

2016



FIM EUROPE INSTITUTIONAL PRESENTATION

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INTERNATIONAL OLYMPIC COMMITTEE*

The IOC was created on 23 June 1894; the 1st Olympic Games of the modern era opened in Athens on 6 April 1896; and the Olympic Movement has not stopped growing ever since. The Olympic Movement encompasses organizations, athletes and other persons who agree to be guided by the principles of the Olympic Charter. Its composition and general organization are governed by Chapter 1 of the Charter. The Movement comprises three main constituents:

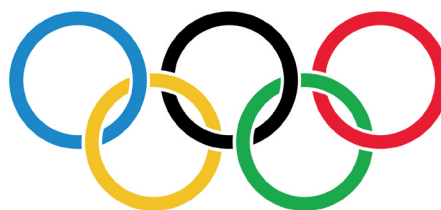
- The IOC: the supreme authority of the Movement;
- The International Federations (IFs): these are international non-governmental organizations administering one or several sports at world level and encompassing organizations administering such sports at national level (More information about IFs);
- The National Olympic Committees: their mission is to develop, promote and protect the Olympic Movement in their respective countries. The NOCs are the only organizations that can select and designate the city which may apply to organise Olympic Games in their respective countries. In addition, they alone can send athletes to the Games.

The goal of the Olympic Movement is to contribute to building a peaceful and better world by educating youth through sport practised without discrimination or any kind, in a spirit of friendship, solidarity and fair play.

ORGANIZATION OF THE INTERNATIONAL FEDERATIONS (IFs)*

The International Sports Federations (IFs) are responsible for the integrity of their sport on the international level.

The International Sports Federations are international non-governmental organizations recognized by the International Olympic Committee (IOC) as administering one or more sports at world level. The national federations administering those sports are affiliated to them. While conserving their independence and autonomy in the administration of their sports, International Sports Federations seeking IOC recognition must ensure that their statutes, practice and activities conform with



the Olympic Charter.

The IFs have the responsibility and duty to manage and to monitor the everyday running of the world's various sports disciplines, including for those on the programme, the practical organization of events during the Games. The IFs must also supervise the development of athletes practising these sports at every level. Each IF governs its sport at world level and ensures its promotion and development. They monitor the everyday administration of their sports and guarantee the regular organization of competitions as well as respect for the rules of fair play.

The IFs may formulate proposals addressed to the IOC concerning the Olympic Charter and the Olympic Movement in general, including the organising and holding of the Olympic Games; give their opinions concerning the candidatures for organising the Olympic Games, particularly concerning the technical capabilities of the candidate cities; collaborate in the preparation of the Olympic Congresses; and participate in the activities of the IOC commissions.

In order to discuss common problems and decide on their events calendars, the summer federations, the winter federations and the recognized federations have formed associations: the Association of Summer Olympic International Federations (ASOIF), the Association of International Olympic Winter Sports Federations (AIOWF), the Association of IOC Recognized International Sports Federations (ARISF) and the Sport Accord, which also includes other sports federations.

* www.olympic.org

THE ASSOCIATION OF THE INTERNATIONAL OLYMPIC COMMITTEE RECOGNIZED INTERNATIONAL SPORTS FEDERATIONS (ARISF)*

Founded in 1983, the Association of the IOC Recognized International Sports Federations has several aims, namely:

- to act as a spokesperson, and to defend and coordinate the common interests of its members whilst maintaining their authority, independence and autonomy
- to determine the consensus of the member federations on questions of common interest in relation to the Olympic Movement
- to ensure the largest possible participation in the Congresses, programmes and projects of the International Olympic Committee (IOC)
- to decide on nominations of ARISF representatives on commissions of the IOC and/or other international sports organizations.

FIM: SPORT AND OTHER ACTIVITIES**

Motorcycling sport is run, at FIM World Championships and Prizes level, in six different disciplines. Road Racing, which include Grand Prix, Superbike, Supersport, Sidecar and Endurance:



Motocross (with three solo classes, women, veterans and the sidecars), the Motocross of Nations (competition with National teams), Supercross, SuperMoto, Snowcross; the Trial, with Individual Trial, Indoor Trial, Trial des Nations, with competitions for men and for women; Enduro, with the Individual World Championships including women and junior, and the International Six Days - run since 1913, the oldest competition held under the aegis of the FIM. The Cross-Country Rallies are managed by a new Commission created by the new Statutes. Finally, Track Racing includes Individual Speedway Grand Prix, the Speedway World Cup (team), Junior Speedway, Long Track and Ice Racing (individual and Team). All this represents a total of 59 FIM World Championships and Prizes.

- The FIM is also engaged in non-sporting activities tourism, gatherings and leisure, public affairs, or activities linked with sport, such as women in motorcycling; technical, medical and judicial aspects. Last but not least, environment is linked to both sporting and non-sporting domains.





FIM HISTORY **

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In 2004 the Fédération Internationale de Motocyclisme (International Motorcycling Federation) celebrated its Centenary. It was founded on December 21, 1904, in the rooms of the restaurant Ledoyen in Paris, under the name of Fédération Internationale des Clubs Motocyclistes.

The Motorcycle-Club de France organised a race called the International Cup in Dourdan, south-west of Paris, on September 25, 1904 with the participation from Austria, Denmark, France, Germany, and Great Britain. The race was won by France, but disputes arose over the racing conditions. As a result, the sports authorities of the five countries represented joined together and put forward the idea of creating the Fédération Internationale des Clubs Motocyclistes (FICM).

The birth of this Federation was, however, premature. In July 1906, on the occasion of the International Cup in Patzau, Bohemia, the delegates of the participating countries - Austria, France, Germany and Great Britain - unanimously decided to dissolve the FICM. But, for a question of procedure, the FICM was not dissolved but just remained inactive, the British Federation (ACU) being the only subscriber as from 1907.

Five years later, the Auto-Cycle Union of Great Britain took the initiative of calling a meeting which was held at Olympia in London on 28 November 1912. Delegates from Belgium, Denmark, France, Great Britain, Italy, the Netherlands and the United States were present. The FICM was re-established in order to control and develop the sporting and touring aspects of motorcycling and to assist motorcycle users in those fields. Two weeks later, a Congress was held in Paris in which - beside the countries already mentioned - Germany, Austria and Switzerland also took part. These ten countries are considered as the official founder members of the FICM. The Marquis de Mouzilly St-Mars was elected Patron and the Honourable Sir Arthur Stanley MP President. The following year the first international event held under the aegis of the FICM took place: the International Six Days Reliability Trial.

The number of national associations affiliated to the FICM went up from 10 in 1912 to 30 on the eve of the Second World War. In 1936 took place in the Wembley Stadium the first Speedway World Final, first official World Championship and first World Champion title for Australian rider Lionel van Praag.

In 1937, an agreement was drawn up by the FICM and the AIACR (the International Association of Recognized Automobile Clubs, FIA predecessor) defining their relationship and ensuring very close collaboration between both organizations.

After the war, the FICM resumed its activities in 1946. In 1947 in the Netherlands, an event called cross-country was held with riders of Great Britain, Belgium and Holland: it was the first Motocross des Nations. In 1949, the FICM became the Fédération Internationale Motocycliste (FIM). That same year was the start of the most prestigious motorcycling



competition: the Road Racing World Championship Grand Prix.

In 1951, the FIM was recognized by the Union of International Associations as a non-governmental international organization. Since 1959, the FIM has been a member of the Federation of Semi-Official and Private International Institutions based in Geneva (FIIG).



Individual Motocross Championships were created during the 50s, first the 500cc then the 250cc, both eventually became World Championships in 1957 and 1962 respectively. In 1958, Mr Thomas Wynn Loughborough, FIM Secretary General since its reconstitution in 1912, retired. In January 1959, the headquarters of the FIM were then transferred from England, where the FIM had been located since its re-founding in 1912, to Switzerland, more precisely in Geneva, for reasons of economic and political stability.

In the 60s, it was the turn of Trial to appear, first as a Trophy, then European Championship and finally World Championship in 1975. Enduro started as an Individual European Two Days Championship in 1968, and became a World Championship in 1990. The Individual Ice Racing World Championship was created in 1966, and the Long Track World Championship in 1971.

In 1967, the FIM became a founding member of the General Association of International Sports Federations (GAISF). In 1984, the FIM became a member of the International Council of Sport Science and Physical Education (ICSSPE). In 1994, the FIM became a member of the European Transport Safety Council (ETSC).

In January 1998, the FIM was granted, on a provisional basis, the status of Recognized Federation by the IOC. In May 1998, it became a member of the Association of the IOC Recognized International Sports Federations

(ARISF).

In 1998, it was renamed Fédération Internationale de Motocyclisme. New Statutes were adopted at the Congress held in Capetown. In September 2000 during the Olympic Games in Sydney, the FIM was granted the official status of a Recognized Federation by the IOC.

In 2001, the FIM became an Affiliate Member of the World Tourism Organization (WTO).

Celebrations of the Centenary took place during the 2004 Congress held in Paris.

The FIM also signed a memorandum of cooperation with the United Nations Environmental Programme in 2006, 2008 and 2012.

A FIM Strategic Plan was developed as from 2007 under the presidency of Vito Ippolito, which led to important modifications to the structure for the FIM. New Statutes incorporating these changes were adopted by the General Assembly in Macau (October 2010).

** www.fim-live.com



FIM EUROPE AUTHORITY AND AIMS***

The FIM Europe is a European organization acting within its attributions in all matters in relation with motorcycling activities and, as such, in domains ranging from sport, tourism, leisure, environment, mobility, road safety, legislative affairs, protection and defence of the rights and interests of motorcycle users.

The FIM Europe is also entitled to exercise any other power that has been entrusted to it by a decision of the Board of Directors or the General Assembly of the FIM which will specify in detail the terms of references and the time limit thereof.

As far as motorcycle sport is concerned, the FIM Europe is the supreme and sole European authority empowered by the FIM to control European motorcycling sport activities



organized under its jurisdiction throughout Europe.

The official titles of European Championships, FIM Europe Cups and any other European competitions and events in all disciplines of the motorcycle sport are the exclusive property of the FIM Europe. Consequently, the FIM Europe can impose technical and economic conditions which it judges necessary for the running of events relative to these titles.

The FIM Europe is the sole owner of all television, radio, video cassettes, marketing, advertising, merchandising, promotional, licensing and any other rights for the European Championships and FIM Europe Cups.

The aims of FIM Europe are to develop and promote all forms of motorcycling in Europe as well as the co-operation and friendship between its members, and notably:

- to examine all questions related to the development of motorcycling in Europe;
- to organize European Championships and to establish all competitions that appear beneficial subject to the prior approval of the FIM.
- to co-operate with the FIM in all matters relating to the organization of international events and motorcycling in general;
- to organize camps and seminars for riders, officials, coaches and administrators of various European FMNs;
- to support the creation and development of motorcycling activities in all European countries;
- to promote the co-operation among all European FMNs;
- to promote motorcycling among young people, both as sport and motorcycling in general;
- to encourage the use of motorcycles in European countries and to develop motorcycle tourism;
- to represent the interests of motorcyclists before European authorities;
- to promote in the media the sport of motorcycling and the use of motorcycles in all of Europe.

FIM EUROPE HISTORY***

The idea of creating a European motorcycle organization was started from the need to face certain themes strictly connected to particular and local situations. For example, the necessity to study a “European license”, after the European Union had liberalized the sporting activity in its 15 affiliated countries, or to find a solution to the great difficulties of the Eastern European Countries in developing an international sporting activity in the situation of great crisis after the fall of the Berlin wall, to promote the motorcycling activities in all European countries.

On the 5.9.1995 the representatives of seven National Motorcycle Federations met in Munich in order to create a European Union of the National Federations, like the Latin-American Union that has existed for many years and recognized by the FIM.

The Federations who were present in Munich were those of France, Italy, Switzerland, Greece, Slovakia, Portugal and Germany. A document of agreement was signed, in which it was specified that the new organization was not born in opposition to the FIM but inside it, in order to improve promotion, development and diffusion of motorcycling in the Old World and achieve a strict cooperation among the National Federations, especially with those countries where motorcycling is not yet developed.

During a further meeting in Bratislava on the 27.11.1995 other Federations (Belarus, Bulgaria, Estonia, Hungary, Lithuania and Czech Republic) asked to be a part of the new organization.

On 17 February 1996 a Constituent Assembly was convened in Paris during which 21 National Motorcycle Federations decided to join the European Motorcycle Union (UEM).

This First Assembly approved the Statutes and elected Jean-Pierre Mougín (France) as

President, the eight members of the Council, two auditors of accounts and the Secretary General, Vincenzo Mazzi from Italy. The FIM Europe legal headquarters is at Mies in Switzerland which is the Head Quarters of the FIM. The Executive Secretariat was established in the country of the Secretary General in Rome. Wilhelm Lyding (Germany), OMK Board Member and promoter of the UEM constitution, was appointed Honorary President.

Two Commissions were also formed, a Sporting Commission and a Commission for Promotion, Tourism, Road Safety and Transport (Mobility), both composed of specific Working Groups whose members were appointed by the Council in order to grant a certain efficiency and flexibility.

This organization had a temporary validity of two years, the necessary time for the UEM to grow and take the first steps. In the meantime, a Working Group was also formed in order to revise the text of the Statutes and to propose the Standing Orders.

On the 5th and 6th of July 1996 the first UEM Congress was held in Cologne/Germany and the delegates of 29 of the 33 affiliated Federations took part.

In 1997, the FIM modified its Statutes by adopting the CONU's provisions which were enforced on 19 October 1998.

Thereafter the official recognition of the FIM Europe as a Continental Union (CONU) took place at the 1998 FIM Congress in Cape Town.

As from 1998, the UEM has been allocated by the FIM the responsibility for the organization of the European Championships and Cups.

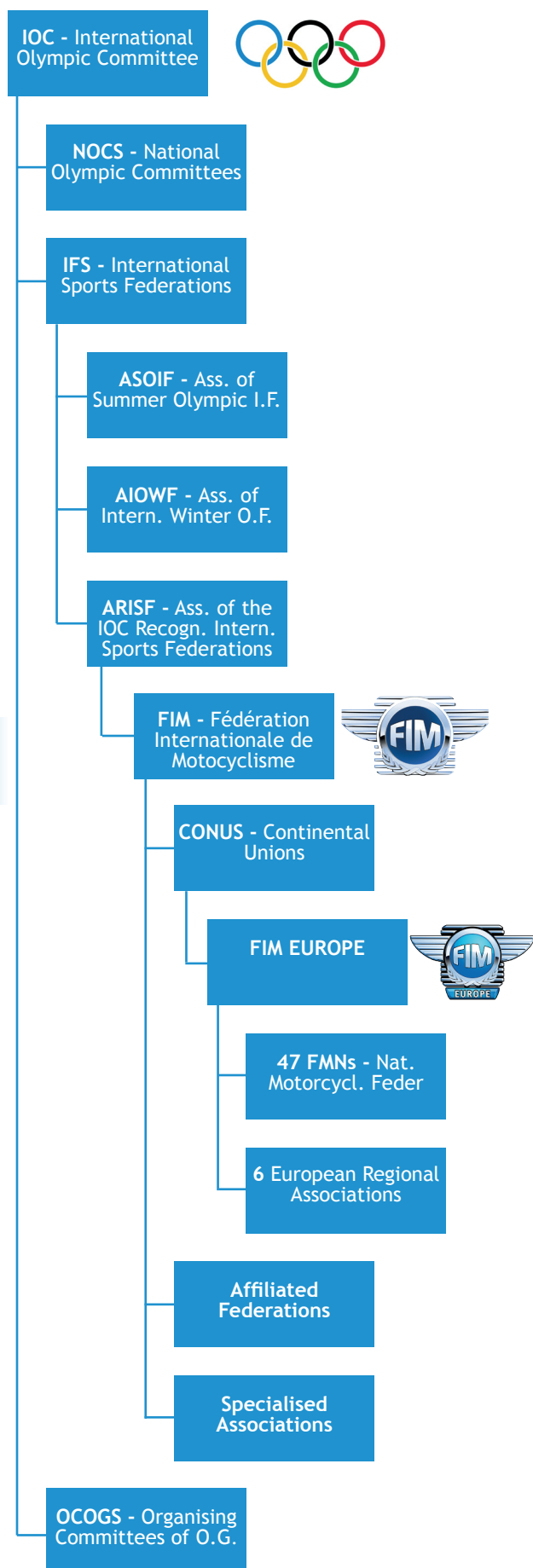
In 2010, FIM amended its statutes by deciding that the six existing CONUs would be named henceforth as follows: FIM Africa, FIM Asia, FIM Europe, FIM Latin America, FIM North America and FIM Oceania.

On 30 November 2012, an Extraordinary General Assembly took the decision to modify its statutes accordingly.

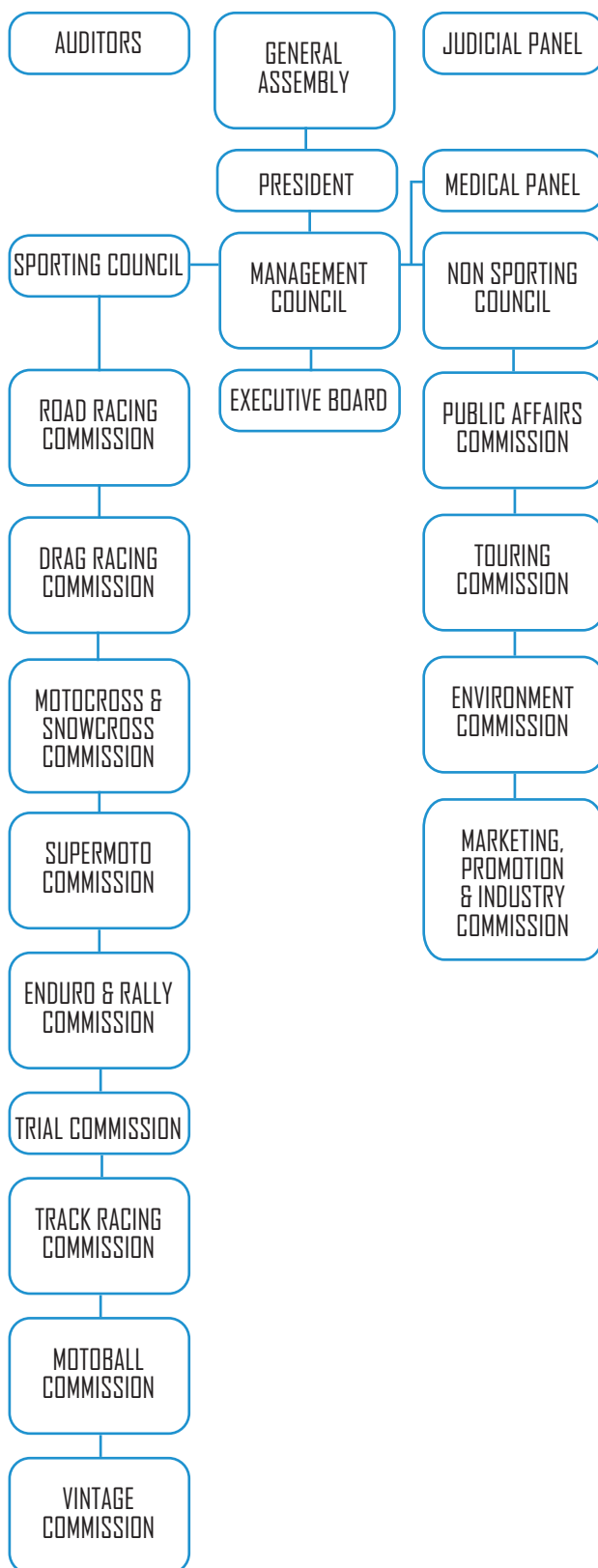
*** www.fim-europe.com



INSTITUTIONAL ORGANIZATION



FIM EUROPE ORGANIZATION CHART



FIM EUROPE STRUCTURE

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FIM EUROPE AFFILIATED FMNs

During its first twelve years the FIM Europe has more than doubled the number of its affiliated FMNs. This is a clear evidence of the quality of the work which was carried out and proof of the trust gained, thanks to the validity of the many initiatives proposed.

The 47 Federations which compose the FIM Europe are not all located inside the borders of the European Community. Some National Federations come from extra-European Countries and now, being part of the European Motorcycle Union, they can avail an offer of sporting activity much more complete than the alternatives offered by their own geographical areas, so strengthening the development of their sporting activity.

Moreover the FIM Europe has recognized 6 European Regional Associations: Alpe Adria Motorcycle Union (AAMU), Association Méditerranéenne de Motocyclisme (AMM), Baltic Motorcyclists Association (BMA), Balkan Motorcycle Union (BMU), Motorcycle Association of Central European Countries (MACEC) and Nordic Motorsport Council (NMC).

These Regional Associations have facilitated the access of the Federations to motorcycling events, because they can run in a delimited geographical area\region. This means a reduced economical impact for the participating riders and, not less important, the opportunity to compete in Championships with a technical and sporting level much more homogeneous.



NATIONAL MOTORCYCLE FEDERATIONS

COUNTRY	FMN	COUNTRY	FMN	COUNTRY	FMN	COUNTRY	FMN
GERMANY	DMSB	ESTONIA	EMF	LATVIA	LaMSF	ROMANIA	FRM
ANDORRA	FMA	FINLAND	SML	LIECHTENSTEIN	LMV	RUSSIA	MFR
AUSTRIA	ÖAMTC	FRANCE	FFM	LITHUANIA	LMSF	SAN MARINO	FSM
AZERBAIJAN	AMSF	FYROM	MFMA	LUXEMBOURG	MUL	SERBIA	AMSS-MSS
BELARUS	BFMVS	GREAT BRITAIN	ACU	MALTA	ASMK	SLOVAKIA	SMF
BELGIUM	FMB	GREECE	AMOTOE	MOLDOVA	FMRM	SLOVENIA	AMZS
BOSNIA-HERZEGOVINA	BIHAMK	HUNGARY	MAMS	MONACO	MCM	SWEDEN	SVEMO
BULGARIA	BMF	IRELAND	MCUI	MONTENEGRO	MFM	SWITZERLAND	FMS
CROATIA	HMS	ICELAND	MSI	NORWAY	NMF	CZECH REP	ACCR
CYPRUS	CyMF	ISRAEL	MEMSI	THE NETHERLANDS	KNMV	TURKEY	TMF
DENMARK	DMU	ITALY	FMI	POLAND	PZM	UKRAINE	FMU
SPAIN	RFME	KAZAKHISTAN	AMFK	PORTUGAL	FMP		

EUROPEAN REGIONAL ASSOCIATIONS

AAMU	Alpe-Adria Motorcycle Union
AMM	Association Méditerranéenne de Motocyclisme
BMA	Baltic Motorcyclists Association

BMU	Balkan Motorcycle Union
MACEC	Motorcycle Association of Central European Countries
NMC	Nordic Motorsport Council

VISION

The vision of the FIM Europe is to promote Motorcycling and contribute to building a peaceful and better Europe without discrimination of any kind, with respect for the environment, in a spirit of co-operation, friendship, solidarity and fair play.

MISSION

Mission of the FIM Europe is to develop, promote and control all forms of motorcycling activities in Europe, acting in domains ranging from sport, tourism, leisure, environment, mobility, road safety, legislative affairs, protection and defence of the rights and interests of motorcycle users.

HISTORY OF THE INTERNATIONAL COMPETITIONS

The first known competition having seen the presence of motorcycles is the Paris-Bordeaux of 1895. In fact, among the others, there were also participating two motorized vehicles which could represent a kind of forefather of the motorcycles, even if they could not be classified like this yet.

The year 1903 represents the beginning of the popularity of the motorcycle with the great events such as Paris-Wien and Paris-Madrid.

The “Federation Internationale des Clubs Motocyclistes” was born on 21 December 1904, starting from this date on the organization of international events involved all motorcycle fans in the competitive sport.

The Tourist Trophy of the Isle of Man was organised for the first in England on 28 May 1907, the greatest European event of those times, and a “classic” of the international motorcycling today.

In 1949 the “Federation Internationale des Clubs Motocyclistes” becomes the “Fédération Internationale Motocycliste” (FIM) taking



MOTORCYCLING EVENTS IN EUROPE

The FIM Europe sporting activity is organised in 8 different disciplines subdivided in 31 specialities:

1. Road Racing & Dragbike (Road Racing, Dragbike, Mini Road Racing, Hill Climb Road Race)
2. Motocross & Snowcross (Motocross, Supercross, Sidecarcross, Supermoto, Snowcross, Quadcross, Hill Climbing, Free Style)
3. Long distance (Enduro, Enduro indoor, All Terrain Rallies, Bajas, Cross Country,)
4. Trial (Trial Women, Trial Youth, Trial Junior 125 cc. Trial over 40)
5. Track Racing (Speedway, Ice Racing, Grass track, Short track)
6. Trial
7. Vintage (Road Racing, Regularity, Motocross, Enduro, Trial, Endurance)
8. Motoball

Road Racing

Road racing is the racing of sport bikes on tarmac, either on circuits or on closed public roads. Within road racing there is a variety of disciplines:

- Road Racing
- Mini Road Racing
- Road Racing Hill Climbing

Dragracing

Motorcycle Drag Racing involves two participants lining up at a dragstrip with a signaled starting line. Upon the starting signal, the riders accelerate down a 1/4 mile (0.40 km) long, two lane, straight paved track where their elapsed time and terminal speed are recorded. The rider to reach the finish line first is the winner.



Motocross

Cross is the direct equivalent of road racing, but off road. Motocross circuits are constructed on a variety of non tarmac surfaces (sand, mud, grass, snow, etc). These are the disciplines related to Motocross:

- Motocross
- Supercross
- Sidecarcross
- Snowcross
- Quadcross
- Hill Climbing
- Free Style

Enduro & Rally

Enduro is an off road discipline based on the endurance of the competitor. European Championship events take place over three days. Enduro includes:

- Enduro
- Enduro indoor
- All Terrain Rallies
- Bajas
- Cross Country





Trial

Trial is a test of skill whereby the rider attempts to traverse an observed section without placing a foot on the ground and although not always, without ceasing forward motion. Trial includes:

- Trial Women
- Trial Youth
- Trial Junior Cup
- Trial Over 40 Cup

Track Racing

Track racing is a discipline where teams or individuals race compete around an oval track on a different surface type. Track Racing includes:

- Individual Speedway
- Individual Speedway Junior
- Individual Speedway Youth 80 cc.
- Speedway Clubs
- Pairs Speedway
- Individual Ice Racing
- Individual Grass Track
- Short Track
- Youth Grass Track 125 cc.
- Grass Track Sidecar
- Team Speedway Junior

Vintage

There are vintage events for almost every type of racing listed above where equipment is limited to that available for the production period. Modern safety equipment and tires are permitted.

A motorcycle must be at least 25 years old to be considered vintage.

Vintage Motorcycle Racing includes:

- Road Racing
- Regularity
- Motocross
- Enduro
- Trial
- Endurance

Supermoto

Supermoto is held on circuits mixed with tarmac and dirt.

The motorcycles used are combinations of off-road motorcycles and road-racing wheels/tires, known as Supermotard bikes.

EUROPEAN CHAMPIONSHIP, PRIZE EVENTS, OPEN EVENTS

The FIM Europe distinguishes between the following types of meetings among its various disciplines:

- European Championships
- FIM Europe Prize Events (Cups, Trophies...)
- European Open Events

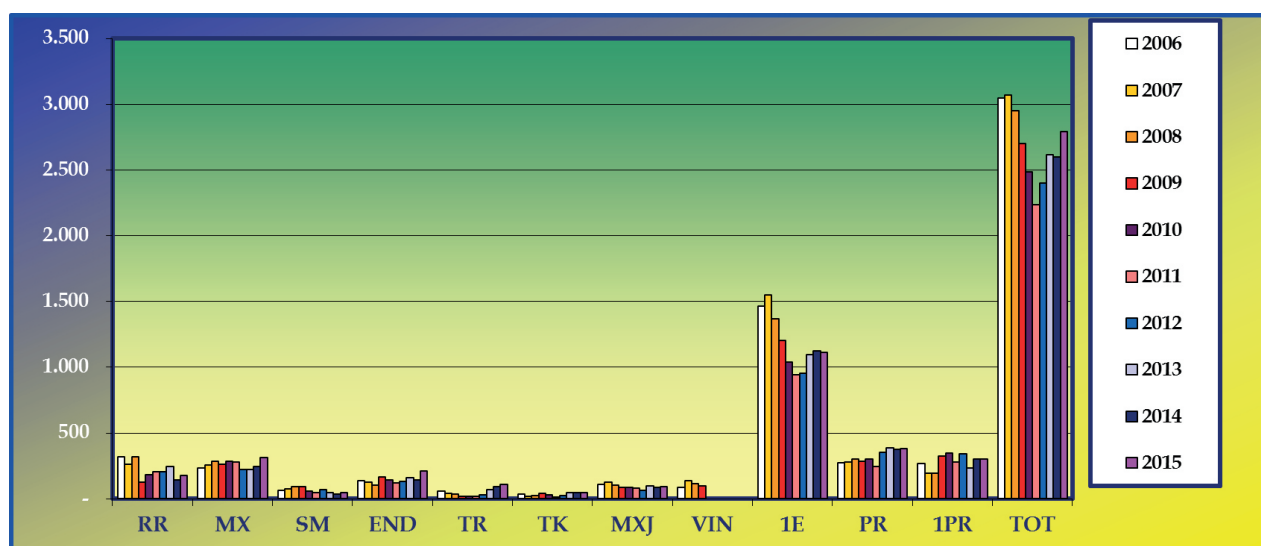
FIM Europe European Championships and Prize Events are open to riders of any FMN holding the relevant FIM Europe or FIM World Championship rider's license. European Open

events are open to riders holding a license for FIM Europe Championship as well as to riders holding a national license issued by their FMN. The FIM Europe follows the different sporting activities with periodical meetings of its Commissions specialized in the different areas under the direction of the Sporting Council. It is responsible for establishing general guidelines for the realization of the sporting aims and initiatives of the FIM Europe. Furthermore, it is, inter alia, responsible for proposals to be submitted to the Management Council of the FIM Europe and for taking any and every initiative for the promotion and development of motorcycle sports in Europe.

2015 SPORTING SEASON

2015	CHAMPIONSHIPS	CUPS	TOTAL EVENTS
Road Racing	6	3	39
Drag Racing	3	1	7
Motocross	16	0	72
Supermoto	3	0	10
Enduro	2	2	15
Trial	3	2	18
Track Racing	7	1	23
Vintage	1	3	8
Motoball	1	0	1
TOTAL	42	12	193

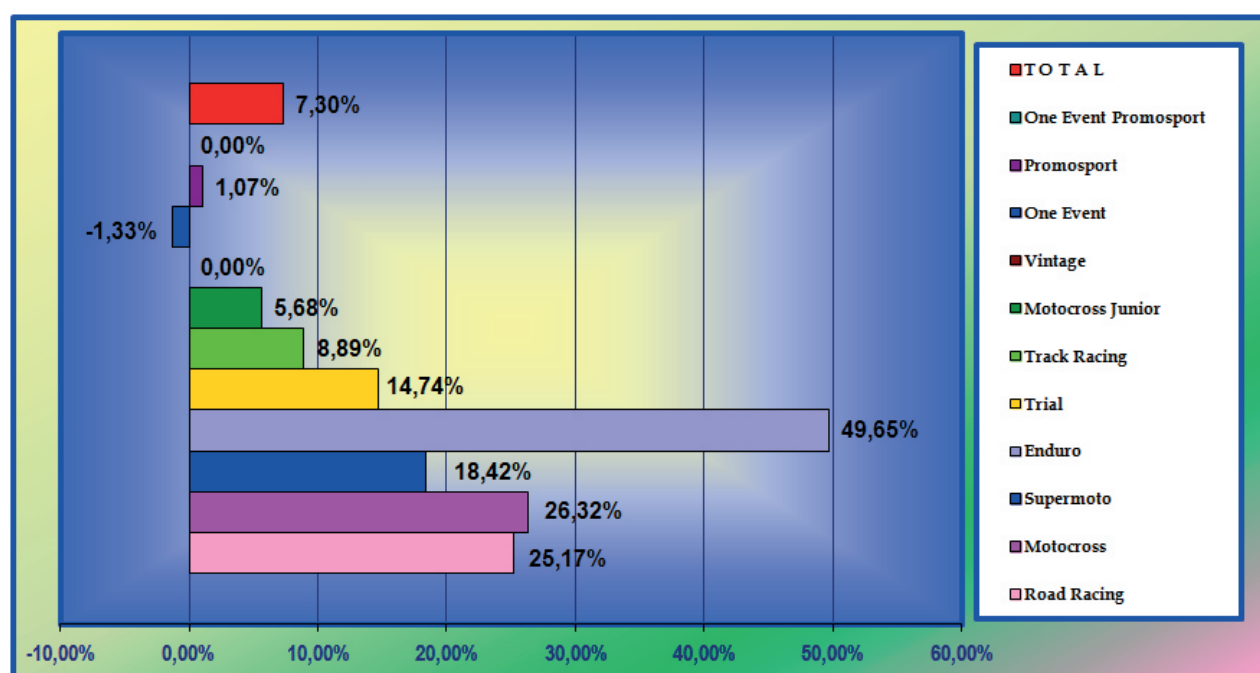
STATISTICS: FIM EUROPE LICENCES OF THE LAST 10 YEARS (2006 - 2015)



LICENCES	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	%
RR : Road Racing	320	263	319	126	182	206	207	246	143	179	25,17
MX: Motocross	233	258	287	264	286	282	224	221	247	312	26,32
SM: Supermoto	62	77	94	93	56	46	71	48	38	45	18,42
END: Enduro	136	126	103	165	143	120	133	163	141	211	49,65
TR: Trial	57	44	35	20	16	18	29	72	95	109	14,74
TK: Track Racing	38	16	26	39	30	15	22	47	45	49	8,89
MXJ: Motocross Junior	110	126	102	84	84	81	64	98	88	93	5,68
VIN: Vintage	85	136	117	99	-	0	0	0	0	0	0,00
1E: One Event	1.466	1.550	1.369	1.202	1.042	945	953	1.095	1.127	1.112	-1,33
PR: Promosport	276	277	305	287	302	244	356	388	375	379	1,07
1PR: One Event Promosport	266	196	192	324	347	280	342	237	302	302	0,00
TOTAL	3.049	3.069	2.949	2.703	2.488	2.237	2.401	2.615	2.601	2.791	7,30

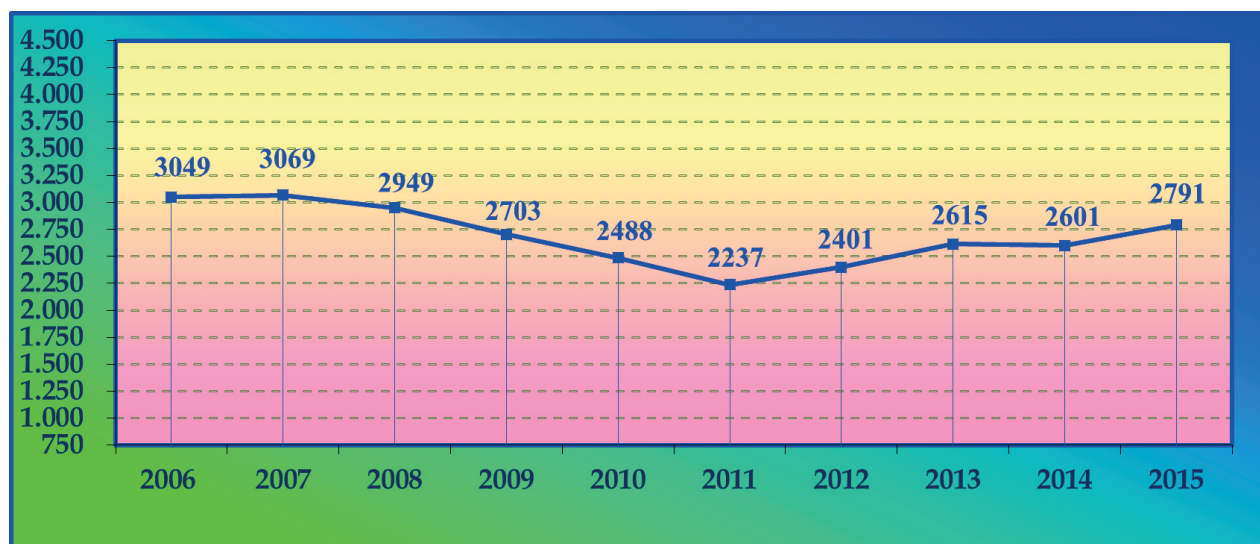
The percentage of increase/decrease is calculated between the last two years (2014 and 2015)

2015 PERCENTAGE FLUCTUATION COMPARED TO THE PREVIOUS YEAR



17

TOTAL NUMBER OF LICENCES ISSUED IN THE LAST 10 YEARS





FIM EUROPE NON-SPORTING ACTIVITIES

The FIM Europe follows also the different non-sporting activities with periodical meetings of its Commissions specialized in the following areas:

- **Marketing, Promotion and Industry relations.**

One of the main job of the Marketing Commission is to try to enlarge the audience of FIM Europe through its instruments, as Social Media and not only.

The commission is constantly at work to search new methods and strategies that can enhance the FIM Europe's awareness.

- **Public Affairs and Road Safety**

The Commission connects FIM Europe to public authorities (example the European Union). Also to non government organisations (example the European Transport Safety Council). A strategic partner is the motorcycle industry association in Brussels - ACEM. Contact is made with politicians as well as officials in Brussels. The work of FIM Europe is coordinated with FIM HQ as what happens today in Europe often affects riders in other countries. The Commission has contact with FEMA - the Federation of European Motorcyclists Associations, often working with FEMA to defend the interests of riders.

- **Environment.**

The respect for the environment is an essential part of the FIM Europe behavior. Many of our races are on unpaved roads or off-roads tracks near villages and could create discomfort for the population. Today legislation, especially on Northern Countries but spreading more and more in other areas, is limiting the use of motorized vehicles.

Strong action has been taken by the FIM Europe encouraging the National Federations to act in close contact with the local Authorities to spread proper educational messages on this important issue.

- **Touring.**

It has an enormous potential because there are more than 30.000.000 motorcyclists who could tour around Europe. In these last years, have been developed two important tourism projects:

- **Motorcycle Friendly Hotels:** this program was already on-going in the past but not sufficiently developed. Now is available in the FIM Europe website, a dedicated section with the list of the affiliated hotels.
- **Touring Assistant Training:** the first Training edition will be launched in Spain on the 3rd of September 2016, using the facilities of Honda in Barcelona.

- **FIM Europe Club.**

The FIM Europe CLUB has the aim, through the organization of Touring events, named FIM EuropeCLUB Experiences, addressed to its members, to learn more about people co-operating inside FIM Europe, creating relationships, increasing collaboration, increasing the level of trust among colleagues, motivating the group and creating cohesion and integration.

The FIM Europe CLUB will represent, through the charm of its experiences on bike, the emotions that will be generated and shared, multi-sensory involvement, the climate of interaction and exchange with others and fun, an excellent motivational tool, creating opportunities for brainstorming and problem solving.

FIM EUROPE EDUCATION, STUDIES AND RESEARCHES

• Courses

- **Advanced Course on Motorcycling Management:** The Course, Organised in cooperation between the Foundation “Foro Italico” and FIM Europe, has the aim to train young Managers of Motorcycling that, creating and managing new Teams, will take care directly of the research, selection and development of young talented riders, in cooperation with the Sporting Departments of the respective Federations, for the right application of the scientific programs. The Course is addressed to young graduated, fan of Motorcycling, but also Team Managers already in activity will be allowed to participate, if wishing to deepen and to complete their managerial and organizational knowledge. The Course, which is scheduled for the admission of 30 participants, will be held in the University of Rome “Foro Italico” from the 11th November 2016 to the 25th February 2017. These are the numbers: 37 learning modules of 4 hours each, 148 hours of lessons, 32 hours of training with a Racing Team, 23 engaged teachers. This first edition of the Course will be carried out in Italy and will have the feature of Pilot Project, with the intention to extend the initiative to all Countries of the 47 Federations affiliated to FIM Europe. Each National edition of the Course in Motorcycling Management will foresee a direct involvement of the respective National Motorcycling Federation.
- **Workshop on Weight Training:** organised, in collaboration with the European Weightlifting Federation, the two workshops, held in Graz (AUT), were addressed to the Trainers of the FIM Europe FMNs.
- **Workshop on Leadership:** The FIM Europe has decided to face the theme Leadership organising the 1st Workshop in 2013 in Maggiora (ITA) in order to optimize the effectiveness of the executive staff of the respective organizations. The Workshop was addressed to Secretaries General, General Directors, CEO of FIM Europe, FMN and Promoters as Leader of their respective Executive Staff.
- **Lectures:** The FIM Europe has already had the opportunity to give lecture at the University on issues of Sports Management.
- **Traineeships:** The FIM Europe offers the opportunity to university students, coming from universities with which agreements have been signed, to carry out internships at the General Secretariat in Rome to gain the credits for internships and prepare the thesis.
- **MXGP Academy:** the aim of the Academy is to educate young riders and introduce them to Motocross World. Young and good riders are the future of the development of the Discipline. The procedure is to involve trainers, coaches and parents in the development of young athletes like motocross riders.
- **Training Camps**
 - **Honda MX 150:** the young riders have been evaluated by a FIM Europe staff of experts for physical and sports psychology status checks and have received suggestions on what has to be improved before the start of the season. All riders have been also instructed by the Honda Staff in the procedures to be followed at the Motocross Grand Prix and in technical maintenance of their motorcycles. The FIM Europe Staff has done different tests. Following the tests, personalized work plans, with warm-up exercises, have been issued to the riders together with nine very simple and easily reproducible exercises. Besides to training, it was also done a work to support the families of the riders by the Sports Psychologist who provided suggestions to facilitate the sports activity of their children in order for cases of drop-outs to be avoided.
 - **Touring Assistant:** The purpose of this initiative is to organize a Training Session for a pre-selected group of Tour-Assistants (TAs), which will be allowed to attend a professional training course for Moto-TourAssistants supplied by: HONDA SAFETY INSTITUTE in Barcelona (SPA). The training Course is organised in order to have coordinated and standardised Tour-Assistant Services that are currently lacking. Developing the TA concept enables FIM Europe FMN to provide well organised

and professional Touring services for those willing to travel in Europe.

- **Seminars for Officials:** goal of the Seminars is to prepare the Officials about rules, organizational aspects, procedures before and during the events, environmental matters.
- **Conferences**
- **Yearly Conference on Future Mobility:** each year, on the occasion of the FIM Europe Congress, takes place the Road Safety Conference which, from next year, will be named "Conference on future mobility". The Conference has the task to take in exam the scenarios of future mobility also through the participation of experts from Institutions, Industry, University and Research.
- **European Motorcycling Senior Activity:** the two editions held, in Salsomaggiore (ITA) 2012 and Hlohovec (SVK) in 2013 were addressed to a specific target of bikers, of over 60 years, to which also the Institutions are orienting their attention. Starting from the consideration that not only the life expectancy is increasing, but also and mostly the average age of an active life, still free from any kind of disability, FIM Europe has decided to address particular attention to this age bracket, trying to supply all possible indications to remain active and, in particular, to make our over 60 riders able to enjoy the motorcycle activity fully, still for many years. This Conference gathers the lectures of Experts of the Sector, relating to the various branches of the Science (Physicians with different specialisations, Psychologists, Trainers, etc.), coming from all Europe, who can candidate themselves each year and to bring a report on specific themes. This can represent an incentive for new researches more and more specific, which can enrich the theme of the Senior Activity.

- **Working Groups**

- **Minimum age in international motorsport:** the Working Group have been created, in order to discuss and analyse all aspects regarding the participation of children under 12 years to International Championships. The conclusions have been presented by two Professors from the Universities of Rome and Amsterdam at the FIM Europe General Assembly of the 2nd July 2016 in Kavala.



FIM EUROPE COMMUNICATION

Communication is one of the key elements in FIM Europe activity.

FIM Europe has the duty to inform people involved in motorcycling of its numerous sporting and non-sporting activities.

- **Publications**

Press releases, FIM Europe Mag, Yearbook.

- **Press Office**

FIM Europe press office publishes the race results, general information and all important decisions by FIM Europe bodies

- **Website**

The newly designed website is continuously updated and improved. Affiliated FMNs, riders, promoters and amateurs will have the opportunity to be constantly updated on the races' calendar, events, results, videos and photos.

- **Television**

Many of the main European Championship or Cup events are broadcasted at National and Continental level.

- **Live Streaming**

Started July 2015, it was broadcasted for the first time, the live streaming of the FIM Europe General Assembly during the 22nd Congress in Kavala /Greece. Given the success this tool will surely be used for other occasions.

- **Social Networks**

The FIM Europe official page on Facebook gives the possibility to inform the followers about the motorcycles European Championship and creates a platform between riders and motorcycle fans from all over Europe. Moreover the Youtube channel offers a large variety of videos for every disciplines and specialities.



FIM EUROPE CONGRESS

The Congress is held every year in a different Country upon invitation of FMN. The FIM Europe Congress takes place, in general, at the end of June and it is the most important institutional event of the year, where the General Assembly, the Councils, Panels and Commissions meet.

FIM EUROPE CONGRESSES

2016 - Kavala (Greece)

2015 - Malta

2014 - Cracow (Poland)

2013 - Vilnius (Lithuania)

UEM CONGRESSES

2012 - Belgrade (Serbia)

2011 - Treviso (Italy)

2010 - Porto (Portugal)

2009 - Istanbul (Turkey)

2008 - Riga (Latvia)

2007 - Larnaca (Cyprus)

2006 - Kiev (Ukraine)

2005 - Opatija (Croatia)

2004 - Sofia (Bulgaria)

2003 - Amsterdam (The Netherlands)

2002 - Luxembourg (Luxembourg)

2001 - Budapest (Hungary)

2000 - Cracow (Poland)

1999 - Bucharest (Romania)

1998 - Busaltsjöbaden (Sweden)

1997 - Praha (Czech Republic)

1996 - Köln (Germany)



SPORT INSTITUTIONS:

- International Olympic Committee
- International Sport Federations
- F.I.M.
- Regional Associations
- National Motorcycling Federations

PUBLIC INSTITUTIONS:

- European Commission
- Swiss Government
- Canton De Vaud
- Italian Government

PRIVATE MOTORCYCLING ORGANIZATIONS:

- ACEM (The Motorcycle Industry in Europe)
- Industries

ECONOMIC AND SOCIAL STAKEHOLDERS:

- Human resources (employees, Commission & Panel members, Officials, Auditors Honorary Members)
- Partners/Promoters
- Media
- Environment - Future Generations
- University

RELEVANT ENVIRONMENTS:

- Operating
- Primary
- General



OPERATING ENVIRONMENT

Sport Institutions	Public Institutions
<ul style="list-style-type: none">• I.O.C.• International Sport Federations• F.I.M.• Regional Associations• National Motorcycling Federations	<ul style="list-style-type: none">• European Commission• Italian Government• Swiss Government• Canton De Vaud
Private Organizations	Economic & Social Stakeholders
<ul style="list-style-type: none">• ACEM (The Motorcycle Industry in Europe)• Industries• House of Sport• FEMA (Federation of European Motorcyclists' Associations)	<ul style="list-style-type: none">• Human resources• Partners/Promoters• Media• Environment & Future Generations• University

In this environment it is possible to retrace primary and secondary stakeholders.

PRIMARY ENVIRONMENT

This environment is particularly according to the geographical and social - economic features.

Respect to the geographical features, relevant to our activity, we can find all the areas of U.E.M Country members.

The social - economic features are directly proportional compared to the situation in the Country of reference.

GENERAL ENVIRONMENT

This environment has dimension both National and international. It is composed by all the stakeholders primary and secondary they interact on political level:

- World of Institutional Sport
- World of Institutional Public
- World of Business and Work
- World of Communication

