



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

Minutes

Trial Commission (CTR)

2009 Biennial Session

Geneva, Switzerland
22-26 October

JMC/ag

The meeting of the Trial Commission took place at the Crowne Plaza hotel in Geneva, Switzerland, on 24 and 25 October 2009.

Present:	Jean Marc	CRUMIERE	CTR President
	Anders	MINKEN	CTR Vice-President
	Antonio	CASTRO	CTR member
	Danilo	GALEAZZI	CTR member
	Lazzaro	GIARDI	CTR member
	Jacques	GRENSON	CTR member
	Petra	HARTAUER	CTR member
	Pavel	JIRAN	CTR member
	Jesus	PLAZA	CTR member
	Josep	PUNTI	CTR member
	Dave	WILLOUGHBY	CTR member
	André	PAHUD	Technical member
	Alex	GOLDENBERG	CTR Coordinator

Also Present:	Andrew	ARMSTRONG	CTR Honorary member
	Akira	TANAKO	MFJ President
	Akira	GOTO	MFJ
	Jordi	SANCHEZ	FMA
	Sébastien	POIRIER	FFM Deputy Director
	Graham	READ	CIE member

1. Opening of the meeting

The CTR President, Mr Crumière, welcomed everyone present and informed the members about the fundamental points that would be discussed during the meeting. He also mentioned that the afternoon would be dedicated to a SWOT analysis that would be led by Messrs Minken and Goldenberg.

Mr Crumière also informed the persons present that Mr Marc Van Dyck, CTR Vice-President, had announced his withdrawal from the Trial commission due to professional reasons.

2. Approval of the CTR minutes of the 2009 Conference Meetings

The minutes were approved.

3. Comments from the Management Council

During the Management Council meeting, it was decided to cancel the fine that had been addressed to the FFM for the cancellation of the 2009 SPEA FIM Indoor Trial World Championship round scheduled in Le Cannet.

The CTR President informed the commission that he had presented his annual report by underlining the success of the Indoor championship (in spite of the small number of rounds), notably thanks to the live TV broadcasting of the rounds as well as to a significant media exposure of the championship.

Mr Crumière informed the persons present about the new governance principles from the FIM Strategic Plan.

He also mentioned that the FIM was currently working on a project for the seminars in order to standardise them. The validity of the licences, the minimum number of participants and the dates of the seminars (not before the Conference Meetings) were the main points of discussion.

For the future, the CTR will ask the Management Council for the possibility to present a calendar for the Indoor championship at the end of June and no longer on 31 January as was currently the case.

4. Information from the President

Mr Demathieu had created a new computer programme to capture the results that was easier to use than the old one. He would agree to sell it to the FIM and ensure maintenance. The CTR President informed the members that another offer had been presented to the FIM by Mr Duffau but that the price asked by this person was too high. He also mentioned that the Marketing & Communications department was talking with a timing company in order to submit another proposal.

Regarding contracts with CTR partners, Mr Crumière mentioned that Mr Demathieu wished to continue next season as the Results Manager. For the CTRS post, Mr Renard could not continue for personal reasons. The CTR President underlined the excellent work carried out by him and regretted his withdrawal. The CTR Stage Manager post for the 2010 Indoor season will again be given to Mr Willoughby.

The CTR President reviewed the "Trial Round Table" meeting held on 28 July at the FIM. During this meeting, the majority of the participants were in favour of a sporting regulation change (dynamic Trial or non-stop) with certain accompanying features. Following other consultations with riders, media, sponsors, observers and federations who had the possibility to develop their arguments, it was noticed that many of them were against, some had changed their minds or did not want to commit themselves. Moreover, the CTR had not received any other proposal that would help to find a solution. Mr Crumière mentioned that he had found very little help to support this proposal and that was why he had withdrawn his proposal to change this point of the sporting regulation judging that the pain the Trial was suffering was deeper.

During the FIM Trial des Nations, the CTR President had organised a brainstorming session with the CTR Vice-Presidents, Messrs Minken and Van Dyck, in order to work on an action plan in favour of the Trial. The integral presentation of this plan was made to the commission (see appendix A) and the main points are presented below:

The principle of this plan was to name the dangers and threats on which the CTR could have a positive action that would be recognised and encouraged by the Trial world. Its aim was to stop the morosity that is overwhelming the Trial by reactivating the basics of Trial and its actors.

This plan must be launched immediately, even if all these actions could not be taken at the same time; there was no or very little financial impact and it needed only work and passion. This plan could be integrated without difficulty to the CTR strategic plan because a great number of the subjects mentioned below were identified later, during the SWOT analysis, and others could be added to it.

This plan had 5 action fields which all had a FIM part, a National Federations part and a Press and industry part:

Action fields:

1. Put Trial in centre stage
2. Increase the number of those taking part
3. Work on practice areas
4. Fight against the elitist aspect of Trial
5. Establishment of the calendars

5. Study of the technical proposals

Mr Crumière informed the commission that an electric Trial motorcycle, created by the Evolt company, had been presented during the FIM Trial des Nations. This motorcycle had attracted a lot of interest from the riders and teams and a test in a section was made by a Swedish rider.

The CTR President also mentioned that the new Ossa motorcycle would be presented during the Milan Show and that the Greeves make was finalising its new model. Moreover, he informed the persons present that the Scorpa make has been bought by Sherco.

5.1 Motorcycle weights (Art. 01.19)

Mr Pahud proposed to create a new article in the Trial technical regulations as follows:

The minimum weight of the Trial motorcycles, for all categories, is 68 kg.

Reason: To reduce the expensive research for building lighter motorcycles.

Accepted/Application date:	Rejected	x	Withdrawn	Postponed
Comments: The proposal was withdrawn and the CTR will recommend for 2010 a minimum weight of 66 kg. Tests would be carried out during the 2010 season and a standard as well as a procedure will be fixed for 2011. Information will be included in the 2010 sporting rules.				

6. Reports and possible proposals

6.1 Reports

The various reports that were sent to the members were reviewed and commented on by the commission.

6.1.1 Women's Trial Working Group meeting, Geneva, Switzerland, 22 February

6.1.2 Meeting with the Trial Industry, Newcastle, Northern Ireland, 4 April

6.1.3 Indoor Trial Working Group meeting, Mies, Switzerland, 22 April

6.1.4 Trial des Nations Working Group meeting, Darfo Boario Terme, Italy, 7 May

6.1.5 Meeting with the Indoor Trial organisers, Mies, Switzerland, 16 June

6.1.6 Trial Round Table, Mies, Switzerland, 28 July

6.1.7 CTR Bureau meeting, Isola 2000, France, 12 September

6.2 Other

Meeting with the Trial industry, Mies, Switzerland, 7 October

The aim was to study which technical proposals could contribute to decrease the level of the sections, attract more persons into Trial and increase motorcycle sales. Gas Gas, Montesa and HM were present; Sherco and Beta did not attend the meeting.

Regarding the minimum weight of the motorcycles, Gas Gas was against, Montesa and Beta (by phone) were in favour of a weight limitation and a questioning of the manufacturers.

Tyres: the manufacturers were not against a reduction of the stud size but were waiting for a proposal from the FIM.

Gas Gas and Montesa will make some tests on the circuit breaker linked to the rider during the 2010 season.

7. SWOT analysis (Appendix B)

Messrs Minken and Goldenberg explained the SWOT analysis to the commission and then the commission carried out the analysis. The results were the following ones:

Riding too elitist	Weaknesses	8 votes
Complex for the observers and the public	Weaknesses	7 votes
Motorcycles are produced for competition and are not road legal	Threats	7 votes
Lack of practice areas	Threats	7 votes
Volunteers delivering professional events	Strengths	6 votes
Work with the education system	Opportunities	6 votes
Environmental laws	Threats	6 votes
Lack of communication between the parties involved	Weaknesses	5 votes
Lack of practice area policy	Weaknesses	5 votes
Stopping of the small capacity motorcycles	Threats	5 votes
FIM communication platforms	Strengths	4 votes
Niche market	Threats	4 votes
Easy to apply renewable energies	Strengths	3 votes
Sport for all ages	Strengths	3 votes
Integrate the FIM strategic plan	Opportunities	3 votes
Unisex sport	Strengths	2 votes

Values of Trial	Strengths	2 votes
Partnership with other sport events	Opportunities	2 votes
Disseminate Trial in new countries	Opportunities	2 votes
Lack of business plan from people involved in Trial	Threats	2 votes
No need for circuits	Strengths	1 vote
Exclusive bike	Weaknesses	1 vote
Difficult access for the public	Weaknesses	1 vote
Difficult to achieve media coverage (Outdoor)	Weaknesses	1 vote
Riders of different abilities require different sections	Weaknesses	1 vote
No media coverage from non-specialised media	Threats	1 vote

The SWOT results from all Commissions and Panels will be forwarded to the Strategic Plan Implementation Committee (IC) for validation and identification of overarching themes from all SWOTs. The SWOT results will then be circulated to Action Plan Group Leaders for consideration and where applicable action as directed by the IC. The IC will consider SWOT results when recommending priorities and budgets to the Management Council (Board of Directors).

The SWOTs are usually the first step towards the development of Commission/Panel Workplans, which include related actions from the Focus Area Action Plans as well as the ongoing work of the Commission/Panel.

8. 2009 Trial Championships and Cups

All reports, syntheses and statistics were sent to the members of the commission.

8.1 Homologation of the Championship and Cup results

All results as published by the results manager were homologated.

8.2 Nominations (changes)

No changes.

8.3 Reports of the Jury Presidents, Referees and of the Industry Representatives

Mr Crumière informed the persons present that after each event, the report and a synthesis of the main points were sent to the FMNs.

8.4 Reports of the Technical Delegate

Mr Pahud underlined the following points:

- Ireland: information given to riders concerning the registration plate
- France: tests of the new sound level measure system "2M-Max" were undertaken by Mr Hennekam, Technical Coordinator
- FIM Trial des Nations: the majority of the helmets were in accordance with the rules

8.5 Reports of the Environmental Delegates

Mr Pradeau, CIE member, had sent two complete reports for Tona (Spain) and Darfo Boario Terme (Italy).

8.6 Reports of the FIM Medical Representatives

The report of the FIM Medical representative present at the FIM Trial des Nations had not been received.

8.7 Anti-doping controls

Three anti-doping controls were undertaken in Bolzano (Indoor), Tona and during the FIM Trial des Nations. The riders tested were all declared negative.

8.8 Fines

8.9 Spectators

8.10 Evaluation of the Trial Championships and Cups

A reminder of the rules had been sent to each organiser.

The action of the CTRS had become more and more efficient, even if there were still difficulties in certain circumstances. The level of the sections had decreased at all events.

The small decrease in the number of participants (except Juniors) was identical to the other FIM disciplines.

Report of the CFM representative

Mrs Susanne Huettinger was present at the FIM Trial des Nations. Her report underlined the excellent cooperation in the Trial world between men's and women's teams as well as a very good "acceptance" of women in Trial.

9. Solidarity Funds

The list of the 29 riders entitled to receive the 2009 solidarity funds was approved by the commission. The amounts not claimed by 31 December 2009 will be put back into the funds for 2010.

10. Information from the Working Groups

10.1 Indoor

10.1.1 Indoor Trial for national teams

Subject withdrawn.

10.2 Seminars

	FMN	Candidates	Average
France	1	7	86.65
Great Britain	4	11	93.54
Japan	1	12	85.95
Canada	2	7	87.85
3 continents	7	37	88.55

10.2.1 Report on the 2009 CTR seminars

The CTR President informed the commission that the questionnaires will be improved for the 2010 seminars.

10.2.2 Future seminars

In 2010, one seminar was scheduled in Frankfurt, Germany on 06-07 March and another one in Bergamo, Italy, on 27-28 March.

10.3 Women's Trial

Mr Minken informed the commission about the new "FIM Women's Trial Newsletter" which was sent for the first time to all persons involved in Women's Trial (riders, FMNs, CONUs, CFM, etc.). He wanted the FIM to create a web page about women in motorcycling in order to improve promotion.

Regarding the Women's Trial training camps, an excellent participation was noted during the 2 camps organised in Germany (Grossheubach, from 29 to 31 July) and Sweden (Kinna, from 10 to 11 October). Due to a lack of registrations, the camp scheduled in Italy was cancelled.

10.4 FIM Trial des Nations

Mr Crumière mentioned that the event had gone very well and underlined the presence for the 2nd consecutive year of the FIM President.

10.5 Other

The commission gave a mandate to the CTR President to establish a rule regarding ties in the SPEA FIM Indoor Trial World Championship. Moreover, a request will be made to the Marketing & Communications department to create a trophy for the International Trophy category of the FIM Trial des Nations.

11. Trial Championships and Cups calendar

11.1 2010 Calendars

11.1.1 Nomination of the Jury Presidents, Jury Members and Referees

FIM Indoor Trial World Championship

Date	FMN	Country, venue	Referee
23.01 tbc	FFM	France, Marseille	Minken
07.02 tbc	RFME	Spain, Barcelona	Minken
14.02 tbc	RFME	Spain, tbc	Tba
13.03 tbc	RFME	Spain, Madrid	Tba
20.03.tbc	FMC	Chile, Valparaiso	Tba
27.03 tbc	RFME	Spain, Palma de Mallorca	Tba

During the presence of the FIM Deputy President, the CTR President reported his anxiety regarding the establishment of the 2010 SPEA FIM Indoor Trial World Championship.

FIM Trial World Championship

Date	FMN	Country, venue	Jury President	Jury Member	Technical Delegate
18.04	RFME	Spain, Baiona	Minken	Punti	Pahud
24-25.04	FMP	Portugal, Paços de Ferreira	Willoughby	Plaza	
05-06.06	MFJ	Japan, Motegi	Minken	Crumièrè	
26-27.06	ACU	Great Britain, Fort William	Castro	Crumièrè	
11.07	FFM	France, St-Michel de Maurienne	Galeazzi	Minken	Pahud
18.07	FSM	San Marino, Baldasserona	Grenson	Castro	
25.07	FMI	Italy, Foppolo	Willoughby	Hartauer	
05.09	ACCR	Czech Republic, Kramolin	Galeazzi	Willoughby	

FIM Trial des Nations

Date	FMN	Country, venue	Jury President	Jury Member	Technical Delegate
11.09	PZM	Poland, Myslenice	Minken	Castro	Pahud
12.09	PZM	Poland, Myslenice	Minken	Grenson	Pahud

FIM Women's Trial World Championship

Date	FMN	Country, venue	Jury President	Jury Member	Technical Delegate
10.07	FFM	France, St-Michel de Maurienne	Minken	Galeazzi	Pahud
04.09	ACCR	Czech Republic, Kramolin	Hartauer	Galeazzi	
10.09	PZM	Poland, Myslenice	Castro	Jiran	Pahud

12. Venues

Mr Crumière regretted that when there were important changes regarding the homologation report, the CTR was never informed.

12.1 Inspection reports

The homologations for Kramolin, Czech Republic, and Motegi, Japan, were extended for 2010.

12.2 Future inspections

St-Michel de Maurienne	France	13 November
Myslenice	Poland	9 December
Pacos de Ferrera	Portugal	January
Baldasserona	San Marino	tba
Foppolo	Italy	tba

12.3 Homologation situation

13. Information on television and promotion

The CTR President underlined the excellent report on the TV coverage of the Trial championships made by the Marketing & Communications department that was sent to all members. He also mentioned that an average of 30 journalists were present at the Indoor events and an average of 24 journalists during Outdoor events.

The Coordinator informed the persons present about the excellent scores of the Trial videos on the FIM Youtube channel and of the increasing number of internet surfers interested in Trial.

14. Trial and the Environment

In order to improve the protection of the environment during Trial events, the commission decided to forbid teams and manufacturers to wash their vehicles in the paddock. She reminded them that the washing areas must have an oil separator and that there must be a sufficient number of waste containers close to the sections.

15. Calendar of the CTR meetings

CTR Bureau	Baiona (Spain)	29/01/2010
Meeting with the Outdoor organisers	Baiona (Spain)	30/01/2010
Trial des Nations working group	Myslenice (Poland)	tba
CTR Bureau	Kramolin (Czech Republic)	03/09/2010
Meeting with the women riders	Myslenice (Poland)	11/09/2010

16. Proposals

16.1 Glossary of the Trial regulations

The CTR President proposed to modify the glossary as follows:

Minder: The minder, who is a security assistant, follows the rider on the course to give him assistance and to ensure his security in the cases mentioned in the regulations. The minder is allowed in the sections.

Reason: Better define the role of the minder.

x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments: The commission accepted the proposal with the following modification: ...in the regulations. The minder is allowed in the sections.							

16.2 Non-stop rule

The CTR President proposed to modify the Trial regulations by including the non-stop rule.

He asked the commission for the mandate to adapt, with the CTR Coordinator, all the articles in the regulations relating to this new rule.

Reason: Make Trial more accessible and popular.

	Accepted/Application date:		Rejected	x	Withdrawn		Postponed
Comments: Following a vote, the CTR confirmed this withdrawal.							

16.3 FIM Standards for organisers (Art. 052.1.1, 053.1.1, 054.1.1 & 055.1.1)

The CTR President proposed to modify the article as follows:

~~...the year preceding the event. An industry representative will be invited to the inspection.~~



Reason: Not useful.

x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							

16.4 FIM passes (Art. 052.1.3)

The CTR President proposed to modify the article as follows:

... the course. Only manufacturers having at least one ~~or several~~ motorcycles participating in the event may use these bibs.

Reason: Clarification asked for by the MFJ.

x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							

16.5 Supplementary Regulations (Art. 052.1.4, 053.1.3, 054.1.3 & 055.1.3)

The CTR President proposed to delete the following text:

...approval by the FIM. ~~Two copies of the Supplementary Regulations must also be sent to all Federations having riders liable to participate in the event in question.~~ The SR will be published on the FIM website (www.fim-live.com).

Reason: Update.

x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							

16.6 The International Jury (Art. 052.2.8)

The CTR President proposed to modify the article as follows:

- The Environmental Steward
- **The CTRS (Technical Advisor for the Sections)**
- The FIM Environmental Delegate
- A member of the motorcycle manufacturers' industry, with a FIM manufacturers' licence and having at least one ~~or several~~ machines participating in the event, will be admitted as an observer to Jury meetings opened to delegates. ~~This member, with a FIM licence, must be announced to the FIM Secretariat at least 15 days before the event.~~

Reason: Update.



x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							
The commission accepted this proposal by adding the text below and by applying it to Articles 053.2.8, 054.2.8 & 055.2.8:							
<ul style="list-style-type: none"> - A single member of the motorcycle... - FIM Medical Delegate - FIM Technical Delegate - CFM Delegate 							

16.7 Number of sections (Art. 052.4.1)

The CTR President proposed to modify the article as follows:

...that up to five sections are modified.

~~However,~~ In case of "force majeure" (storm,...) the Jury may ~~simplify~~ **modify** all the sections that it deems necessary. All riders must be notified of any changes prior to the start of the 2nd day.

Reason: Clarification.

x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							

16.8 Design and section boundaries (Art. 052.4.2, 053.4.2, 054.4.2 & 055.4.2)

The CTR President proposed to modify the article as follows:

Each section shall be completely independent of other sections ~~and a maximum length of 60 m is recommended for each one.~~

Reason: Update following the proposals of the Trial Round Table.

x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							

16.9 Penalty in the sections (Art. 051.4.1, 052.4.4, 053.4.4, 054.4.4 & 055.4.4)

The CTR President proposed to delete the 4th paragraph of the article:

~~Regarding the time allowed for the section: the re-run shall start from the section begins and the time will be measured for the total section as if no obstruction had taken place.~~

Reason: Update following the proposals of the Trial Round Table.



	Accepted/Application date:		Rejected	x	Withdrawn		Postponed
Comments:							

16.10 Increase in Individual Overall Time Allowance (Art. 052.5.2.1)

The CTR President proposed to modify the article as follows:

The Jury may modify the sections **without modifying the time allowance**. ~~There will be no addition of time for section changes.~~

Reason: Clarification.

x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							

16.11 Practice and Visit of the sections (Art. 052.6, 053.6, 054.6 & 055.6)

The CTR President proposed to modify the article as follows:

~~Practising in the sections of the Trial is forbidden under penalty of disqualification.~~

~~The organiser must organise a visit of the sections for the riders, the day preceding the event at a time decided with the President of the Jury and posted on the information board.~~

~~If a rider or any other person interested in the performance of the rider enters a section outside the authorised time, the rider shall be penalised with a fine of USD 340.--.~~

Reason: Clarification by separating the two subjects.

x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							

16.12 Practice Area (Art. 052.6.1, 053.6.1, 054.6.1 & 055.6.1)

The CTR President proposed to add the following text at the beginning of the article:

Practising in the sections of the Trial is forbidden under penalty of disqualification.

Reason: Clarification by separating the two subjects.

x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							

16.13 Visit of the sections (Art. 052.6.2, 053.6.2, 054.6.2 & 055.6.2)

The CTR Bureau proposed to create a new article as follows:

The organiser must organise a visit of the sections for the riders according to a preset time schedule or as decided with the President of the Jury and posted on the information board.

If a rider or any other person interested in the performance of the rider enters a section outside the authorised time, the rider shall be penalised with a fine of USD 340.-.

Reason: Clarification by separating the two subjects.

x	Accepted/Application date: 01.01.2010	Rejected	Withdrawn	Postponed
Comments: The commission accepted this proposal with the following modification: ...fine of USD 340.-. However, in case of "force majeure" (storm,...), the riders may be authorised to recognise the sections before the 1 st start of the Trial.				

16.14 Categories and age of riders (Art. 052.7.1.1)

The CTR President proposed to modify the article as follows:

b) FIM Junior Trial World Cup

- Men between 18 and 23 years old (or who will be 23 years old during the year of the event) and holders of a valid driver's licence (motorcycles over 125cc)
- Women from 18 years old and holders of a valid driver's licence (motorcycles over 125cc)
- Men and Women between 16 and 23 years old and holders of a valid driver's licence (motorcycles up to 125cc)
- ~~Riders more than 23 years of age may ride in this class as a wild card but will not be eligible for awards or Championship points~~

c) FIM Youth Trial Cup 125cc

- Riders between 16 and 18 years old (or who will be 18 years old during the year of the event) and holders of a valid driver's licence (motorcycles up to 125cc)
- ~~Women aged over 18 years and holders of a valid driver's licence can participate in this category, with the motorcycle of their choice, but will not be eligible for awards and/or Championship points~~

d) Guests

- Riders who want to participate in the Junior or Youth 125cc categories but who do not fulfil certain sporting conditions may make a request to the CTR Secretariat. They will be classified in the respective category but they will not receive championship points or rewards.

Reason: The creation of a "guest" category may attract riders and it was not useful to detail the guest conditions for each category.



x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							
The commission accepted this proposal with the following modification:							
d) Guests							
<ul style="list-style-type: none"> • ...do not fulfil certain these sporting conditions... 							

16.15 Riders' bibs (Art. 052.7.4, 053.7.4, 054.7.4 & 055.7.4)

The CTR President proposed to modify the article as follows:

Each rider will have to wear a bib ~~given~~ provided by the ~~organiser~~ CTR.

...FIM Youth Trial Cup 125cc. ~~The dimensions must be in accordance with Art. 01.76 of the Trial technical rules.~~

Reason: The CTR provides the bibs and it is not useful to mention the technical rules.

x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							

16.16 Registered Assistants (Art. 052.7.5)

The CTR President proposed to modify the article as follows:

The minders are allowed inside the enclosure and in the section for security reasons **only and after having received the approval from the person responsible for the section.** Mechanics are not allowed in the section and in the enclosure. Anybody invited into the boundaries of a section, in order to ensure the security of a rider, must wear a helmet at all times in the section. The penalty for a breach of the rule is laid down in Art. 052.9.3.1.

The assistant must wear a riding bib in ~~agreement~~ conformity with the Technical Rules Trial Appendix and a self-adhesive starting number (~~7 cm diameter~~) on the rear side of his helmet, supplied by the organiser, with the corresponding riding number to that of the rider he is registered with, ~~but of different colour....~~ during the entire Trial. **In the case of injury a substitute assistant may be registered.**

Reason: Update following the proposals of the Trial Round Table.

x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							

16.17 Registered Assistants (Art. 052.7.5)

The FFM proposed to modify the 1st and 3rd paragraphs of the article as follows:

Each rider who participates in the FIM Individual Trial World Championship may register two assistants, one ~~minder~~ security assistant (red bib)...

~~The minders are allowed inside the enclosure and in the section for security reasons. The security assistant is allowed to enter inside the section for the security of his rider on the condition of having previously received the authorisation from the person responsible for the section. At any time, he must precede the rider and be located at the top of the obstacles to avoid being in danger. Mechanics...~~

Reason: The aim of this measure is to reduce the role of the minder and to highlight the personal capacities of the rider who no longer has someone close to his back wheel to optimise his position and therefore reducing the level of the sections.

Accepted/Application date:	x	Rejected		Withdrawn		Postponed
Comments:						

16.18 ~~Industry~~ Team Manager bibs (Art. 052.7.9)

The CTR President proposed to delete the following text from the article:

~~Each manufacturer with a valid licence for the year will receive 3 industry bibs for the FIM Trial World Championship.~~

Each manufacturer having a FIM Manufacturer's licence will also receive a Team Manager bib.

Each federation having a team composed of several riders registered under its name in all events may receive a team manager bib for a designated person.

Each private team registered through the CTR and having a team composed of several riders registered under its name in all events may receive a team manager bib for a designated person.

~~The representative of each manufacturer~~ Team Manager, before the start of each event, will sign a declaration discharging the FIM and the organisers from any responsibility. This document with the name of the bib carriers and their his licence number and accident insurance will be given by hand to the Results Manager before the end of the administrative control.

The carriers of these bibs must respect the duties, rights and restrictions listed in the responsibilities of the carriers of ~~industry~~ Team Manager bibs.

The carriers of these bibs must be in possession of a valid FIM Trial Assistant's licence or FIM Trial World Championship or International FIM Trial licence. However, the registered carrier of an ~~industry~~ a Team Manager bib can use in his own country a valid national Trial licence.

The penalties for the abuse of these bibs are defined in Art. 052.9.3.2.

Reason: Regroup the two articles (052.7.9 and 052.7.10).



x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							

16.19 Bibs for Team Manager (052.7.10)

The CTR Bureau proposed to delete the article as follows:

~~Each federation having a team composed of several riders registered under its name in all events may receive a team manager bib for a designated person.~~

~~Each private team registered through the CTR and having a team composed of several riders registered under its name in all events may receive a team manager bib for a designated person.~~

~~The rights and duties for these bib holders are identical to those for the industry bib holders.~~

Reason: Regroup the two articles (052.7.9 and 052.7.10).

x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							

16.20 Riders' equipment (Art. 052.8.2)

The FFM proposed to add the following point to the article:

The riders' helmets must not have a radio system.

Reason: This proposal gives more personal initiative to the riders and reduces the role of the assistants.

	Accepted/Application date:	x	Rejected		Withdrawn		Postponed
Comments:							

16.21 Marking of parts (Art. 052.8.4, 053.8.4, 054.8.4 & 055.8.4)

The CTR President proposed to modify the article as follows:

After a successful preliminary technical examination, the organiser will affix to the top part of the headlight fairing of each machine a sticker with a self adhesive identification number corresponding to the rider's riding number. ~~The background on which the number is inscribed must measure 7 cm in diameter.~~ The penalty for any rider removing this number is disqualification.

Reason: Update.

x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							

**16.22 Penalty faults in a section (Art. 052.9.2, 053.9.2, 054.9.2 & 055.9.2)**

The FFM proposed to add the following point to the article:

Definition of fault:

- the rider enters the section by foot

Reason: The aim of this point is to not have the riders enter and recognize the sections by foot during the race; this recognition already exists during a specific schedule the day before the Trial (Art. 052.6).

x	Accepted/Application date: 01.01.2010	Rejected	Withdrawn	Postponed
Comments:				

16.23 Financial penalties for riders (Art. 052.9.3.1, 053.9.3, 054.9.3 & 055.9.3)

The CTR President proposed to modify the article as follows:

- Work on or refuelling on the motorcycle without...

Reason: Update in accordance with the Environmental Code.

x	Accepted/Application date: 01.01.2010	Rejected	Withdrawn	Postponed
Comments:				

16.24 Penalties for carriers of the FIM ~~Industry~~ Team Manager bibs (Art. 052.9.3.2)

The CTR Bureau proposed to modify the article as follows:

Infractions observed by an official of the event or person in charge of a section:

1. Dangerous riding (riding on the course in the wrong direction or off the circuit, riding fast through the crowd, not respecting the highway code or any other riding behaviour being dangerous for the others).
2. Not following the marked route for the rider's or any specific deviation marked for assistants.
3. Not wearing a helmet, boots or long trousers when riding a motorcycle.
4. Not complying with other duties or restrictions described in the "Responsibilities of ~~Industry~~ Team Manager bib carriers".

1st offence: USD ~~340~~ 100. - (payable by the ~~manufacturer~~ team concerned)

2nd offence: USD ~~670~~ 200. - (payable by the ~~manufacturer~~ team concerned)

3rd offence: USD ~~1350~~ 500. - (payable by the ~~manufacturer~~ team concerned)

~~In addition to the financial penalty, the Jury may, after studying the case, have 5 points withdrawn from the general classification for manufacturers. From the third infraction stated during the season, a bib will be withdrawn from the manufacturer per new infraction.~~



Reason: In accordance with proposal 16.18.

<input checked="" type="checkbox"/>	Accepted/Application date: 01.01.2010	<input type="checkbox"/>	Rejected	<input type="checkbox"/>	Withdrawn	<input type="checkbox"/>	Postponed
Comments:							

16.25 Yellow Cards (Art. 052.9.4)

The CTR President proposed to modify the article as follows:

...or a carrier of a ~~FIM Industry~~ Team Manager bib accompanying the rider. If any of...

Reason: Update.

<input checked="" type="checkbox"/>	Accepted/Application date: 01.01.2010	<input type="checkbox"/>	Rejected	<input type="checkbox"/>	Withdrawn	<input type="checkbox"/>	Postponed
Comments:							

16.26 Disqualification (Art. 052.9.5, 053.9.5, 054.9.5 & 055.9.5)

The CTR President proposed to add the two following points to the article:

i) Practicing in a ~~defined~~ sections for the Trial (Art. 052.6);

Reason: Clarification.

<input checked="" type="checkbox"/>	Accepted/Application date: 01.01.2010	<input type="checkbox"/>	Rejected	<input type="checkbox"/>	Withdrawn	<input type="checkbox"/>	Postponed
Comments:							
The commission accepted this proposal with a small modification:							
i) Practicing in defined sections defined for the Trial...							

16.27 Disqualification (Art. 052.9.5)

The FFM proposed to add the following point to the article:

l) Use of a radio liaison between the rider and his team (security assistant, team manager, etc.)

Reason: This proposal will give more personal initiative to the riders and reduce the role of the assistants.

<input type="checkbox"/>	Accepted/Application date:	<input checked="" type="checkbox"/>	Rejected	<input type="checkbox"/>	Withdrawn	<input type="checkbox"/>	Postponed
Comments:							

16.28 Prize-Giving Ceremony and Public interview (Art. 052.14.1, 053.14.1, 054.14.1 & 055.14.1)

The CTR President proposed to modify the article as follows:



A Prize-Giving Ceremony shall take place ~~at the end of the day~~ within 15 minutes of the arrival at the finish of the last rider. ~~For The ceremony, it is recommended to have~~ **must take place on** an attractively decorated podium in clear view of the public and respecting the duties for organisers workbook.

The first three placed riders, together with any additional riders invited by the Clerk of the Course, shall attend a short public interview **that may** take place immediately after the Prize-Giving Ceremony.

Reason: Clarification.

x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							

16.29 Penalty for non-attendance (Art. 052.14.2 & 054.14.2)

The CTR President proposed to modify the article as follows:

If a rider is absent from the Prize-Giving Ceremony or public interview, without the prior approval of the Clerk of the Course, he will be penalised with a fine of USD 340.- maximum.

Reason: Clarification.

x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							

16.30 Responsibilities of ~~Industry~~ Team Manager bib carriers

The CTR Bureau proposed to modify the duties as follows:

~~Each manufacturer with a valid licence for the year will receive 3 industry bibs for the FIM Trial World Championship.~~ The carriers of these bibs must respect the following duties, rights and restrictions:

DUTIES

- ~~1. The representative of each manufacturer, before the start of each event, will sign a declaration discharging the FIM and the organisers from any responsibility. This document with the name of the bib carriers, their licence number and accident insurance will be given by hand to the Results Manager before the end of the administrative control.~~
- ~~2. The carriers of these bibs must be in possession of a valid FIM Trial Assistant's licence or FIM Trial World Championship or International FIM Trial licence. However, the registered carrier of an Industry bib can use in his own country a valid national Trial licence.~~
1. The carriers of these bibs must follow the same route as the rider unless a deviation is foreseen or authorised by the organiser.



2. The carriers of the bibs must wear leather knee-length boots, long trousers, a shirt with long sleeves and a helmet complying with the Technical rules appendix "Trial" whilst riding a motorcycle.
 3. The carriers of these bibs will ensure that the bib and the numbers (back and front) are fully visible during the entire Trial.
 4. The bib-carriers' motorcycles and their equipment must comply with the national legal requirements for road traffic of the country in which the vehicle is registered and with other rules specified in the Supplementary Regulations.
 5. The bib-carriers must present their motorcycle papers to the organiser if asked for them.
 6. The carriers of these bibs must obey the instructions of officials and observers.
- ...

PENALTIES

The penalties for the abuse of these **Team Manager** bibs are defined in Art. 052.9.3.2.

Reason: In accordance with proposal 16.18.

x	Accepted/Application date: 01.01.2010	Rejected	Withdrawn	Postponed
Comments:				

16.31 Increase in Overall Time Allowance (Art. 053.5.2.1, 054.5.2.1)

The CTR President proposed to add the following text at the end of the article:

The Jury may modify the sections without modifying the time allowance.

Reason: Clarification.

x	Accepted/Application date: 01.01.2010	Rejected	Withdrawn	Postponed
Comments:				

16.32 Entries (Art. 054.7.2)

The CTR President proposed to modify the article as follows:

Riders ~~may be required to~~ will sign an individual entry form...

Reason: Update.

x	Accepted/Application date: 01.01.2010	Rejected	Withdrawn	Postponed
Comments:				

16.33 Increase in Overall Time Allowances (Art. 055.5.2.1)

The Coordinator proposed to add this article to the Women's Trial des Nations regulations:

In cases where the weather conditions on the day of the event are considered particularly bad, the Jury may increase the Team time allowance by up to 20 minutes. In such a case all riders must be informed of this alteration before the start.

The Jury may modify the sections without modifying the time allowance.

Reason: Update.

x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							

16.34 Sanctions (Art. 7.5 of the FIM Standards for the FIM Trial World Championship, ...)

The CTR Bureau proposed to add the following sentence to the end of the article:

The Jury, in case of non compliance with the homologation report, may decide on a reduction of the registration fees for each assistant.

Reason: Update.

x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							

16.35 Glossary of the Indoor Trial regulations

The CTR President proposed to modify the following text:

Qualification: An optional preliminary round ~~that may~~ must be held to determine the 6 riders who will participate in the Trial.

Reason: Clarification.

x	Accepted/Application date: 01.11.2009		Rejected		Withdrawn		Postponed
Comments:							
The commission accepted this proposal with the following modification:							
Qualification: An optional preliminary round...							

16.36 Glossary of the Indoor Trial regulations

The CTR Bureau proposed to add the following text in the glossary:

TX1, TX2, TX3: Trial stages that permit the elimination of a certain number of riders

Reason: In accordance with the new format proposed.



x	Accepted/Application date: 01.11.2009		Rejected		Withdrawn		Postponed
Comments:							

16.37 Sections (Art. 056.4)

The CTR President proposed to modify the article as follows, in French only:

...à l'exception des ~~zones~~ sections aménagées avec un double tracé.

Reason: Vocabulary.

x	Accepted/Application date: 01.11.2009		Rejected		Withdrawn		Postponed
Comments:							

16.38 FIM standards for organisers (Art. 057.1.1)

The CTR President proposed to modify the article as follows:

1. Sections

1.1 The construction of all sections shall be fully completed at least ~~five~~ six hours prior...

5. Paddock

h)...

An annexed paddock may be installed close by in order to park the rider's second machine.

9. Identification of section observer

...He must wear a uniform (~~bib, cap, overalls, etc~~), **defined by the CTR** so that the riders...

Reason: Clarification.

x	Accepted/Application date: 01.11.2009		Rejected		Withdrawn		Postponed
Comments:							

16.39 Number of events (Art. 057.1.2)

The CTR President proposed to modify the article as follows:

The ~~total~~ number of events entered on the calendar is maximum 12. ~~Having more than two rounds in the same country is not allowed.~~

The events counting towards the FIM Indoor Trial World Championship must be staged from 1st ~~January~~ **November of the preceding year** to 15 days prior...



Reason: In order to have more dates available and following the request made by the overseas organisers.

x	Accepted/Application date: 01.11.2009		Rejected		Withdrawn		Postponed
Comments:							

16.40 Supplementary Regulations (Art. 057.1.3)

The CTR President proposed to delete the following text:

...approval by the FIM. ~~Two copies of the SR must also be sent to all federations having riders invited to participate in the event in question.~~ The SR will be published on the FIM website (www.fim-live.com).

Reason: Clarification.

x	Accepted/Application date: 01.11.2009		Rejected		Withdrawn		Postponed
Comments:							

16.41 Format (Art. 057.1.5)

The CTR President proposed to create a new article as follows:

The event includes a qualification and the Trial.

The format of the qualification is free for the organisers but must be mentioned in the supplementary regulations.

The following points must however be respected:

- 8 fixed riders selected at the beginning of the season by the CTR plus a maximum of two wild card riders
- Minimum 4 sections
- No simultaneous sections (one rider at a time)

After the qualification, 8 riders will be qualified for the Trial.

Trial:

TX1: by groups of two, the qualified riders will pass a double lane section. The four riders who won their group will be selected for the following step (TX2). The other riders will pass the last chance section one by one; the two riders having the best results will be selected for the following step.

TX2: One after the other and section after section, the six riders selected will pass three normal sections. The four riders with the best results will be selected to pass a double lane section.



TX3: One after the other and section after section, the four selected riders will pass four normal sections. At the end of the TX3, the addition of the points and penalties of TX2 and TX3 will determine the classification in accordance with the result with fewer points.

Reason: New format to make the Indoor Trial more attractive.

x	Accepted/Application date: 01.11.2009		Rejected		Withdrawn		Postponed
Comments:							

16.42 Officials who hold a FIM licence (Art. 057.2.1)

The CTR President proposed to modify the article as follows:

- CTR Stage Manager

Reason: Clarification.

x	Accepted/Application date: 01.11.2009		Rejected		Withdrawn		Postponed
Comments:							

16.43 Event (Art. 057.3)

The CTR President proposed to modify the article as follows:

The event ~~may~~ must consist of a qualification ~~in addition to~~ and the Trial.

Reason: Clarification.

x	Accepted/Application date: 01.11.2009		Rejected		Withdrawn		Postponed
Comments:							

16.44 Sections (Art. 057.4)

The CTR President proposed to modify the article as follows:

~~The number of sections for the qualification shall be stated in the Supplementary Regulations.~~

Number of sections:

Qualification: the number and type of sections must be mentioned in the supplementary regulations.

Trial:

- TX1 - One double lane section and one "last chance" section
- TX2 - Three normal sections and one double lane section
- TX3 - Four normal sections



A section (normal or double lane) may be passed both ways.

Reason: Clarification following the proposal of the new format.

<input checked="" type="checkbox"/>	Accepted/Application date: 01.11.2009	<input type="checkbox"/>	Rejected	<input type="checkbox"/>	Withdrawn	<input type="checkbox"/>	Postponed
Comments:							

16.45 Double lane section (Art. 057.4.2)

The CTR President proposed to delete the last sentence of the article:

~~For the Trial, the double lane section must be the first to be passed.~~

Reason: Clarification following the proposal of the new format.

<input checked="" type="checkbox"/>	Accepted/Application date: 01.11.2009	<input type="checkbox"/>	Rejected	<input type="checkbox"/>	Withdrawn	<input type="checkbox"/>	Postponed
Comments:							

16.46 Number of sections (Art. 057.4.4)

The CTR President proposed to modify the article as follows:

~~For The qualification, the number and must include at least four sections kind of sections are free.~~

The Trial must include at least 7 sections including one double lane section. The double lane section may be different for the TX1 and TX2.

Reason: Clarification following the proposal of the new format.

<input checked="" type="checkbox"/>	Accepted/Application date: 01.11.2009	<input type="checkbox"/>	Rejected	<input type="checkbox"/>	Withdrawn	<input type="checkbox"/>	Postponed
Comments:							

16.47 Time allowance and control (Art. 057.5)

The CTR President proposed to add the following paragraph at the end of the article:

To decide between the riders, the time will be registered at the following sections:

- TX1: last chance section
- TX2: last section
- TX3: last section

Reason: Clarification following the proposal of the new format.

<input checked="" type="checkbox"/>	Accepted/Application date: 01.11.2009	<input type="checkbox"/>	Rejected	<input type="checkbox"/>	Withdrawn	<input type="checkbox"/>	Postponed
Comments:							

16.48 Entries (Art. 057.8.2)

The CTR President proposed to modify the article as follows:

Entries must be open at least two months prior to the meeting. **To participate, all riders must obtain the authorisation from their FMN.**

The organiser may propose to the CTR one or ~~several~~ two wild card riders...

The number of riders participating in each Trial of the FIM Indoor Trial World Championship will be ~~6~~ 8.

The riders must be present the day before the event. However, the CTR can authorise a later arrival.

For the qualification, the riders will be selected ~~for the qualification~~ by the CTR as follows:

1) Fixed riders

- a) ~~Five fixed riders:~~ The first 3 classified riders from the previous year season's FIM Indoor Trial World Championship ~~plus the first 2 classified in the previous year's FIM Trial World Championship.~~
- b) The first 2 classified in the previous season's FIM Trial World Championship (outside of those mentioned above).
- c) The two best riders under 25 years old classified in the previous season's FIM Trial World Championship.
- d) The first rider of the previous season's FIM Trial Junior World Cup.
- e) If a selected rider declines the proposal to participate in the whole Championship, then ~~the next rider from the FIM Trial World Championship classification list will be invited~~ the CTR will choose his substitute.
- f) These ~~6~~ 8 fixed riders shall participate in all events. If a rider is injured, the substitute will be decided by the CTR.
- g) ~~The CTR will choose 1 additional fixed rider of maximum 25 years of age and representing an FMN or a make without or with a small representation in the Championship. This additional rider can be replaced by the CTR after the 3rd event.~~
- h) ~~Wild card riders invited by the organiser must figure in the final results of the FIM Trial World Championship of the preceding year, in the top 5 of the final classification of the FIM Junior Trial World Cup of the preceding year or in the top 3 of the FIM Youth Trial Cup 125cc of the preceding year.~~
- i) ~~All riders must obtain the authorisation of their FMN to participate.~~

2) Wild card riders

Wild card riders invited by the organiser must figure in the final results of the FIM Trial World Championship of the preceding season, in the top 5 of the final classification of the FIM Junior Trial World Cup of the preceding season or in the top 3 of the FIM Youth Trial Cup 125cc of the preceding season.

Reason: Clarification following the proposal of the new format.

x	Accepted/Application date: 01.11.2009		Rejected		Withdrawn		Postponed
Comments: The commission accepted this proposal with the following modification: c)...Trial World Championship (outside of those mentioned above).							

16.49 Qualification (Art. 057.8.3.1)

The CTR President proposed to modify the article as follows:

The fixed riders will be divided into two groups according to the overall classification in the FIM Indoor Trial World Championship ~~of the previous year~~ of the current season. For the first event, the riders not classified in the previous season will participate in a draw with the wild card riders.

The riders placed in the first ~~three~~ four positions will draw their start position by ballot and start last. The other ~~3~~ four fixed riders will draw their start position by ballot and start after the wild card riders and in front of the first ~~three~~ four riders.

Reason: Clarification following the proposal of the new format.

x	Accepted/Application date: 01.11.2009		Rejected		Withdrawn		Postponed
Comments:							

16.50 Trial (Art. 057.8.3.2)

The CTR President proposed to modify the article as follows:

a) TX1: The starting order for the first ~~3 normal~~ double lane sections will be established following the reverse order of in accordance with the classification of the qualification. ~~If there is no qualification, the starting order will be the reverse order of the current classification.~~ The pairs will be organised as follows: 1st versus 5th, 2nd versus 6th, 3rd versus 7th, 4th versus 8th.

b) TX1: For the last chance section (4 riders), the starting order will be the reverse order of the qualification.

c) TX2: The starting order for the following 3 normal sections will be established in accordance with the reverse order of the qualification for the riders concerned; for the riders qualified from the last chance section, the rider with the worst time will start first.

d) TX2: The riders with the fewer points will be selected to pass the double lane section. The starting order of the double lane section will be decided by the provisional classification of the Trial with pairs organised as follows: 4th versus 3rd and 2nd versus 1st.

e) TX3: The starting order of the last sections will be established in accordance with the reverse order of the provisional classification of the Trial.



~~b) The starting order for the last 3 sections will be established following the reverse order of the current classification of the Trial. In case of a tie, the riders involved will start in the same relative order as for the first 3 sections.~~

~~c) Starting order for the double lane section(s):~~

~~Qualification: The starting order will be mentioned in the Supplementary Regulations.~~

~~Trial: According to the starting order of the Trial, the riders will attempt the section as follows: 6th against 5th, 4th against 3rd, 2nd against 1st.~~

~~If the number of qualified riders for the Trial is uneven (5), the last rider in the classification will not ride the double lane section and will receive one point in this section.~~

Reason: Clarification following the proposal of the new format.

x	Accepted/Application date: 01.11.2009		Rejected		Withdrawn		Postponed
Comments:							

16.51 Qualified riders (Art. 057.8.3.3)

The CTR President proposed to modify the article as follows:

All the riders will participate in the qualification. The ~~six~~ **eight** best riders of the...

Reason: Clarification following the proposal of the new format.

x	Accepted/Application date: 01.11.2009		Rejected		Withdrawn		Postponed
Comments:							

16.52 Rider's ~~bib~~ clothing (Art. 057.8.4)

The CTR President proposed to modify the article as follows:

~~Each rider must wear a bib provided by the CTR, showing his name.~~

~~The bib may carry the name of the title sponsor of the Championship and the name of one or several sponsors of the event. The names of these sponsors displayed on the bib will be mentioned in the Supplementary Regulations.~~

~~During the event, the riders must wear the bib provided.~~

A rider, whose sponsor is in competition with the sponsor of the event and/or the title sponsor of the Championship, is assured of being able to display the name/logo of his sponsor elsewhere than on the bib provided.

~~However, the riders will be free not to wear the bib given by the organiser or by the promoter in the following circumstances:~~



- ~~— Presentation of the riders~~
- ~~— Prize Giving Ceremony~~
- ~~— Press conference, interviews and all other promotional operations~~

Each rider will have to provide on the front of his suit a space in which will be permanently printed the name or logo of the championship title-sponsor, approved by the FIM. There will also be a space on the front of the suit that will enable the organiser's sponsor for each event to place his name or logo mentioned in the supplementary regulations.

Each rider will have to permanently print his name on the front and back of his suit.

Compulsory characteristics of these prints:

- Surface reserved for the local sponsor: to be defined
- Surface reserved for the printing of the name and/or logo of the championship sponsor: to be defined
- Dimensions and colours of the letters for the name of the rider: to be defined

If a rider does not comply with the above conditions, he will have to accept any solution proposed by the CTR or local organiser.

The violation of this article may, on the proposal of the Clerk of the Course, lead to the loss of any financial award.

Reason: Following a request made by the industry to no longer have bibs in Indoor Trial.

x	Accepted/Application date: 01.11.2009	Rejected	Withdrawn	Postponed
<p>Comments:</p> <p>The commission accepted this proposal with the following modifications:</p> <p>Each rider will have to provide on the front of his suit a space in which will be permanently printed the name or logo of the championship title-sponsor, approved by the FIM. There will also be a space on the front of the suit that will enable the organiser's sponsor for each event to place his name or logo mentioned in the supplementary regulations.</p> <p>Each rider will have to permanently print his name on the front and back of his suit.</p> <p>Compulsory characteristics of these prints:</p> <ul style="list-style-type: none"> — Surface reserved for the local sponsor: to be defined — Surface reserved for the printing of the name and/or logo of the championship sponsor: to be defined — Dimensions and colours of the letters for the name of the rider: to be defined <p>The characteristics of the clothes worn by the riders during the event and the places reserved for the FIM (logos and sponsors) on these clothes are defined each year by the CTR and communicated to the riders.</p> <p>If a rider does not comply with the above conditions, he will have to accept any solution proposed by the CTR or local organiser.</p> <p>The violation of this article may, on the proposal of the Clerk of the Course, lead to the loss of any financial award.</p>				

16.53 Registered assistants (Art. 057.8.5)

The CTR President proposed to modify the article as follows:



... to help their rider. They must ~~also wear the bib provided by the CTR~~ wear clothing that resembles the clothing of the rider they are assisting.

Reason: Following a request made by the industry to no longer have bibs in Indoor Trial.

x	Accepted/Application date: 01.11.2009		Rejected		Withdrawn		Postponed
Comments:							

16.54 Results and classifications (Art. 057.12)

The CTR President proposed to modify the article as follows:

The ~~6~~ 8 riders with the lowest scores will be qualified for the Trial.

The results will be decided on the total points lost during the Trial (TX2 and TX3); the...

Reason: Clarification following the proposal of the new format.

x	Accepted/Application date: 01.11.2009		Rejected		Withdrawn		Postponed
Comments:							

16.55 Classifications (Art. 057.12.1)

The CTR President proposed to modify the article as follows:

...their results on the following scale:

- ~~8 points~~ - 1st
- ~~6 points~~ - 2nd
- ~~5 points~~ - 3rd
- ~~4 points~~ - 4th
- ~~3 points~~ - 5th
- ~~2 points~~ - 6th

- 20 points - 1st
- 15 points - 2nd
- 12 points - 3rd
- 9 points - 4th
- 6 points - 5th
- 5 points - 6th
- 4 points - 7th
- 3 points - 8th

Reason: Clarification following the proposal of the new format.

x	Accepted/Application date: 01.11.2009		Rejected		Withdrawn		Postponed
Comments:							

16.56 Trial (Art. 057.14.2)

The CTR President proposed to add the following text before the 1st paragraph:

Tie in TX1: last chance section: the time realised to pass the last section will be taken into account.

Tie in TX2 for the eliminatory places: the time realised to pass the last section will be taken into account.

If a tie is...

Reason: Clarification following the proposal of the new format.

x	Accepted/Application date: 01.11.2009		Rejected		Withdrawn		Postponed
Comments:							

16.57 Awards and financial conditions for each event (Art. 057.15.2)

The CTR President proposed to add the following text to the article:

They will be fixed each year and communicated to the riders and organisers.

Reason: Clarification.

x	Accepted/Application date: 01.11.2009		Rejected		Withdrawn		Postponed
Comments:							

16.58 Financial conditions for the riders (Art. 057.15.2.2)

The CTR President proposed to delete the following text from the article:

~~For each event, each fixed rider competing shall receive a financial award according to the following table:~~

	For the FIM Indoor or Outdoor Trial World Championship Maximum amount not cumulative with another championship
Winner	Euros 4.500
2 nd	Euros 3.500
3 rd	Euros 2.700
4 th	Euros 2.200
5 th or lower	Euros 1.600
6 th or lower	Euros 1.500

~~The riders participating in the Trial will receive a financial award according to the following table:~~

	In accordance with the classification of the Trial
Winner	Euros 3.100
2 nd	Euros 2.300
3 rd	Euros 2.000
4 th	Euros 1.500
5 th	Euros 1.100
6 th	Euros 1.000

Reason: The financial conditions for the riders should not feature in a sporting regulation.

x	Accepted/Application date: 01.11.2009		Rejected		Withdrawn		Postponed
Comments:							

17. Urgent proposals from the CTR Bureau and the Working Groups

The fixed riders for the 2010 SPEA FIM Indoor Trial World Championship will be the following:

- Toni Bou (Spain)
- Adam Raga (Spain)
- Takahisa Fujinami (Japan)
- Albert Cabestany (Spain)
- Jeroni Fajardo (Spain)
- James Dabill (Great Britain)
- Loris Gubian (France)
- Alexz Wigg (Great Britain)

18. Postponed proposals

No proposal.

19. Other proposals received

19.1 Equipment and protective clothing (Art. 01.65)

Mr Pahud proposed to modify the article in the Trial technical regulations as follows:

During practise and competition, the riders, assistants and passengers must wear protective clothing of cloth ~~or leather~~ and ~~knee length~~ boots. Wearing gloves is ~~optional~~ compulsory.

Reason: Clarification.

x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							
The CTI accepted this proposal.							

19.2 Starting order (Art. 053.7.7)

The CTR proposed to modify the article as follows:

The starting order shall be established as follows:

~~The International Trophy teams shall start first and shall select their position by ballot in groups of 4 teams formed according to the inverse order of their position in the preceding year's International Trophy classification.~~

~~The World Championship teams shall start last and shall select their position by ballot in groups of 3 teams formed according to the inverse order of their position in the preceding year's World Championship classification.~~

For each category, the teams will start in the inverse order of the preceding year's classification.

The non-classified teams from the preceding year will start first after a possible ballot.

Reason: Clarification.

x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							

19.3 Ties (Art. 053.13 & 055.13)

The CTR proposed to modify the 2nd paragraph of the article as follows:

...be deemed the winner. The time of the team will be the addition of the time of the rider's team who arrived first and of the rider who arrived last.

Reason: To define the decision between ties.

x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							

19.4 Starting order (Art. 055.7.7)

The CTR proposed to modify the article as follows:

~~For the Trial each team shall start together and shall select their starting position by ballot in groups of three teams formed according to the inverse order of their position in the preceding year's FIM Women's Trial des Nations.~~

The teams will start in the inverse order of the preceding year's classification.

The non-classified teams from the preceding year will start first after a possible ballot.

Reason: Clarification.



x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							

19.5 Trial (Art. 057.14.2)

The CTR President proposed to add the following text to the article:

If riders involved in a tie in TX2 or TX3 fail the last section of the relevant TX, then the time taken to pass the last section of the preceding TX will be used to resolve the tie. If for any reason this procedure does not resolve the tie, the classification of the preceding TX will be used.

Reason: Clarification.

x	Accepted/Application date: 01.01.2010		Rejected		Withdrawn		Postponed
Comments:							

20. Future calendars

Trial des Nations FIM

In 2011, the event will take place in Fort William, Great Britain, on 18 September.

In 2012, the event will take place in Moutier, Switzerland, on 30 September

For the following years, the FMNs concerned must send the candidatures of La Châtre, France, for 2013 and of Monza, Italy, for 2015.

21. Projects

Study of a new type of classification for the FIM Trial des Nations.

Possibility given to an assistant during the FIM Trial des Nations to ensure the security of any rider of his team.

Obligation of a circuit breaker attached to the rider.

22. Questions from the Secretariat

The CTR Coordinator informed the persons present that all financial amounts in the FIM regulations and codes will now be mentioned in Euros and no longer in American dollars. The Commission gave a mandate to the Coordinator to adapt the amounts in the regulations and official documents in accordance with the rate decided by the FIM.



23. Miscellaneous

Election of a CTR Vice-President

On Sunday 25 October in the presence of the FIM Deputy President, Mr Mougin, the commission elected Mr Jacques Grenson as CTR Vice-President.

The commission gave a mandate to the CTR President as well as to the CTR Coordinator to harmonise all articles in relation to the proposals approved in these minutes.

24. Closing of the meeting

Mr Crumière ended the meeting by warmly thanking the two interpreters, Mrs Moldauer and Mrs Beileveld, as well as all persons present for their work and involvement for the Trial.

APPENDIX A

During the 2009 FIM Biennial Session, the plan hereunder was confirmed on Saturday 24 October by the CTR. The main outlines of this plan were presented to the Management Council on 25 October.

The principle of this plan is to show an awareness of the dangers and threats on which the CTR can have a positive action that can be accepted and encouraged by the Trial world.

This plan has to be set in motion immediately, even if all the actions cannot be launched at the same time. It presents no or very little financial impact and requires only work and passion.

This plan will integrate with no difficulty into the strategic plan of the CTR because a great deal of the topics mentioned hereunder was identified during the SWOT analysis and the others can easily be added.

This plan is composed of 5 action fields, all of them having one part FIM, one part National Federations, press and industry.

The action fields:

1. Bringing Trial to the forefront
2. Extending the range of riders
3. Training areas
4. Trial elitism
5. Fixing the calendars

Bringing Trial to the forefront

FIM actions	Notes
<ul style="list-style-type: none"> This approach is political and has already been engaged by the president of the FIM who attended several competitions with his staff, and also took part in some meetings. The FIM Management Council has been informed of the necessity to take some measures since June 2009. 	
Developing the presence of Trial on TV (very important role of the marketing department which continues to launch actions in order to increase the audience).	
Perpetuating the action of the professionals under contract by providing them with communication missions during the events.	
Communication methods need to be further developed particularly through the website and other similar means to increase the number and frequency.	
Press releases and information addressed to the press specialists and among the federations - Origin: CTR, communication department, CTR press agency which should act beyond the championship.	
Collaborating with other recreational organisations such as Ramblers association and other countryside users.	
Once a year organisation by the FIM of an international Trial schools gathering together event.	
<h2>Actions with and within the National Federations</h2>	
Necessity to become aware of the global difficulties encountered by Trial, basing our judgement on objective, and not emotional, data.	
Improving the hierarchical position of Trial in the sporting priorities, the current situation being rather unsatisfactory.	
Mail to the federations to explain the details of this action plan.	
Proposing some avenues of work.	
Making a list of the informed people among the federations (commission members, instructors and federal staff in charge).	
Sharing with the pro active FMNs ideas and actions on the spot.	
Giving information in order to improve the presence of Trial on the websites and federal magazines.	
Presence of the FMNs on the spot of the big events (communication actions).	
Collaboration with the FMNs when they are present at the important motorbike shows: Communication tools provided by the FIM, actions of the Trial representatives among the FMNs.	

Press and Media

Making a list of the journalists dealing with Trial in the different medias.

Study with these journalists, the difficulties for communicating Trial in general and national or international competitions.

Expand communication about Trial with the aforementioned people and study the necessary means associated.

Action towards industry

Encourage collaboration between the organiser and importer or local dealer to display machines, arrange test sessions and any other activities to promote Trial at any motorcycle event.

Creating on their behalf sporting and commercial communication events with the help of their importer, dealer, and possibly clubs.

Remind people of the proposals of the communication platform launched by the marketing department.

Extending the range of riders

FIM action

The decrease in the entrants' range is a global problem of Trial where the FMN actions and those of their local representations are essential.

The weakness of the motorbike market is essentially due to the weakness of the demand because the riders do not have enough space where they can practise legally.

Actions with and within the National Federations

The CTR cannot intervene in the duty of the federations, but collaboration can be developed around some axis.

Making an analysis of the successful initiatives already taken by each federation and forwarding them for information and harmonization of the main ideas.

Objective study of the statistics following common criteria for each field.

Professional training of the sporting instructors in Trial (existence, statistics, educational system of reference, official labels, etc.).

Actions which can have been undertaken by sport organisms which are not affiliated to their national federation.

Can any possible bridges or common actions be envisaged without frictions and give way to a real collaboration instead of vain quarrels?

Inciting the federations to favour the initiatives proposing alternatives or variants to the basic rules of Trials as they are described in the FIM rules (for example: classic event, urban Trial, speed Trial, open free, etc...). These variants are very attractive and well covered by the press.

Favouring the competitions or sporting events outside the championship with more flexible regulations and schedules.
Inciting the section designers to create dynamic and fluid lines.
Working with the local sporting authorities on non-sporting events or competitions outside the championship.
Developing and support federally the training camps whether federal or private.
Inciting the federations to organise gathering camps for all levels.
Importance of the young and female categories: is there a sufficient leisure offer outside competition?
Action towards the Industry
Necessity to present less sophisticated basic bikes.
Proposing not so specialised but really road legal bikes.
Proposing a wider range of smaller capacity bikes in spite of the weakness of the market.
Necessity of the industry (brands, importers or dealers) to take part in the activities dedicated to a larger audience (motor shows, open-door events, popular events - possibility of tests) and to be present at the different events.
Objective study of the statistics following common criteria for each field.
Presence of the industry at the great classic events (support to the riders, presentations of the motorbikes).
<h1>Training areas (problem N° 1)</h1>
FIM action
Targeting and defining the research of these areas where Trial can be practised outside the competitions registered in a calendar.
Drawing up indispensable basic criteria for the areas.
Defining a chart for these areas along with an international label.
Defining a good practise chart for use while considering the environmental constraints defined in the Environmental Code and adapted to the particular national situation.
Communicating on the action of company census (federations, industry, medias, FIM communication media).
Coordinating the preceding actions (updating, circulation of documents, website...).

Actions towards the National Federations

- The research can only be made at the national level and should be the responsibility of the FMNs.
- Making an exhaustive census of the training areas which are available to the riders (clubs, Trial schools, motorbike dealers, private associations, etc.)
- Asking for research outside the federal environment to be made (private or municipal areas, commercial societies)
- Having in each FMN a correspondent who is well-informed about this topic and has a judicial knowledge or an experience in the rules to which a Trial motorbike must be submitted.
- Making a standard file about the legal obligations concerning these grounds.
- Encouraging and helping with the files asking for creation of areas respectful of the environment
- Establishing a dialogue or some contacts with the environmental protection circle or its legislators.

Press and media

- Relaying and taking part in the census action.
- The press being generally well-informed, working with them will help to complete and increase the lists or contacts.
- Later on, distributing the lists by country which could require a special page in the magazines or websites.

Action towards the industry

- Collaborating in the chart about the training areas.
- Including in the census the sites used by the industry and making some research too.
- Helping the importers or dealers who have some training areas at their disposal.
- Indispensable synergy between the dealers of each country to collaborate in the annual edition of informational documents and their distribution to the shops.

Trial Elitism (to be reduced)

FIM action

Strengthen and support the action of the CTRS and of the section designers in the clubs organising the World Championship.

Make the organisers understand that some very difficult sections will help to differentiate and choose between the top riders but that the other riders need mostly feasible sections. There are some legal articles about that matter but they are not easy to follow and respect.

Look for other legal aid measures beyond what has been proposed for 2010.

It is important not to feel guilty about indoor Trial that must remain a great show. On the contrary Trial indoor should be used as a means to present Trial in a more entertaining way (Video projections, information in the programmes).

Action towards the National Federations

Have that will to decrease the level of sections in all categories applied and controlled.

Support the efforts advised by the FIM aiming at making Trial fairer (between the professional riders and the others) during the professional training of the observers.

Favour the mass events.

Action towards the industry

Have it show more solidarity towards this concept.

Respect the established rules to fight against that aspect of Trial.

Fixing the calendars (step to be improved)

FIM action

Collaborate with the UEM in order to better synchronise and harmonize the calendars. Organising (as far as it is possible) some joint events for all the categories of championship in order to reduce travelling.

Encourage the continental unions in their research of dates for competitions open to the young rider's.

Fix the calendars in the distance in order to have time to correct them if needed.

Organise more than one event in the countries which have the ability to do so.

Have only two consecutive events a month.

Favour the existing market and test some new possibilities in the distance: towards the emerging countries.

Organise the world championships in places that will remain open after the event.

Actions towards National Federations

The National Federations create the European and world calendar themselves they should therefore be very proactive in the selection of the organisers.

Favour the presentation of the candidacies in places that will remain open for Trial training after the event.

Favour the events where the public can follow the riders on a close track dedicated to the motorbikes of the public. Advise the organisers to have a look at what is done in the neighbouring countries.

For the championships, favour the places where the public can easily get to the sections.

Action towards the industry

Accept an increase in the amount of World Championship events if the geographical situation allows it.

In some countries the importers are very powerful and can greatly help to organise events.

APPENDIX B

Trial SWOT Analysis

Answers from the CTR members made during the 2009 FIM Biennial Session:

Riding too elitist	Weaknesses	8 votes
Complex for the observers and the public	Weaknesses	7 votes
Motorcycles are produced for competition and are not road legal	Threats	7 votes
Lack of practice areas	Threats	7 votes
Volunteers delivering professional events	Strengths	6 votes
Work with the education system	Opportunities	6 votes
Environmental laws	Threats	6 votes
Lack of communication between the parties involved	Weaknesses	5 votes
Lack of practice area policy	Weaknesses	5 votes
Stopping of the production of the small capacity motorcycles	Threats	5 votes
FIM communication platforms	Strengths	4 votes
Niche market	Threats	4 votes
Easy to apply renewable energies	Strengths	3 votes
Sport for all ages	Strengths	3 votes
Integrate the FIM strategic plan	Opportunities	3 votes
Unisex sport	Strengths	2 votes
Values of Trial	Strengths	2 votes
Partnership with other sport events	Opportunities	2 votes
Extend Trial to new countries	Opportunities	2 votes
Lack of business plan from people involved in Trial	Threats	2 votes
No need of circuit	Strengths	1 vote
Exclusive bike	Weaknesses	1 vote
Difficult access for the public	Weaknesses	1 vote
Difficult to achieve media coverage (Outdoor)	Weaknesses	1 vote
Riders of different abilities require different sections	Weaknesses	1 vote
No media coverage from non-specialised media	Threats	1 vote
Interesting and spectacular sport even for people who don't know Trial	Strengths	-

Completely different from the other motorcycle disciplines	Strengths	-
Contact with the nature	Strengths	-
Cool and fun sport	Strengths	-
Less expensive motorcycling sport	Strengths	-
Great variety of competition	Strengths	-
Lack of environmental policy	Weaknesses	-
Not enough categories	Weaknesses	-
Passivity in the Trial promotion in new countries	Weaknesses	-
Partnership with environmental stakeholders	Opportunities	-
Work with manufacturers	Opportunities	-
Take advantage of the crisis	Opportunities	-
Answer to the request for alternative energies	Opportunities	-
Actions of environmental stakeholders against Trial	Threats	-
Agricultural policy restricting the access for Trial	Threats	-
Price of the Trial bikes	Threats	-
Economic crisis	Threats	-
Manufacturers are not concerned with Trial	Threats	-
Too demanding a sport for young people	Threats	-