

PRESS RELEASE

MIES: 20/11/2024

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FIM Superbike World Championship

Changes to the 2025 FIM Superbike, Supersport, Supersport 300 and Women's Circuit Racing World Championships Regulations

The Superbike Commission, composed of MM. Gregorio LAVILLA (Dorna, WorldSBK Executive Director), Paul KING (Director of the FIM Circuit Racing Commission), Biense BIERMA (General Secretary of the MSMA), coordinated by Paul DUPARC (Manager of the FIM Circuit Racing Commission & Secretary of the SBK Commission), in the presence of Jorge Viegas (FIM President), Ludovic REIGNIER (FIM WorldSBK Technical Director), Dominique HEBRARD (FIM Technical Manager), Pierre-Alexandre GALLOIS and Svetlana NAZAROVA (FIM CCR Coordinators) met successively at the circuit of Jerez on 19 October and at the circuit of Barcelona-Catalunya on 15 November.

Among the discussions held, the following decisions were taken for the 2025 season:

Sporting Regulations:

- With the recently introduced rules on the minimum age of riders to compete in the FIM Supersport World Championship, it has been decided to grant exemptions for:
 - the top 3 of the FIM Supersport 300 World Championship;
 - the top 3 of the FIME Moto2™ European Championship;
 - the top 3 of the FIME Stock European Championship;of any season to compete in the 2025 Supersport World Championship, even if the rider has not reached the minimum age.
However, for these exceptions to apply, the minimum age of 17 years is required.
- The insurance policy covering any possible liability of the FIM and the organiser to third parties will be increased to 10 millions euros (with the exception of the USA and Canada, where the cover shall be different).
- For the WorldSBK class, there is a restriction on testing that has been set to reduce development costs. A clarification of the authorised test days has been made.
- Although the current rules regarding yellow flags/lights provide for sanctions if they are not respected, the SBK Commission has decided to tighten the rules in order to protect track marshals even more.
From now on, riders must slow down sufficiently to ensure the safety of other riders and trackside personnel. A rider who does not slow down in a yellow flag situation could be sanctioned more severely than currently.
- For the FIM Women's Circuit Racing World Championship, the minimum time to achieve for being Qualified was fixed at 110% of the fastest rider of the class.
- A WorldWCR race that has started in dry conditions may be interrupted if the weather conditions change and the track becomes wet.
- For all the FIM classes competing in during the FIM Superbike World Championship rounds, the use of rider safety equipment (and in particular airbags) has been redefined.
- It was decided that the solution found in 2024 to provide an FIM Insurance to the riders for the Official WorldSBK Test at Phillip Island will be repeated.

- In the WorldSBK category, a logistical measure to reduce the number of tyres used during the event was introduced.
- The FIM is using, since 2024, an electronic platform to distribute information such as Championship Regulations, Race Direction information, notification of decisions and FIM WorldSBK Stewards daily reports. The use and personal logins of electronic platform will become compulsory for the teams in 2025 in order for FIM WorldSBK Stewards and Race Direction to communicate to the Teams and Riders when necessary during the event. The idea is to do away with the official notice board, and to replace it with this new “official electronic notice board”.

Technical Regulations:

- For the WorldSBK class, a limitation of the fuel flow will be put in place to limit the performance of the engines. From 2025, the starting fuel flow limit for all manufacturers is defined at 47 Kg/H. A tolerance of 2 grams per lap beyond the 47 Kg/H limit was defined. For 2026, the limit will be decided at the end of July 2025 after analysis of the first part of season, according to the roadmap shared with the manufacturers.
- For the WorldSBK class, the worldwide availability of the Superbike Kit Systems has been redefined (minimum stock and lead time).
- The rules applied in MotoGP™ regarding the attachment of winglets/aerodynamic appendices will be applied: under normal operating conditions, the attachment must have a maximum deflection of 10 mm at any point, when a vertical load of 50 N is applied downwards with a 20 mm radius spherical steel indenter.
- In WorldSBK class, the marking of a new "virgin" frame part is free, but it must contain the model code registered at the FIM Homologation of the motorcycle. It was decided that the reading procedure of the new marking must be declared by each manufacturer to the FIM Technical Director prior to the season starts.
- The SBK Commission is continuously working on the introduction of a new entry class to the MOTUL FIM Superbike World Championship in 2026, marking a significant evolution in the racing landscape. This new class will replace the FIM Supersport 300 World Championship (WorldSSP300), which has successfully served as a feeder class since its inception in 2017. The progress of the work, the choice of the eligible machines and their homologations were discussed.
- Wearing an airbag has been mandatory for several years. From 2025, the airbags used will have to be type 1 or 2 (in accordance with the FIM Criteria).
- Various other clarifications were also carried out and will be reported on the 2025 Regulations

The resolutions of this Superbike Commission have been approved by the Permanent Bureau.

The 2025 FIM SBK Regulations which contains the detailed text of the Regulations may be viewed within the next weeks on the FIM website [HERE](#)

About the FIM (www.fim-moto.com)

The FIM (Fédération Internationale de Motocyclisme) founded in 1904, is the governing body for motorcycle sport and the global advocate for motorcycling. The FIM is an independent association formed by 121 National Federations throughout the world. It is recognised as the sole competent authority in motorcycle sport by the International Olympic Committee (IOC). Among its 50 FIM World Championships the main events are MotoGP, Superbike, Endurance, Motocross, Supercross, Trial, Enduro, Cross-Country, Speedway and E-Bikes. Furthermore, the FIM is also active and involved in the following areas: public affairs, road safety, touring and protection of the environment. The FIM was the first international sports federation to impose an Environmental Code in 1994.