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1. Title Jurisdiction

- 1.1. The DSBK Superbike Racing March 2026 round is organized and promoted by DSBK Racing LLC, while being administered by Dubai Autodrome Motor Sports Club (DAMC) in accordance with the requirements of the (EMSO) Emirates MotorSports Organization and the EMSO National Sporting Code and incorporating the provisions of the International Sporting Regulations of the FIM. These regulations and further bulletins or event supplementary regulations will be issued officially by DSBK Racing.
- 1.2. The contact details for any further information, queries or to register an interest in competing in the race series are as follows:
Email: Race-manager@dsbk.ae Mobile: +97156-5482623

2. Competitor Eligibility

- 2.1. A motorcycle competition license (Grade A or Grade B) will entitle the holder to enter the motorcycle on which he/she will personally take part in the event.
EMSO license holders: EMSO moto national circuit racing license grade A or grade B corresponding the class. Foreign competitors, members of the FIM affiliated FMN: FIM circuit racing NMFP one event license, FIM circuit racing NMFP annual license or any other FIM circuit racing annual license, valid for NMFP events (code 191).
- 2.2. Any other organization, company, sponsor or person must obtain an entrant's (team) license by making separate application to EMSO. The entrant is the legal entity who is responsible for all acts and/or omissions of the competitor/and any person connected with the entry. A competitor must ensure that any entrant is aware of this. Only one entrant's license maybe used in connection with an entry. Competitors who intend to use this license internationally must advise EMSO at the time of application.
- 2.3. Entrant's/competitors must surrender an appropriate national motorcycle competition license for verification at signing on for each event.
- 2.4. Those holding national circuit racing motorcycle competition licenses issued by EMSO may only compete in events sanctioned by EMSO, or in the case of events outside the UAE, those under the jurisdiction of another FIM affiliated federation by which EMSO will issue a start permission for the competitor to take part in the particular event, or appropriate FIM license.
Please keep in mind that all licenses issued throughout the year will expire on 31 December each year. EMSO do not issue temporary/single event/one day licenses.

- 2.5 All license applications (UAE Nationals and residence only) must be submitted online (www.emso.ae) and contains the following:
- Completed and signed application form
 - Passport style photo
 - Valid passport copy
 - Valid UAE residence visa copy (if not UAE National)
 - If under the age of 18 years, confirmation letter from parent will be required please attach parent's passport copy
 - Medical certificate (only for international license, details supplied in relevant application form)
 - If applying for a competition license for the first time, the appropriate introductory training assessment through DSBK Racing will be required
- 2.6. It is the competitor's responsibility to ensure that their motorcycle(s) comply with the conditions of eligibility and safety at all times during qualifying and racing.

3. Registration

- 3.1. All eligible competitors must register in advance of participating in the event by returning a fully completed registration form to DSBK Racing administration secretary (Race-manager@dsbk.ae) along with any documents required under the regulations. Any change of competitor name or motorcycle will require completing an additional form. An entry will only be deemed complete once all the correct information has been submitted, payment completed and accepted by the organizer.
- 3.2. To be eligible to register, competitors must be in possession of a valid motorcycle competition license as defined in article 2.1 with minimum of a National Grade A, issued by EMSO or an equivalent license issued by an ASN/FMN with the correct start permission (NB: start permission to be acquired from license issuer for non-UAE license holders and is to be requested by the rider along with the Supplementary Regulations).
- 3.3. Competition numbers will be the permanent number allocated to the competitor for the season, relevant to their class. Although a preference can be requested, the allocation of these numbers will be at the absolute discretion of the organizer and reserved based on first serve basis when completing the necessary season registration and relevant payment.
- 3.4. The organizer reserves the right to refuse registrations or impose any conditions upon registration at their absolute discretion.

4. Race Series Events

- 4.1. The Race will be made up by 1 individual round and each round comprising of 2 races on the day. No Points will be awarded as it is not an championship Race round.
- 4.2. All competitors will be responsible for submitting the relevant entry form for and comply with the supplementary regulations issued by the organizers.
- 4.3. The organizers reserve the right to amend the calendar should circumstance dictate. In such circumstances all registered competitors will be notified by the issue of an official bulletin.

5. Awards

- 5.1. All awards will be provided by the organizer.
- 5.2. For each race day, trophies 1st, 2nd and 3rd will be issued.
- 5.3. In order to provide a full podium of 1st, 2nd & 3rd prizes, there should be required to have minimum entry of 6 riders. If the above condition is not met, only a 1st place position will be awarded.
- 5.4. Presentations: all winners will be presented with their trophies immediately after each race of the day unless otherwise instructed by the officials. Attendance is mandatory for award winning competitors.
- 5.5. Podium: all winners are requested to be on the podium and need to wear the provided sponsor caps ONLY, their full racing suit, with the exception of helmets and gloves or any other devices.
- 5.6. Title to all awards: in the event of any results being revised after any provisional presentations and such revisions affecting the distribution of awards, the competitors concerned are required to return such awards in good condition to the organizers within 7 days of being requested to.

6. Race Entry Procedures

- 6.1. Supplementary regulations and entry forms will be distributed by the race organizer via given mail to 1 address assigned by each rider. The organizer will not be responsible for sending mails to additional rider team members.
- 6.2. Competitors/ riders are responsible for submitting completed season registration forms with the appropriate entry fees prior to the entry closing date.
- 6.3. Each specific practice day and race day for each race weekend can be confirmed by making the relevant payment via the DSBK Racing online calendar (www.dsbk.ae).
- 6.4. All correct and complete entries will be acknowledge advising the competitors of their acceptance.
- 6.5. There will be no refunds if competitors withdraw less than 5 days prior to any race meeting.
- 6.6. Late entries will be accepted at the discretion of the organizer at an additional cost of 500 AED. Those entries received 5 days and less before the race meeting shall be considered late.



7. Briefings

- 7.1 All Briefings are mandatory. Organizers will notify competitors of the times and locations for all briefings in the supplementary regulations for all meetings.
- 7.2. Competitors who did not or missed to attend briefings will be referred to the Stewards who will at their own discretion be able to impose a penalty of up to AED 500. An additional briefing may be given at the race directors discretion, may be allowed to start the race. Briefing at a suitable time nominated by the Stewards.
- 7.3. Please ensure that you sign the “Briefing Attendance Register” before leaving the briefing room as proof of your attendance.

8. Practice and Qualification

- 8.1. Should any practice session be disrupted, the clerk of the course shall not be obliged to resume the session or re-run sessions (depending on time limitations of the event schedule).
- 8.2. Should the need arise to stop a practice session, red lights will be switched on at the start line and around the circuit and red flags will be displayed at marshals' signaling posts around the circuit. This is the signal for all competitors to ease racing speeds, to slow to a safe and reasonable pace and to return to the pits or be prepared to stop.
- 8.3. Every competitor must complete in qualifying session a minimum of 3 laps on the motorcycle to qualify in Race. The clerk of the Course/Stewards of the meeting shall have the right to exclude any competitor whose qualifying times or racing conduct are considered unsatisfactory or unsafe.
- 8.4. The grid for the first race will be formed by times set during qualifying practice.
- 8.5. Unless otherwise advised by an official bulletin, the grid for the second race will be formed by the finishing order in the first race. Non-finishers will be positioned behind all finishers, in reverse order of retirement,
- 8.6. Following the checkered flag/finish flag all competitors must maintain racing speed for further 250 meters past the finish line (Dubai Autodrome-marshals post 2) and then reduce speed gradually.
- 8.7. Competitors must keep to the racing line they are on and not move/veer across the track (i.e to the pit wall).
- 8.8. The clerk of the course/stewards shall have the right to penalize up to exclusion any rider whose riding is considered to be unsatisfactory or unsafe.

9. Minimum Race Length

The standard scheduled race duration shall normally be approximately 18 minutes to 22 minutes but may be reduced at the discretion of the clerk of the course.

10. Starts

- 10.1. All race start countdowns are to have a minimum elapsed period of 3 minutes from the time that all motorcycles are released from pit lane until forming up on the grid to the start of the green flag lap(s), in the formation as according to the qualification/first race stipulated positions.
- 10.2. All races will have standing start unless specified otherwise in the supplementary regulations. The minimum countdown procedures/audible warnings sequence shall be"
 - 1 minute to start of green flag/pace lap – start engines/clear grid
 - 30 seconds – visible and audible warnings for the start of green flag/pace lap
- 10.3. The use of tyre warmers on the grid is permitted but they must not be powered(no electricity allowed). Team members, umbrella girls and technician are allowed in the grid before the race starts. If there is a problem, the rider is encouraged to signal this to the marshals at the start line.
- 10.4. Any motorcycles removed from the grid after the 1-minute stage or ridden into the pits on the green flag lap shall be held in the pit lane. They may start the race after the last motorcycle to take the start from the grid has passed the pit lane exit.
- 10.5. Any competitors unable to start the green flag/pace lap will be required to indicate their situation and/or any competitors unable to maintain grid positions on the green flag lap, to the extent that all other motorcycles are ahead of them (except those in the same predicament), may complete the green flag lap but must remain at the rear of the last row of the grid but ahead of any motorcycles to be started from the pit lane or from a time delay.
- 10.6. Excessive weaving, using more than 50% of the track width and falling back in order to accelerate and practice starts, is strictly prohibited.
- 10.7. Standing start, after the green flag lap has been completed and the motorcycles have returned to their grid positions, and the starter is satisfied that the motorcycles are ready, a 5 second board will be shown to indicate that the start lights are imminent. Five seconds after this board is withdrawn the red lights will come on and between two and seven seconds later the red lights will be extinguished to signal the start of the race. In event of any starting lights failure, the “starter” will revert to using the National flag. There will not be green light start.

10.8. Riders who fall from their motorcycle are NOT TO CONTINUE in the practice/qualifying/race. Once they return to the paddock area, it is mandatory to first report to the medical center. Once passed fit by a medical officer and the motorcycle re-inspected and cleared by the scrutineers, then the competitor may continue in the remaining sessions/race.

Any infringement of this rule will result with the rider being disqualified from the remainder of the practice, qualifying session or race.

11. Race Stop Procedures

11.1. Should the need arise to stop any race, red lights will be switched on at the start line and red flags will be displayed at the start line and at all marshal signaling posts around the circuit. This is the signal for all riders to cease circulating at racing speeds, to slow to a safe and reasonable pace and return to their respective pit garage / parc ferme will be advised by clerk of the course

11.2. If the rider has returned to their designated pit garage, they will be allowed & not allowed things :

- Put tyre warmers & paddock stands on : Allowed
- Adjust air pressures : Allowed
- Adjust suspension settings : Allowed
- Tyre Change : Not Allowed
- Adjust fuel levels : Not Allowed

Case A – Less than two laps completed by the race leader

The race will be null and void. Non-runners at the time of stopping can restart from the pit lane, as long as they are cleared by medical and/or scrutineering team. The clerk of the course may order that the duration of the second part or re-run of the race shall be of a shorter distance than originally scheduled. At the time of restart as stipulated by the clerk of the course, riders must exit onto the track via pit lane in the correct direction and the out lap will be regarded as the warm up lap. Once riders reach the start/finish line, they will restart from the original grid positions. Gaps on the grid should not be closed up.

Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance

The race will restart from a grid set out by the finishing order of part one. The result of the race will be finishing order of part two. The length of the restarted race will be determined by the clerk of the course. Only motorcycles which are under their own power at the showing of the red flag will be classified to restart the second part of the race.

At the time of restart as stipulated by the clerk of the course, riders must exit onto the track via pit lane in the correct direction and the out lap will be regarded as the warm up lap. Once riders reach the start/finish line, their starting position will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the red flag.

Case C – More than 75% of race completed

Any race stopped after the leader has completed 75% of its duration may be considered to have been completed, unless the clerk of the course, in consultation with the stewards of the meeting, deems it appropriate to restart the race. If not restarted, the result will be based on the order of riders crossing the finish line at one lap less than at the time of the first showing of the red flag. Only motorcycles which are under their own power at the showing of the red flag will be classified.

In general, no work may be carried out on the grid unless on the grounds of safety and with the approval of the clerk of the course.

- 11.3. All motorcycles reported to have been involved in contact incidents during a race or practice must be presented to the scrutineer before continuing in the race or practice sessions.

12. Timing Modules

- 12.1. Timing transponders: It is the responsibility of the competitor to ensure that they are fitted correctly and functioning during the event and returned at the end of the event. Please keep in mind that your race license will be retained until the transponder is returned to DAMC.
- 12.2. Competitors will be charged by DAMC for repair or replacement of the transponder(s) due to accident damage, misuse or loss at any time during the season.
- 12.3. Competitors must not place electronic timing equipment within 12 yards of the official start/finish or any other timing lines at any event or race series test session/day. Any such team equipment placed within these zones will be removed.
- 12.4. All competitors having preinstalled or permanent transponders fitted on their motorcycles, must inform the organisers and register the transponders with the timekeepers.

13. Pit and Pit Lane Safety

- 13.1. Entrants must comply with circuit management and DAMC safety regulations at all times.
- 13.2. The outer lanes are to be kept unobstructed within pit lane to allow the safe passage of vehicles/motorcycles at all times. A speed limit, normally 60kph (36mph) unless otherwise advised by DAMC, will be applied in the pit lane and must be respected at all times by all competing motorcycles. Speeds will be monitored and anyone found to be exceeding the speed limit may be subject to penalty.

14. Refueling

- 14.1. This is only allowed in the fuel station or the pit garages. It is not envisaged that motorcycles will be refueled during practice sessions or races. Competitors/mechanics need to ensure that a person should be there holding the fire extinguisher close to the motorcycle (within 2m) while the motorcycle is being refueled (deemed as refueling once the tank cap or fuel container cap has been opened).
- 14.2. The fire extinguisher to be used will be those provided by the Dubai Autodrome. Please pay attention that it's not a used one and that the one-time seal has not been broken.

15. Race Finishes

- 15.1. Safely slow down while maintaining a steady pace, remain behind any competitors ahead, return to the pit lane without any “showboating” and follow the instructions of officials.
- 15.2. Helmets should be worn at all times while on the circuit, until such time as the motorcycle is stationary in the pit lane/ Parc Ferme.
- 15.3. When classified finishers are requested to proceed to Parc Ferme, the motorcycles will need to remain there until the scrutineers are complete. Failure to do so will result in a fine of AED 1,000 and additional penalties

16. Results

All practice time sheets, grids and race results are deemed to be provisional until all motorcycles are released by the scrutineers after post practice/race scrutineering or the completion of technical procedures.



17. Infringements of technical regulations and the sporting regulations

Infringements	During Qualifying	During Race
A - Excess speed in pit lane	3 sec penalty added to qualifying result	1 sec penalty added to race time
B – Overtaking under yellow flag	Grid penalty	1 sec penalty added to race time
D – False Start –		3 sec penalty added to race time
E – Failure to respect starting position or out of position on formation lap		Warning if no advantage gained. Repeat offense = 3 sec penalty added to race time
F – Wrong direction in pit lane	Exclusion	Disqualified
H – Late arrival at drivers/riders briefing	500 AED	
I – Non-attendance at drives/drivers briefing	1000 AED	
J – Physical or verbal abuse of an official	Disqualified	Disqualified
K – Failure to obey marshals or officials verbal instructions	Warning – exclusion for repeat offenders	Warning – exclusion for repeat offenders
L – More than two laps under Black Flag with Orange Disc (mechanical problem)	Black Flag	Black Flag
M – More than 3 laps under black flag without reporting to the pits	Back of the Grid	Disqualified
N – Failing to respect the integrity of the circuit and consequently gaining an advantage	3 grid places back in class	3 sec penalty for each infringement or otherwise determined by the clerk of the course/ stewards. ride through penalty.
O – Non-compliance with track limits after checkered flag	3 sec penalty added to qualifying time if deemed unsafe	3 sec penalty added to race time if deemed unsafe
P – Riders who fall and continue to ride	500 AED	1000 AED + disqualified
Q – Riders who are negligent and cause unnecessary contact	5 grid places back in class	1000 AED or exclusion from results, ride through penalty
S – Riders crossing the start/finish line after session of practice/qualifying /race has finished	Warning – 3 sec penalty on qualifying times for repeat offenders (Free practice sessions included)	1 sec penalty on raceresult & 3 sec penalty for for repeat offenders (from previous if any)
T- Jump Start		3 sec penalty on raceresult

- 17.1. If an infringement is committed and the appropriate penalty cannot be carried out for any reason, such as time constraint, the penalty can be carried over to the next event/race weekend at the discretion of the clerk of the course.
- 17.2. The encouragement of high standards of racing with appropriate respect for other competitors and their motorcycle(s) will be considered paramount, and in that respect:
 - The organisers reserve the right to impose further penalties on competitors proven by the officials of any meeting to have behaved, on or off the track, in a manner considered to have brought the championship into disrepute. This may include individual race bans, awards, and/or season awards or exclusion from the remainder of the championship. In cases of repeated offences, the organisers reserve the right to exclude any other competitor from a fixed number of races. The organisers reserve the right to view data from any source on the motorcycle if data logging equipment is fitted, this includes the ECU or GoPros. Purposely deleting data is prohibited.
 - Competitors must take note that if their starting position has been pushed to the back of the grid for which ever reason, their riding behavior will be strictly monitored from the start into turn 1 and for the remainder of the first lap.
 - Motorcycles which have sustained severe damage or which the appearance is judged by the clerk of the course/scrutineers to be below an acceptable standard, may be excluded from partaking further. Competitors are expected to affect necessary repairs from previous accident damage prior to presenting their motorcycle for scrutineering. In some cases, an instruction to carry out repairs will be issued by the organisers/scrutineers.
 - For the avoidance of any doubt: the white lines defining the track edges are considered to be part of the track but the curbs are not and a rider will be judged to have left the track if no part of the motorcycle remains in contact with the track. Should a motorcycle leave the track for any reason and without prejudice to the paragraph below, the rider may re-join. However, this may only be done when it safe to do so and without gaining any advantage.
 - Repetition of serious mistakes or the appearance of a lack of control over the motorcycle (such as leaving the track) may be subject to penalties.

18. Infringements of Technical Regulations


18.1. Arising from post qualifying scrutineering

Minimum penalty: Should a motorcycle be found ineligible after practice or qualifying, but subsequently be approved before the race, the motorcycle will have all its practice/qualifying times disallowed or a 3 second delayed start (from pit lane exit) providing that it does not take the place of any motorcycle already qualified.

18.2. Arising from post-race scrutineering

Any competitor whose motorcycle is excluded from the results, will be excluded from the event and forfeit all awards.

19. Additional Championship Requirements

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- 19.1. The organisers and nominated officials will have the power to invoke any of these regulations as appropriate.
 - 19.2. Competitors are expected to cooperate fully with the wishes of the organizers and failure to do so will be seen as an infringement of the regulations.
 - 19.3. The image of the championship and sponsors must be upheld at all times by the competitors and their teams at or away from the events or otherwise.
 - 19.4. Riders need to acknowledge/recognize that they are responsible for the behavior of their team members during & away from race events.
 - 19.5. Competitors are expected to attend every race event or official briefing or publicity event, as specified by the organizer.
 - 19.6. In all cases, including a dispute, the English language interpretation of all regulations will apply.

20. Technical Regulations:

Please refer to the appropriate documents.

21. Standard Commercial Undertakings

- 21.1. The terms of the commercial undertakings form part of the contract between the organizers and the competitors. Registration for and entry into any of the championship races is conditional upon the competitor meeting these conditions. A breach of any of the commercial undertakings may render the competitor/team ineligible for competition and participation in the championship entirely at the discretion of the organizers. The onus will be on the competitor to ensure that all persons connected with his/her team are aware of and comply with the requirements of the commercial undertakings.
- 21.2. For the purpose of commercial undertakings only, a registration once made and accepted shall constitute a legally binding contract. Acceptance of registration is at the absolute discretion of the organizers.
- 21.3. The organizers reserve the right to add or change regulations at their sole discretion in the interest of promoting the championship. Such additions/variations will be notified to competitors via an official bulletin.

22. Television

- 22.1. On-board cameras may be permitted, for team/personal use only and is not for broadcasting, without the approval of the relevant organizers who may require additional information. All video & photographic materials will be considered property of the organizer.
- 22.2. Any competitors advised by the organizers that they are to carry on-board television camera or GoPro, may be required to have the approved championship logo on the dashboard, visible to a forward-facing onboard camera.
- 22.3. Competitors are obliged to assist in promotion of the event by the granting of interviews when requested by the nominated film production company and any other reasonable requests of the organisers.

23. Advertising and Motorcycle Livery

- 23.1. No alcohol or tobacco (or associated products) related advertising is permitted in any form within the series.
- 23.2. No advertising or statements on the race motorcycle, competitors race suit(s) or pit garage materials are permitted to conflict with the championship sponsors without written approval from the organizers.
- 23.3. No advertising or statements on the motorcycle, or team members, or on competitors race suits or team clothing is allowed which may be considered unsuitable or offensive to the promoters, the organizers, or their sponsors and any advertising must respect the political and religious sensitivities of the UAE.
- 23.4. All motorcycles shall carry the championship sponsors livery and decaling requirements in the correct locations, without alterations and without interference (details within respective technical regulations).
- 23.5. Competitors own race motorcycle livery is expected to meet the standards required by the organizers.
- 23.6. The organizers reserve the right to refuse entry into the championship/forbid participation or to hand over prizes/bonus awards if the livery does not meet the standards required. In addition, they reserve the right to specify competitors clothing requirements for podium ceremonies or other promotional occasions.
- 23.7. At the start of each event, practice, qualifying practice or race, the motorcycle shall be clean, smart and in good presentable order. The organizers reserve the right to forbid motorcycles not meeting this requirement from taking part or remove them from the paddock.

24. Promotional Activities

- 24.1. As part of the championship, all competitors will be expected to assist the organisers with the promotion thereof, in particular they may be requested to:
- Make race motorcycles available for display during race meetings/promotional events.
 - Make motorcycle available and/or competitors available in race suits upon request for “meet the public” promotional opportunities during the race weekends or at other additional events during the season.
- 24.2. All competitors required for podium presentations should attend without delay, at the place and time specified by the organizers. Sponsors caps are determined by the organisers and are mandatory to be worn on the competitors head and race suits shall be worn in the “closed”/normal position. Failure to do so may mean forfeiting any prize/awards and/or points.
- 24.3. The championship title and associated logo styles may only be used with the prior written approval of the organisers.



25. Paddock Arrangements

- 25.1. The pit garage areas are intended to be working areas for the preparation of race motorcycles. Space will be limited and competitors shall follow the instructions issued by the organizers and DAMC. Any support vehicle shall be parked where instructed by the organizers or their representatives.
- 25.2. There will be a speed limit of 20km/h in the paddock area. The only movement of race motorcycles permitted is on the way to and from scrutineering to the assembly area and on the way back from Parc Ferme unless specifically requested by the organisers.
- 25.3. If a motorcycle is ridden to the fuel station, it must be done so carefully, slowly and whilst using a helmet at all times.
- 25.4. Detailed Health and Safety guidelines may be issued to competitors in advance of the first meeting. These are expected to be complied with at all times.
- 25.5. All team branding, whether in the paddock or pit garage area shall have the written permission of the organizers before it is displayed. Rider is allowed to do branding on his / her sponsors branding on his / her suite & motorcycle is allowed.

26. Environmental Awareness & protest and appeals process :

- 26.1. All participants must respect the FIM and EMSO Environmental codes and regulations:
<https://www.emso.ae/sustainability/>
- 26.2 Protest & Appeals process Fees will be according to the EMSO National Sporting Code.

27. Hospitality

- 27.1. Hospitality and entertaining to anyone other than teams personal by the provision of food and drink is strictly prohibited in the paddock area. Each team is permitted to provide general catering for team personnel. Any requirement of external catering companies must be provided by the venue on application (DAMC).
- 27.2. Open flamed BBQ's are not permitted in the race paddock area.
- 27.3. Hospitality areas are available at most meetings via DAMC, subject to availability, and arrangements shall be made in advance via the circuit hospitality department and the appropriate fees paid.

28. Miscellaneous



- 28.1. Competitors agree to authorise the organisers to use and license the use of images and the representatives of the motorcycles and competitors competing in the championship for the purposes of producing merchandise and promoting the championship.
- 28.2. Competitors are advised that their information will be stored in a computer retrieval system and may be used to promote the championship.
- 28.3. This championship scrutineering and/or his/her nominated deputy should be given free and unrestricted access at all times and at any location in order to inspect or measure or impound any component fitted to any motorcycle registered within this Race round.

Officials

- Championship Organiser : Abdul Samee (DSBK Racing)
- Eligibility Scrutineer : Jerome (Emso certified)
- DAMC : TBA

29. Insurance

29.1. EMSO license holder : Please take the time to familiarize yourself with the documentation available from EMSO. In the event of an accident, it is the responsibility of the license holder where applicable to settle all medical bills first and then complete the online claim form (<https://www.emso.ae/index.php/application-forms/>). Claims will be sent to the insurance provider with the relevant hospital documentation to assess which part of the policy is covered under the terms and conditions.

FIM license holder : please contact your FMN home ASN to familiarize yourself with the insurance, included in your FIM license. In the event of an accident contact the FIM insurance as soon as possible. It is the responsibility of the license holder to settle all medical bills before leaving the hospital.

30. Anti-Doping

30.1. All participants must respect the FIM Anti Doping code (<https://www.emso.ae/anti-doping/>) + alcohol policy

- It is the responsibility of the competitor to know what can and can't be ingested.
- Applicants using substances included in the WADA prohibited lists will not be accepted, except with a valid Therapeutic Use Exemption (TUE) approved by the relevant competitor's doctor.

30.2. Alcohol

- For safety reasons, riders must not participate in competition if they are found to have a blood alcohol concentration superior to the threshold of 0.10 g/l.
- The presence of alcohol in concentration higher than the threshold is prohibited in motorcycling sport during the "in competition" period. This period is deemed to be 12 hours before the rider rides the motorcycle for the first time during the specific event and 30 minutes after the last race in his/her specific category.
- A violation of this will result in the rider being immediately disqualified from the relevant event. Further penalties may be applied at the discretion of EMSO.

30.3. Medication and Drugs

- Applicants will not be accepted if they are using medication including both legitimately given by a health practitioner but may cause adverse side effects that could pose a risk to the safety of the rider or other riders during the event, thus includes any drug that may affect their ability to have full and complete control of a motorcycle during competition.
- For any such reason that a rider may need to be treated with a prohibited drug at an event, it is required to submit a TUE immediately the day after the event in order to receive approval from their relevant doctor.

30.4. Anesthesia

- Riders will not be permitted to participate in practice or competition within 48 hours of receiving general, epidural, spinal or regional anesthesia.

30.5. Concussion

- Assessment of the injured rider and return to competition should be in accordance with the guidelines for the assessment and management of concussion, as contained within the Consensus Statement on Concussion in Sport - The 5th International Conference on Concussion in Sport held in Berlin 2016.
- If there is a suspected confusion once completing a recognized assessment such as SCAT5 or similar, the rider will immediately be removed from competition for the remainder of the specific event. Prior to returning, the rider will need to provide the necessary documentation from an assessment proving that he/she has returned to normal neuro-psychological function.

30.6. Riders with special medical requirements

- Riders with certain medical conditions and who may require specific medical treatment in the event of an injury or have been to hospital in the last 12 months, need to inform the organizer by submitting this information with the relevant entry documentation as well as within their license application (if applicable at the time).

Appendix: A

