize-Giving Ceremony**

The prize-giving ceremony will be organised immediately after the end of the last race. Riders and team managers must make themselves ready and available immediately for the ceremony, without any delays whatsoever.

It is compulsory for the riders and team managers to participate in the prize-giving ceremony.

## **3.6 CONFIRMATION OF TEAMS**

### **3.6.1 – Confirmation of CONU Teams**

Each CONU Team is required to submit their CONU Team selection in the following timelines

–

- Preliminary CONU Team Listing — No later than 15 of July.
- Final CONU Team Declaration – No later than 3 weeks prior to the first day of competition.

Preliminary CONU Team Listing (Appendix A) and Final CONU Team Declaration (Appendix B) is to be completed on the Official ICG Forms and submitted to the FIM via email, as per the deadlines.

### **3.6.2 – Reserve Riders**

In the case of injury, health problems or unforeseen circumstances effecting the attendance of a rider nominated by a CONU in the Final CONU Team Declaration. The CONU will advise the ICG Committee of this special circumstances, including provide any relevant evidence, to seek the extra ordinary approval of the ICG Committee for the use of a Reserve Rider as the replacement of the rider who is unable to attend.

If approved by the ICGC, the CONU must use a Reserve Rider meeting the requirements of ICG Regulation 1.1.2 (Spirit of the CONU Teams Composition) and Regulation 1.2.3 (Teams Composition)

The CONU must also immediately advise the FIM Travel Department and make arrangement for the travel requirements of the Reserve Rider, once approved by the ICG Committee.

Where a CONU is unable to find a Reserve Rider, the use of ICG Regulation 1.2 (General Conditions) will apply.

## **3.7 CONU TEAM TRAVEL**

The FIM Travel Policy applying for the ICG will be provided to the CONUs at the beginning of the current year.

### **3.8 INSURANCE**

In accordance to ICG Regulation 1.1.2 (Spirit of the CONU Teams Composition) all riders are required to hold an FIM CONU Licence. This CONU licence will provide the rider with the benefits as outlined in the terms & conditions of the FIM Insurance Program or any other contracted insurance when rider's FMN concerned is not part of the FIM Insurance program.

## 4. TEAM UNIFORM AND COMMERCIAL

CONU Teams must be dressed following the graphic designs described in these ICG Regulations and any additional documents or Appendix provide by the FIM prior to the ICG.

The CONUs can display their sponsors on the motorcycles, uniforms, helmets and outfits with a limitation of space according to the following drawings. Nevertheless, the FIM Marketing Department may restrict the categories of sponsors that can be used by the CONUs (tyres, motorcycle and other commercial brands) if new company supporting the event will join the FIM Intercontinental Games.

All CONU Teams must comply with these Team Uniform standards and requirements, or be subject to penalties by the FIM International Jury or FIM Stewards.

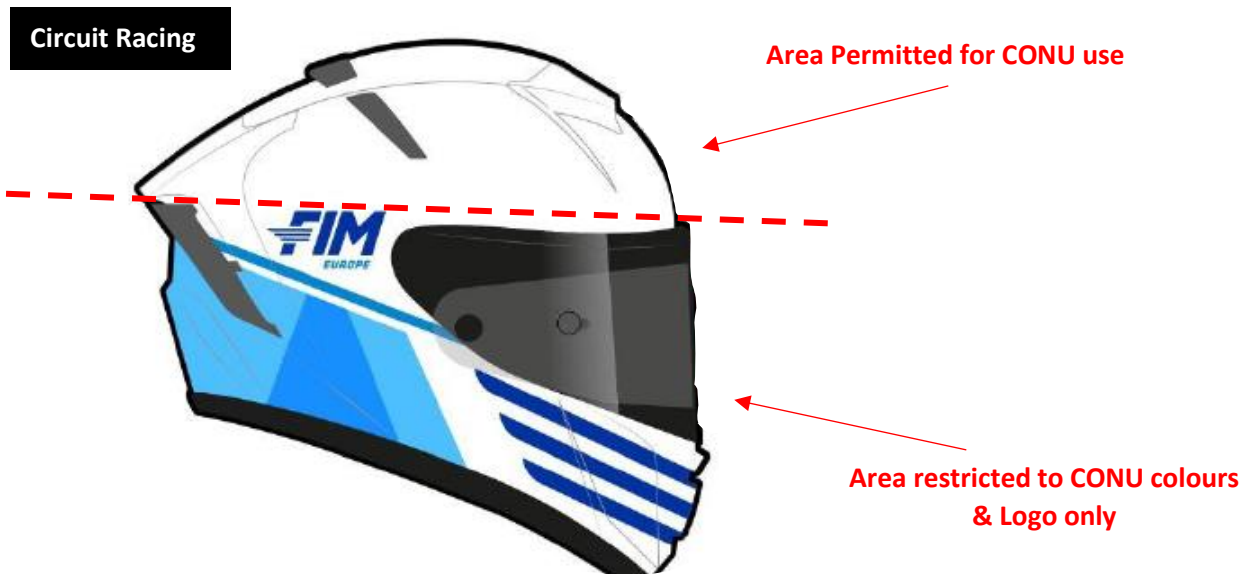
### 4.1.1 - Helmets

The overall pattern on each rider's helmet must be approved by the CONU.

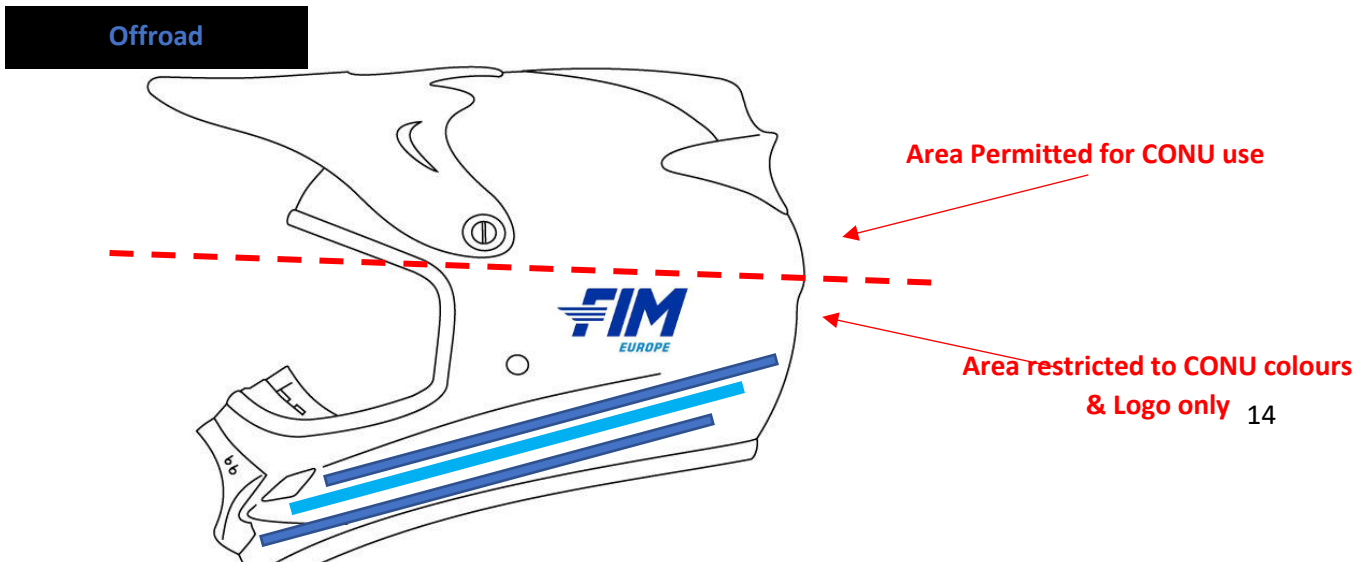
The lower part of the helmet (below the goggles strap or helmet visor) will carry the CONU colours.

The upper part of the helmet (above the goggles strap or helmet visor) will be open for the use of the CONU or Rider.

Markings, logos and partners of the rider's and his team's sponsors cannot be in conflict with the CONU colours in this upper part of the helmet.



Helmet Examples Only: Not Confirmed



The respective colour of each CONU is as follows:

- a) FIM Africa: black / Pantone 432C
- b) FIM Asia: yellow / Pantone 151C
- c) FIM Europe: blue / Pantone Process Blue
- d) FIM Latin-America: purple / Pantone 259C
- e) FIM North-America: rouge / Pantone 200C
- f) FIM Oceania: green / Pantone 349C



**Helmet Examples Only: Not Confirmed**

Whenever a team is using a helmet and there is a case of “force majeure” (e.g. change of rider, broken helmet, etc.), the helmet in question can be replaced by any other helmet, provided that it complies with the FIM Technical Rules for the current year, for the discipline concerned. The helmet must be presented to the Technical Stewards of the event for final checking prior to use.

**4.1.2 - Race Jersey & Pants / Race Suit and Protective Clothing**

It is required that CONU present matching Race Jersey & Pants (Offroad) / Race Suit (Circuit) and Protective Clothing, to be known as the Official Race Uniform of the CONU riders.

The final approval of the Official Race Uniform of the CONU riders is the responsibility of the CONU.

The overall pattern of the Official Race Uniform of the CONU riders = Race Jersey & Pants (Off-road) / Race Suit (Circuit) and protective clothing must always be in the approved CONU colors.

The respective colour of each CONU is as follows:

- a) FIM Africa: black / Pantone 432C
- b) FIM Asia: yellow / Pantone 151C
- c) FIM Europe: blue / Pantone Process Blue
- d) FIM Latin-America: purple / Pantone 259C
- e) FIM North-America: rouge / Pantone 200C
- f) FIM Oceania: green / Pantone 349C

**Circuit Racing**



**Off-road Motocross/Enduro**





#### **4.1.3 – CONU Team Uniform /Mechanic & Team Clothing**

It is required that each CONUs provide Official Team Uniform clothing (which can be made up of a polo-shirt, T-shirt, jacket, cap or any other piece of clothing or accessory chosen by the CONU) for the use of the riders, mechanics and team members.

CONU Official Team Uniform clothing must be worn by all the riders, mechanics and members of the team throughout the event.

When riders are not in their Official Race Uniform - Race Jersey & Pants (Offroad) / Race Suit (Circuit) and Protective Clothing, riders are required to be dressed in the Official Team Uniform clothing.

The design of the Official Team Uniform clothing is defined by the CONUs and must in a design featuring the CONU colors and display the CONU logo, ICG logo and FIM logo.

The respective colour of each CONU is as follows:

- a) FIM Africa: black / Pantone 432C
- b) FIM Asia: yellow / Pantone 151C
- c) FIM Europe: blue / Pantone Process Blue
- d) FIM Latin-America: purple / Pantone 259C
- e) FIM North-America: rouge / Pantone 200C
- f) FIM Oceania: green / Pantone 349C

#### **4.1.4 – Commercial Matters**

The use of the Intercontinental Games logo is the sole property of FIM.

All riders are free to wear a cap/hat of their choosing which may be permitted to represent their personnel sponsors.

The riding numbers must appear on the motorcycles, and on Race Jersey & Pants (Offroad) / Race Suit (Circuit) as per the Sporting and Technical Regulations defined by the FIM Commission of the relevant discipline.

CONU must advise all riders in advance of the commercial partners of the FIM supporting the ICG. This is to avoid any commercial conflicts or misunderstanding occurring at the ICG.

The ICG will be a televised event and riders will be required to accept the terms & conditions of entry into the ICG. These terms & conditions to be advised by the FIM in each year of the ICG.

## 5. RACE FORMATS



### 5.1.1 – Circuit Racing - Race Formats

The race formats will be included in the regulations of the event or in the SRs.

### 5.1.2 – Motocross / Enduro / Other off-road race formats

The race formats will be included in the regulations of the event or in the SRs.

(Appendix A)



# Intercontinental Games

## Preliminary CONU Team List

Preliminary CONU Team Listing – No later than 15 of July 2024.

CONU: \_\_\_\_\_ Discipline: \_\_\_\_\_

CONU Delegate: \_\_\_\_\_

CONU Team Manager: \_\_\_\_\_

Category or class: \_\_\_\_\_

CONU Captain: \_\_\_\_\_ FIM CONU Licence No: \_\_\_\_\_

Woman Rider: \_\_\_\_\_ FIM CONU Licence No: \_\_\_\_\_

CONU Rider 3: \_\_\_\_\_ FIM CONU Licence No: \_\_\_\_\_

CONU Rider 4: \_\_\_\_\_ FIM CONU Licence No: \_\_\_\_\_

Reserve riders:

Discipline or class: \_\_\_\_\_

CONU Captain: \_\_\_\_\_ FIM CONU Licence No: \_\_\_\_\_

Woman Rider: \_\_\_\_\_ FIM CONU Licence No: \_\_\_\_\_

CONU Rider 3: \_\_\_\_\_ FIM CONU Licence No: \_\_\_\_\_

CONU Rider 4: \_\_\_\_\_ FIM CONU Licence No: \_\_\_\_\_

Reserve riders:

(Appendix B)



## Intercontinental Games

### Final CONU Team Declaration

Final CONU Team Declaration – No later than 3 weeks prior to the first day of competition.

CONU: \_\_\_\_\_ Discipline: \_\_\_\_\_

CONU Delegate: \_\_\_\_\_

CONU Team Manager: \_\_\_\_\_

Category or class: \_\_\_\_\_

CONU Captain: \_\_\_\_\_ FIM CONU Licence No: \_\_\_\_\_

Woman Rider: \_\_\_\_\_ FIM CONU Licence No: \_\_\_\_\_

CONU Rider 3: \_\_\_\_\_ FIM CONU Licence No: \_\_\_\_\_

CONU Rider 4: \_\_\_\_\_ FIM CONU Licence No: \_\_\_\_\_

Discipline or class: \_\_\_\_\_

CONU Captain: \_\_\_\_\_ FIM CONU Licence No: \_\_\_\_\_

Woman Rider: \_\_\_\_\_ FIM CONU Licence No: \_\_\_\_\_

CONU Rider 3: \_\_\_\_\_ FIM CONU Licence No: \_\_\_\_\_

CONU Rider 4: \_\_\_\_\_ FIM CONU Licence No: \_\_\_\_\_

Stamp / Date / Signature

## 6. ACCREDITATIONS

The FIM will be in charge providing the accreditation system and will produce the accreditation material (Passes, car passes, signage, etc.).

The LOC will install the signage around the circuits and facilities according to the guidance provided by FIM.

## 7. ORGANISATION AND FACILITIES

The LOC must provide the services, resources and facilities required for the smooth conduct of the Intercontinental Games events.

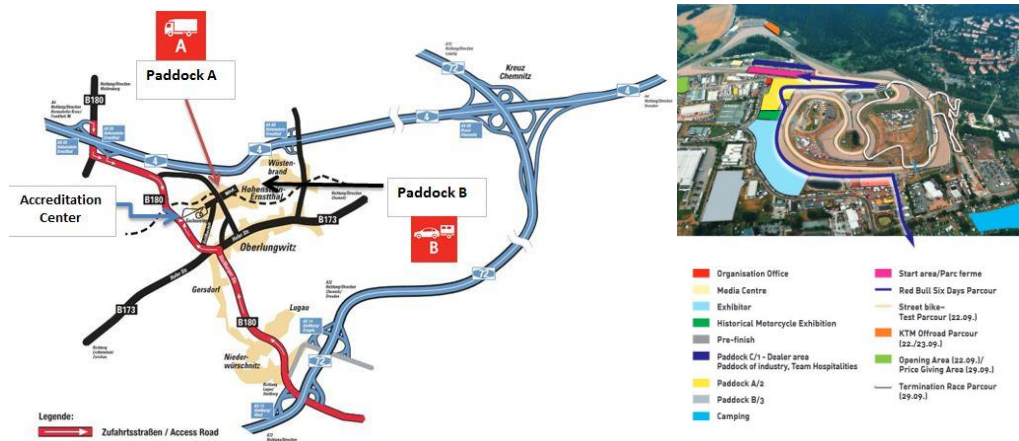
### 7.1.1 – Headquarters

The HQ must be located in a central place of the Town or close to the tracks hosting the ICG.

### 7.1.2 – Welcome and information desk

All the information link to the ICG should be provided such as:

- Map of the tracks,
- Map of the main facilities (car parks, accreditation center, paddocks, etc.)
- Entry lists
- Results
- Timetables
- Sportity QR codes
- etc.



Additionally, in order to support the **Environment Management Plan**, organisers are required to provide a map of the venue showing clearly the location of the toilets, washing areas, etc.

### 7.1.3 – Logistic room

The logistic room should be accessible for all the LOC & ICG staff of the organisation and should contain all materials, for making signs for route marking, promotion material, etc.

#### **7.1.4 – Washing Areas for off-road disciplines**

Washing areas may be required for the off-road disciplines, this will be specified in the disciplines' regulations.

#### **7.1.5 – Car Parks for officials and others**

The organiser will have to prepare a Parking area for the officials near each competition and a car park near the HQ where private cars of officials can park. This access is only available for cars with the ICG OFFICIAL Pass. Several other car parks must be set for the public, guests and the CONU teams.

#### **7.1.6 – Administrative Control**

A room and personal must be provided for administrative control at the HQ. a Wifi connection must also be provided for the smooth conduct of those controls.

#### **7.1.7 – Technical Bay**

According to each discipline, a technical bay should be provided and should be set before the competition for the preliminary scrutineering or final technical checks. The LOC should provide a technical crew with the appropriate licences. The technical bay should be secured and with a limited access. No public or press should be allowed in this zone.

#### **7.1.8 – Parc Fermés**

Parc Fermés may be required for the disciplines, this will be specified in the disciplines' regulations.

Officials in charge of the technical controls must wear a official uniform or emblem recognizable by all persons concerned and the riders in particular.

According to the disciplines, the construction of the Parc Fermé may consist of a double barrier attached mechanism, ie requiring a tool to open the gates. These should be high enough to not be spanned. To prohibit the entry of any unauthorized person.

Only one access will be provided in order to allow the entrance or exit to where required for the discipline, the area should have lighting all night and the requirement of a guard who will be permanently inside. A video surveillance system is preferred.

While in the Parc Fermé, the motorcycles are in the custody and under the responsibility of the LOC.

The Parc Fermé will cover an adequate place and every motorcycle have to park alone with sufficient distance between next motorcycle in case of fall.

Access to any Parc Fermé is forbidden to everyone except to the officials such as members of the Race Direction, the FIM and FMNR Technical delegates and the FIM Officials, the Clerk of the Course and to certain officials designated for the duty, and except the riders for taking their motorcycles in or out.

#### **7.1.9 – Timekeeping:**

The timekeeping services will be provided at the local organiser's costs.

All timekeeping data are the sole property of FIM. The staff of the timekeeping company will be present for the ICG and will be in charge of providing the timing of the races and qualifying or times practices. They must also provide the data for the TV producers.

The Timekeepers officiating in the ICG will be in charge of the results and for displaying them on the Official Notice Board or System of the circuit, at the off-road races and in the paddocks.

The use of Sportity App is also required for the ICG.

The Timekeeping Headquarters must be a room close to or in HQ or the Circuit or the Paddock.



## 8. ENVIRONMENTAL PLAN

It is useful to use a plan for the management of the facilities in order to ensure environment-minded behaviour by the spectators and an environment-minded use of the facilities during events.

### **This plan must include at least the following points:**

- a) An assessment of the environmental impact of the event on the circuit and its surroundings, having regard to the number of competitors and the expected number of spectators.
- b) The location of the bike cleaning area and a description of the system.
- c) Location and quantity of containers for used oil, brake fluids and cooling fluid, used tires or any other liquid.
- d) Location and quantity of containers for spectators' general litter.
- e) Location and quantity of sanitary facilities as well as the planning of the cleaning.
- f) Tests concerning the positioning of loud speakers.
- g) Provision of adequate and appropriate direction signs for the event.
- h) Provision of containers or waste bags in the pits of the mechanics' area and collection of the contents during and after the event.
- i) Information on the manner in which the waste will be disposed of before, during and after the event.
- j) A map of the venue showing clearly the location of the facilities.

To support the Environment Management Plan, LOC is required to provide a map of the venue showing clearly the location of the following facilities:

- a) Waste oil containers;
- b) Bike washing;
- c) Domestic and contaminated waste containers;
- d) Refuelling locations;
- e) Toilets and showers;
- f) Disposal point for used tyres (if provided).

The map must be displayed in a visible place for participants and teams.



## 9. DOPING CONTROL STATION

Doping Control Station will be required, provided by the local organisers of the event and should consist of:

**One room minimum with:**

- A table and chair
- A wash basin
- A lavatory in an adjacent room and articles of personal hygiene

**A waiting area with:**

- Chairs
- Adequate supply of drinks which must be in unopened containers

Example of setting of an ideal doping control station:



The LOC should be able to provide the Doping Control Officer (DCO) or FIM Contact Person at each event with a minimum of 3 persons holding the appropriate passes who would perform the duty of chaperone in case of doping controls at the event.

Role of Chaperone:

Person who is trained and authorized by the FIM to carry out specific duties including one or more of the following: notification of the rider selected for sample collection, accompanying and observing the rider until arrival at the doping control station, and/or witnessing and verifying the provision of the sample where the training qualifies him/her to do so. Chaperones must be minors and must be free of any conflict of interest.

**The entry to the doping control area would normally be restricted to the following persons:**

- Rider and designated accompanying person
- Doping Control Officer (DCO)
- Chaperones
- Authorised Interpreter

- Person appointed by the FIM  
WADA's independent observer

The News and media shall not be permitted in the doping control station.

No photography or filming unless authorized by the rider and the Doping Control Officer.

## 10. PRESS AND MEDIA ROOM

A LOC Press & Media Manager must work in close collaboration with the FIM Communication Department. The accreditations of the Press and Media can be restricted by FIM.

The LOC should set up the Press & Media Room as follows:

The Room must be located in the Headquarters or the Paddock. The Room should have ample dedicated parking within 50 places for accredited personnel (around 100 pax).

The Room must be large enough to allow a minimum of 100 (hundred) people to work with a laptop comfortably (with sockets, chairs, etc.).

The LOC must provide several international power adaptors.

In the Press & Media Room, the LOC must prepare a space for interviews (with Roll up and Interview backdrop).

The LOC must provide some lockers where the accredited media can safely store their computers, cameras...

The Press & Media Room should have access to a fast internet via a wireless network that is password protected.

The Local Promoter must supply at least 1 person who must remain in the Press Room at all times when the room is open.

Media accreditation should take place during the 2 days prior to the first day of the competition

The LOC should provide a briefing and issue information to the media about the permitted and non-permitted working areas with regard to the different bibs and passes.

The Media must be able to move around the circuit, tracks, course and Paddock in a way that allows them to do their work.

The LOC must provide several computer or TV screens that display the live timing and where possible the live TV broadcast of the races.

### 10.1.1 – Media information

The FIM will provide a dedicated Sportity app channel which will include timetables, track details, entry lists, regulations, results, standings, decisions of the FIM Stewards, key contacts and other essential information to assist media reporting onsite or remotely.

Sportity app is a digital information resource widely used in sports events and championships around the world which keeps all relevant information in one place and is accessible through smartphones or computers.

Users are made aware of new information becoming available through push notifications and the app can be downloaded for free via the App Store or Google Play.

More details about the channel will be provided nearer to the event.

## **Media Passes and Bibs**

### **Media accreditation:**

Media accreditation requests will be managed by the FIM using a digital platform which will be available from October 1 of the year of the ICG.

The LOC must produce the Bibs and Media Passes that will be distributed. The design of the Bib and Pass must be approved by the FIM Marketing department before production. Contact [marketing@fim.ch](mailto:marketing@fim.ch)

The FIM Press Manager will compile an ongoing accreditation list that the local press officer can request a copy of from time to time, this will allow all parties to better prepare for the number of media that will ultimately attend the event.

### **The collection of media passes / bibs onsite is as follows:**

Media passes, which have been applied for and granted in advance, will be available for collection during the timetable it was announced.

Applications will close ten days prior to the start of the event.

#### **10.1.2 – Press Management**

The FIM Press Manager will be on site to manage the distribution of passes and bibs two days prior to the start of the event.

The FIM Press Manager will be on hand for the duration of the event to assist with all media queries. A press release and digital content will be available daily.

The FIM will provide high-resolution copyright-free images downloadable from [fim-pictures.com](http://fim-pictures.com) for editorial and social media purposes only. To access the photos, you will need to register by choosing the client option by following the link: <https://fim-pictures.com/join>

To register on the FIM press release distribution lists, please register at the following link: <https://mailchi.mp/fim/subscribe>

The FIM Press Manager will also manage the protocol of the opening ceremony and prize giving ceremony from a media point of view and therefore must be included in all relevant communication concerning the same.

Contact: FIM Communications Manager  
Isabelle Larivière  
[Isabelle.lariviere@fim.ch](mailto:Isabelle.lariviere@fim.ch)  
Mob:+41 79 874 02 93

### **10.1.3 – Environmental Management Plans for Press Room**

In developing an Environmental Management Plan (EMP) for Press Rooms, consideration must be given to the ways in which press room activities may adversely impact the environment. It must also be kept in mind that examples of good environmental practices by the press corps will have a positive impact on participants, spectators and the general public.

Environmental Management Plans should encourage the “Waste hierarchy” – Reduce, Reuse, Recycle, Dispose - where “Reduce” is the most favourable option and “Dispose” the least favourable.

**The four main areas of environmental focus for press rooms are:**

- 1) Reduce consumption of materials and energy,
- 2) Reduce the amount of waste generated,
- 3) Reduce use of hazardous products,
- 4) Inform and educate.

**An Environmental Management Plan should address the following points:**

- 1) Measures to reduce consumption of material and energy:
- 2) Measures to reduce waste going to landfills:
- 3) Measures to minimise the use of hazardous products:
- 4) Measures to inform Press Room users of the EMP: