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MANDALIKA  
INTERNATIONAL  
CIRCUIT

# MGPA YEARBOOK 2024



# MGPA

YEARBOOK

# 2024

PT MGPA NUSANTARA JAYA  
MANDALIKA GRAND PRIX ASSOCIATION (MGPA)





# MGPA YEARBOOK 2024

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## FOREWORD PRESIDENT DIRECTOR OF MGPA

Assalamu'alaikum warahmatullahi wabarakatuh,

With profound gratitude and a sense of pride, I present this message as a reflection of the extraordinary journey undertaken by the Mandalika Grand Prix Association (MGPA) in managing the Pertamina Mandalika International Circuit, particularly throughout the year 2024. The developments in 2024 held strategic significance for us as we continued our efforts to position this circuit as an integral component of the world's most prestigious motorcycle racing championship: MotoGP.

On a personal note, I have long been an automotive enthusiast. I previously competed in the speed off-road category from 1995 to 1997. I also possess a strong passion for, and comprehensive understanding of, the world of automotive and motorcycle racing, including the technical aspects of maintaining high-performance vehicles, constructing racing engines, and transforming standard city cars into race-ready machines activities that have been part of my day-to-day pursuits.

I also had the responsibility of serving as the chief organizer for the national championship series Indonesia eXtreme Offroad Racing (IXOR) from 2010 to 2014. Additionally, I oversaw the Indonesia eXtreme Adventure and Indonesia eXtreme Slalom events. Under the banner of PT Sarana Media Nusantara, led by Jhon Lin, we successfully delivered up to 18 series of these three racing events annually across various cities in Indonesia.



**PRIANDHI SATRIA**



In December 2021, I was asked to assist MGPA. The timeline was extremely tight, approaching the Mandalika MotoGP event scheduled for March 2022. On January 19, 2022, accompanied by Joko Santosa, I met with ITDC’s Board of Directors at the Pertamina Mandalika International Circuit. This coincided with the visit of the Minister of Tourism and Creative Economy, Sandiaga Uno, and his delegation, who were reviewing the circuit’s readiness ahead of the MotoGP preseason test in February 2022. The next day, on January 20, 2022, ITDC announced a change in its board composition, appointing me as President Director. At that time, Joko Santosa served as MGPA’s VP Corporate Secretary.

Support from the Central Board of the Indonesian Motor Association (IMI) was a crucial factor in the successful execution of a major world-class motorcycle racing event like MotoGP. Ahead of the 2022 Mandalika MotoGP, I consulted extensively with Sadikin Aksa, IMI’s Motor Sports Director, and Eddy Saputra, Deputy for Motorcycle Sports. The debut of an event as large as MotoGP naturally came with many challenges. Issues such as marshal requirements, flags, and other technical matters were still unresolved even two weeks before the MotoGP preseason test on February 11–13, 2022. At that time, only 3–5 staff members were available; the rest were volunteers, including Donny Mahardjono, MGPA’s VP Motorsport, who was responsible for flags. Thanks to full support from IMI, the 2022 Mandalika MotoGP was successfully delivered.

The next challenge following the 2022 Mandalika MotoGP was hosting the 2022 World Superbike (WSBK) Championship. With only around seven months to prepare, I decided to terminate several foreign personnel contracts, including those from Roadgrip Motorsport Indonesia (RMI) and DZ Engineering, Italy. The MotoGP organizing team involved IMI and was supported by RMI and DZ Engineering. As Chief Executive Officer (CEO), I was supported by Sadikin Aksa as Chief of Racing Committee (CRC) and Samsul Purba as Chief of Organizing Committee (COC). Eddy Saputra assisted as Deputy 1 Racing Committee (DRC1). RMI was responsible for track maintenance and operations, while DZE managed race control operations.

Dorna’s evaluation of the 2022 Mandalika MotoGP resulted in at least 20 notes. These included resurfacing of the entire circuit. The asphalt standards for two-wheel racing are far more demanding than those for four-wheel motorsport. We successfully met all of Dorna’s requirements.

However, we could not comply with Dorna’s request for certain positions to be filled by foreign personnel of their choosing. I was determined to employ predominantly Indonesian local talent. For example, loosening and restoring the gravel bed—which previously required hiring foreign experts and equipment at a cost of hundreds of millions of rupiah—could instead be carried out by local workers with simpler tools, as long as the results met required standards while significantly reducing costs.

Such were the early dynamics of hosting a global motorcycle racing event for the first time at the Mandalika Circuit. Personally, my passion lies in motorsport; my position as a director is secondary to my love for the circuit. Once entrusted with the responsibility, there is no such thing as “I will try.” The task must be carried out to the fullest of one’s abilities.

Another proud milestone is that in 2024 the number of MotoGP spectators at the Mandalika Circuit reached 121,252 people. This number shows a significant increase compared to the previous two years. In 2021, total attendance was 102,801 spectators, rising slightly to 102,929 in 2023. This sharp increase reflects MGPA’s relentless effort in ensuring the success of this world-class motorsport event.

This major event is not only a source of pride for Indonesian motorsport enthusiasts but also draws global attention, as it is broadcast in more than 200 countries. The magnitude of this exposure drives us to continuously enhance the event and amplify its influence, particularly in relation to its impact on tourism and the local economy.

The Mandalika MotoGP is just one among dozens of activities organized by MGPA. From the very beginning, when the government appointed MGPA to manage this national pride circuit, the expectations of the public have rested on our shoulders.



From the outset, the entire MGPA team has been committed to positioning the Mandalika Circuit as a new beacon for Indonesia—driving tourism growth, empowering communities, advancing local employment, and achieving global recognition. Therefore, every event held at this circuit must contribute to job creation, involve hundreds of micro, small, and medium enterprises (MSMEs), and stimulate local tourism—not only in and around Mandalika but also across other destinations throughout West Nusa Tenggara (NTB), including Senggigi, Rinjani, Gili Trawangan, and beyond.

To achieve this, strengthened collaboration with stakeholders—particularly in the Province of West Nusa Tenggara (NTB)—is essential to ensure meaningful economic impact across the region. As a tourist destination positioned to complement Bali, continuous improvement of infrastructure, affordable accommodation, transportation connectivity, and hospitality standards is required.

We will continue fostering synergy among stakeholders to ensure that the circuit’s presence meets government and public expectations. Collaboration will not only involve central and regional governments but also the private sector, automotive communities, local groups, and various other stakeholders who play pivotal roles in achieving shared success.

On the other hand, MGPA will continue to pursue innovative efforts to keep the circuit vibrant with activities that attract people to visit the area. We believe that with strong collaboration, Mandalika will continue to grow as an iconic global sport-tourism destination representing Indonesia with pride.

MGPA will continue strengthening our personnel’s competencies by consistently enhancing both soft skills and hard skills. From having no motorsport background at all, our employees have developed into reliable professionals. We train them to competently manage various motorsport and non-motorsport events while maintaining strong resilience for field operations. MGPA staff must also be capable of adapting and coordinating with world-class championship stakeholders such as Dorna Sport, Two Wheels Motor Racing, and SRO Motorsports.

A key step in strengthening MGPA’s human resources is providing FIM- and FIA-standard marshal training. Most marshals are young men and women from West Nusa Tenggara. Marshal training is essential for national and international motorsport events. MGPA has conducted marshal training in collaboration with the Indonesian Motor Association (IMI) and the Fédération Internationale de Motocyclisme (FIM), the global governing body of motorcycle racing which routinely conducts the FIM Marshal Training Program. Mandalika has been trusted as one of the circuits hosting this program for the past three years. We have also sent several marshals to overseas FIA and FIM events, such as in Sepang and Thailand, to enhance their skills and competencies.

This “MGPA Yearbook 2024” presents a concise overview of the wide range of MGPA’s activities throughout 2024. This publication also illustrates the efforts we undertake in selecting the right events, executing them, and observing their direct impact—both in terms of tourism and the economic ripple effects that follow.

Lastly, we extend our highest appreciation and deepest gratitude to all parties who have supported MGPA’s journey thus far. In particular, we thank the Ministry of State-Owned Enterprises, the Ministry of Tourism and Creative Economy, InJourney Group, InJourney Tourism Development Corporation (ITDC), the Provincial Government of West Nusa Tenggara, district and municipal governments across NTB, the private sector, the business and industrial community, the media, automotive communities, and all Mandalika residents who are an inseparable part of MGPA’s success.

Thank you.

Wassalamu’alaikum warahmatullahi wabarakatuh.

With gratitude,

**PRIANDHI SATRIA**

President Director Of MGPA



**SAMSUL PURBA**

## FOREWORD

### DEPUTY PRESIDENT DIRECTOR

Assalamu'alaikum warahmatullahi wabarakatuh,

Alhamdulillah. Praise be to Allah SWT, for His blessings and mercy, through which we have been able to complete the preparation of the Mandalika Grand Prix Association (MGPA) Yearbook 2024. This book is not merely a documentation of MGPA's activities throughout 2024, but also a reflection of our efforts to acknowledge MGPA's achievements and milestones. At the same time, it serves as a promotional instrument for MGPA as part of the InJourney Tourism Development Corporation (ITDC), under the InJourney Group.

The establishment of MGPA on 16 November 2021 cannot be separated from ITDC's strategic decision to grant MGPA the mandate and responsibility to manage and operate the Pertamina Mandalika International Circuit. Personally, I have been part of ITDC since joining the company in 2016.

With an educational background in civil engineering, I have learned extensively from ITDC about sustainable and integrated tourism destination management. ITDC, established on 12 November 1973, was formed based on the Government's comprehensive study to develop world-class tourism destinations. For more than five decades, ITDC initially tasked with managing The Nusa Dua area has continued to carry out the Government's mandate to develop national tourism across Indonesia, including the Mandalika Special Economic Zone (SEZ) and the Mandalika International Circuit located within it.

MGPA's track record up to its fourth year in 2024 is not a brief journey. The encouraging progress and achievements of MGPA are the result of collaboration and support from many stakeholders. We extend our deepest appreciation for the support provided by the Government, Ministries/Institutions, the Indonesian Motor Association (IMI), and other stakeholders particularly the Provincial Government of West Nusa Tenggara, the Regency Government of Central Lombok, the people of Lombok, and visitors and tourists from all over Indonesia. We also convey our sincere appreciation to the Board of Commissioners and Board of Directors, from the early period of MGPA's establishment until today, as well as the entire leadership and staff of MGPA.

The presence of the Mandalika Circuit plays an essential role in strengthening and further developing the Mandalika SEZ, now widely known as The Mandalika. We have learned from ITDC's experience in developing The Nusa Dua in Bali, which spans 350 hectares and required 35 years to evolve into its current form. Meanwhile, The Mandalika covers 1,175 hectares more than three times the size of The Nusa Dua. Thus, The Mandalika cannot transform instantly through a quantum leap that creates significant and immediate progress.

The development of the Mandalika area was initiated by the Government with the establishment of the Lombok Tourism Development Corporation (LTDC) in 1989, a joint venture between the central Government and the Provincial Government of West Nusa Tenggara. The 1998 economic crisis affected LTDC's finances, leading to its takeover by the National Banking Restructuring Agency (BPPN). LTDC's assets, including the Mandalika area, were subsequently managed by the Asset Management Company (PPA), a state-owned enterprise responsible for managing former BPPN assets.

The Bali Tourism Development Corporation (BTDC), the predecessor of ITDC founded in 1973, received a capital injection from the Government in 2008 and was assigned a new mandate to manage the Mandalika area in South Lombok. The Mandalika area previously managed by PPA was transferred to BTDC, which later obtained Land Management Rights (HPL) for the Mandalika area. In its subsequent development, in 2014 the Government designated Mandalika as the Mandalika Tourism Special Economic Zone.

The rapid development of The Mandalika has also been influenced by several branding transitions over the years. Mandalika was once positioned as a motorsport tourism destination, then rebranded as a halal destination, and later promoted as a Muslim-friendly tourism destination. Today, the branding that will continue to be strengthened and upheld is that of a sport and entertainment destination. The positive image of The Mandalika will continue to be developed as a tourist area that offers unique experiences combining sports particularly motorsport with a wide variety of entertainment activities.





The branding of Mandalika represents the hosting of national and international racing events at the Pertamina Mandalika International Circuit, which simultaneously serves as an entertainment arena. The decision to construct the Mandalika Circuit was made following an in-depth feasibility study by ITDC. Through the Mandalika Circuit, various world-class attractions are expected to be presented, encouraging the attendance of visitors from across Indonesia and around the globe to Mandalika and Lombok.

It was Mr. Ricky Baheramsjah, President Director of MGPA in its early period (2019–2022), who played a pivotal role in initiating the return of MotoGP to Indonesia after it was last held in 1997. For me personally, Mr. Ricky has been a partner and counterpart during our time at ITDC and MGPA. He is one of the best marketing experts I have ever known. I learned a great deal from him about the organization of motorcycle racing events and the homologation process of the Fédération Internationale de l'Automobile (FIA), the international governing body for world automobile racing.

The FIM homologation, which had previously been at grade B in 2021, was elevated to grade A in 2022, granting approval for hosting the 2022 MotoGP. Under the leadership of Priandhi Satria, the current President Director of MGPA, the Mandalika Circuit successfully achieved FIA grade 3 homologation, enabling it to host the GT World Challenge Asia in 2025.

This book, the “MGPA Yearbook 2024,” serves as an important piece of documentation as well as a preservation of MGPA’s historical journey. The opening section recounts the story of MGPA from its inception to the present day. We extend our appreciation to the leaders of MGPA, especially the Board of Commissioners and Board of Directors from the period of 2021 to 2024. The process of developing the circuit’s infrastructure to meet the homologation standards set by FIM and FIA is also elaborated upon in this book.

In terms of hospitality, Mr. Ricky took the lead. Meanwhile, I, in accordance with my expertise in construction and infrastructure, oversaw project management, business planning, and regulatory preparation, fully supporting him in realizing ideas that were initially considered impossible. Equally important was the full support of the entire Board of Directors and Board of Commissioners of MGPA, shareholders, and both central and regional Government institutions, who worked hand in hand to bring to life the long-awaited dream of reintroducing MotoGP to Indonesia.

A key milestone was the meeting between Mr. Ricky Baheramsjah and Carmelo Ezpeleta, CEO of Dorna Sports, the holder of exclusive commercial and television rights for the world’s premier motorcycle racing championships, in 2017. During Carmelo Ezpeleta’s first visit to Mandalika, he immediately fell in love with its landscape and stunning scenery and requested that the circuit be constructed without delay.

ITDC and Dorna subsequently signed a contract for the organization of the FIM Road Racing World Championship Grand Prix, widely known as the FIM MotoGP™ World Championship or MotoGP, as well as the MOTUL FIM Superbike World Championship (WSBK). Carmelo Ezpeleta and Mr. Abdulbar M. Mansoer, President Director of ITDC (2015–2020 and 2020–2022), officially signed the contract for hosting MotoGP and WSBK at the Dorna Sports headquarters in Madrid, Spain, on 28 January 2019.

The next phase constructing a world-class circuit was undoubtedly challenging. MGPA had to build a circuit that met the standards established by Dorna Sports. Before hosting world-class racing events, the circuit also had to pass homologation by the Fédération Internationale de Motocyclisme (FIM), the international governing body for motorcycle racing.

Another important note is that the Mandalika Circuit’s annual activity calendar in 2024 reached 268 operating days. At least four international events became major highlights of the Mandalika Circuit: MotoGP Indonesia, GT World Challenge Asia, the Asia Road Racing Championship (ARRC), and the Porsche Carrera Cup Asia. In addition, MGPA held the Mandalika Experience, a series of non-motorsport events designed to strengthen the Mandalika brand, including festivals, concerts, and cultural events. One such event already conducted is the Mandalika Festival of Speed (MFoS), which combines motorsport with entertainment.

May this “MGPA Yearbook 2024” be beneficial and serve as a valuable legacy for future generations at MGPA and for the wider community, particularly motorsport enthusiasts in Indonesia.

Enjoy reading and experiencing the atmosphere of global racing through the captivating photographic documentation and our stories.

Wassalamu’alaikum warahmatullahi wabarakatuh,

With gratitude,

**SAMSUL PURBA**

Deputy President Director Of MGPA



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# MGPA PROFILE AND ACHIEVEMENTS







**Photo:** Thousands of MotoGP fans cheer on their favorite riders during the MotoGP Mandalika 2024 Riders Parade. The 2024 MotoGP Mandalika recorded a total attendance of 121,252 spectators, while approximately 300 million viewers followed the event through live streaming broadcasts.

MGPA Documentation

# THE GLOBAL TALE OF MANDALIKA

## EARLY 13 CENTURY

**IT IS TOLD** that the Mongol Empire expanded its dominion across China, Central Asia, the Middle East, Eastern Europe, and even into Russia. The Mongols also invaded Java in March 1293.

Emperor Kublai Khan deployed thousands of troops to attack Singasari. Internal conflict within Singasari led to its collapse.

This marked the rise of the Majapahit Kingdom, which sought to unify the territory known as the Nusantara. Majapahit was determined to prevent Mongol influence from entering the far reaches of the archipelago.

## 1343 - 1357

Majapahit’s Military Commander, Mpu Lembu Nala, undertook an expedition to consolidate the eastern regions of the Nusantara.

His mission formed part of the Palapa Oath of Gajah Mada, which included unifying the eastern territories of the archipelago—namely Bali, Lombok, Sumbawa, Seram, Sulawesi—and culminating in Domp in the year 1357.

(Bunga Rampai Kutipan Naskah Lama dan Aspek Pengetahuannya, Museum Negeri Nusa Tenggara Barat, 1990)

## 1328-1389

Mpu Nala, who lived during the reign of Queen Tribhuwana Tungga Dewi (1328–1350) and King Hayam Wuruk (1350–1389), was recorded to have once resided in Lombok.

His descendants became rulers in Lombok, through his two sons:

- Deneq Mas Putra Pengendeng Segara Katon Rembitan (Ruler of Selaparang)
- Deneq Mas Muncul (Ruler of Bayan in North Lombok).

The descendants of these two sons also formed the ruling lineage in Pejanggik (Central Lombok).

## 1328-1389

The tale of Mpu Nala’s valor, who bore the title Arya Wira Mandalika, has been preserved through the oral traditions of the Lombok people.

Narratives surrounding his legacy gave rise to the legend of Princess Mandalika, believed to be the daughter of Mpu Nala.

The Legend of Princess Mandalika is immortalized in a statue at Seger Beach, within the Mandalika area of Central Lombok.

The people of Lombok—particularly the Sasak community—commemorate the story of Princess Mandalika through the Bau Nyale tradition, held annually in February–March.



2021-2022

History records that six centuries after the era of Mpu Nala Wira Mandalika, the name Mandalika once again resonates across the skies of Lombok. The strategic mastery, speed, and strength of the legendary Wira Mandalika are now reflected in the roar of high-performance engines competing at the international racing venue, **the Pertamina Mandalika International Circuit**. On 19–21 November 2021, the Mandalika Circuit hosted the World Superbike (WSBK) for the very first time.

Four months later, on 18–20 March 2022, the Mandalika Circuit once again became the stage for the world’s most prestigious motorcycle racing championship: MotoGP. The event was witnessed by 102,801 spectators on-site, and approximately 300 million viewers across 200 countries tuned in to watch the MotoGP Mandalika.

2023

In 2023, MotoGP and WSBK remained the largest events organized by MGPA. However, for WSBK, the 2023 season marked its final edition as MGPA discontinued the contract thereafter. Throughout 2023, MGPA executed 139 activity days, consisting of 90 motorsport days and 49 non-motorsport days. A total of 78 events were held—significantly more compared to 30 events delivered in 2022.

2024

In 2024, the Mandalika Circuit further expanded its motorsport and entertainment activities. A total of 268 calendar days were filled with programs and events, leaving fewer than 100 days without scheduled activities. Among these 268 days, at least four major international events became key attractions of the Mandalika Circuit: the Indonesia MotoGP, GT World Challenge Asia, Asia Road Racing Championship (ARRC), and Porsche Carrera Cup Asia.

**Photo:** President Joko Widodo attending the 2024 Mandalika MotoGP. Accompanying the President are Minister of State-Owned Enterprises Erick Thohir, Minister of Youth and Sports Dito Ariotedjo, Priandhi Satria (CEO of MGPA), and Samsul Purba (Deputy CEO of MGPA).

Source: ITDC-MGPA Documentation





DESTINASI SPORT & ENTERTAINMENT KELAS DUNIA

**THE PRESENCE** of the Pertamina Mandalika International Circuit has further elevated the prominence of Mandalika, a Special Economic Zone (KEK) inaugurated on 12 December 2015 and officiated by President Joko Widodo in October 2017. Encompassing 1,175 hectares in Central Lombok Regency, West Nusa Tenggara (NTB).

The Mandalika SEZ—widely known today as The Mandalika—boasts 16 kilometers of pristine coastline framed by lush green hills. Situated on the southern coast of Lombok and directly facing the Indian Ocean, The Mandalika has been designated by the Government as one of the ten priority tourism destinations, commonly referred to as the “New Balis.” The development of The Mandalika requires an investment of IDR 28.63 trillion, with a projected capacity to absorb 587,000 jobs.

Designed as a world-class tourism destination, The Mandalika emphasizes eco-tourism principles, integrates clean solar energy, and preserves more than 51% of its resort area as green open space. This development approach not only protects Mandalika’s natural beauty but also enhances the livelihoods and cultural vibrancy of local communities.

Strategically located, The Mandalika is merely a 25-minute drive (18 km) from Lombok International Airport. Travelers from Jakarta can reach Lombok within approximately 1 hour and 45 minutes by air, while those departing from Bali require only a 30-minute flight.

A wide selection of hotels, villas, and accommodations is available throughout Mandalika. These include Montana Mandalika, Sima Hotel, Pullman Mandalika, Porter Hotel, Novotel Mandalika, El Tropicco Mandalika, Raja Hotel Mandalika, Origin Lombok, Sikara Hotel Lombok, Kumbara Villas, Batatu Villas, Telescope Resort, Jivana Lombok, Kemangi Bed & Breakfast, Truntum Boutique, and Birru Inn.

The Mandalika SEZ is developed by PT Pengembangan Pariwisata Indonesia, known internationally as the Indonesia Tourism Development Corporation (ITDC). Established by the Government in 1971 and officially founded on 12 November 1973 as the Bali Tourism Development Corporation (BTDC), the corporation initially developed the Nusa Dua tourism complex in Bali.

BTDC later received additional capital injection and land management rights for the Mandalika area, previously overseen by the Lombok Tourism Development Corporation (LTDC), in 2009. In 2014, BTDC evolved into PT Pengembangan Pariwisata Indonesia (ITDC), expanding its portfolio beyond Bali and Lombok to tourism developments across Indonesia.

In March 2024, ITDC rebranded as InJourney Tourism Development Corporation to affirm its role as part of InJourney (Indonesia Journey / PT Aviassi Pariwisata Indonesia), the state-owned holding company for aviation and tourism. InJourney was established under Government Regulation N° 104 of 2021 dated 6 October 2021 to strengthen Indonesia’s aviation and tourism sectors.

1989-1998

Mandalika was initially developed by the Lombok Tourism Development Corporation (LTDC) beginning in 1989. The 1998 economic crisis impacted LTDC’s financial standing, leading to its acquisition by the Indonesian Bank Restructuring Agency (BPPN) in 2003.

2008-Present

The government provided capital injection to Bali Tourism Destination Corporation (BTDC) to take over LTDC assets acquired by BPPN and managed by the Asset Management Company.

2010

BTDC obtained a Land Management Right (HPL) over 39.8 hectares in Mandalika.

2014

The Government designated Mandalika as a Special Economic Zone (SEZ) for Tourism.

In the same year, BTDC adopted the new name Indonesia Tourism Development Corporation (ITDC), which later rebranded as InJourney Tourism Development Corporation in March 2024.

**2016:** Mandalika SEZ was designated a National Strategic Project. The SEZ received an additional 128.6 hectares of land from the Government of Nusa Tenggara Barat Province under land management rights.

2017

President Joko Widodo officially inaugurated Mandalika SEZ on 17 October 2017. The total area of Mandalika SEZ currently reaches 1,175 hectares.



Within the sports and entertainment district of The Mandalika Special Economic Zone (SEZ) stands the Pertamina Mandalika International Circuit. The Mandalika Circuit was inaugurated by President Joko Widodo on 12 November 2021. Several high-ranking state officials were present at the ceremony, including MPR Chairman Bambang Soesatyo; Minister of State Secretariat Pratikno; Minister of Trade Muhammad Lutfi; Minister of Public Works and Public Housing Basuki Hadimuljono; Minister of State-Owned Enterprises Erick Thohir; Minister of Investment/Head of BKPM Bahlil Lahadalia; Governor of West Nusa Tenggara Zulkieflimansyah; and President Director of ITDC Abdulbar M. Mansoer.

At the same event, the President also inaugurated the new bypass road connecting Lombok International Airport (BIL) to The Mandalika SEZ. The 17.3-kilometer route is now fully operational and significantly reduces travel time between the airport and the Mandalika area.

The Mandalika Circuit, featuring a 4.31-kilometer track with 17 corners, immediately hosted world-class motorcycle racing events, including the 2021 World Superbike and the 2022 MotoGP. This marked a historic milestone, as Indonesia had last hosted a MotoGP race in 1997—exactly 25 years earlier.

Prior to the inauguration ceremony, President Jokowi tested the Mandalika track by riding his customized green-dominant Kawasaki W175. Due to the track being slightly wet from earlier rainfall, the President rode with heightened caution, particularly when navigating several sharp corners.



**Photos:**  
Pertamina Mandalika International Circuit was inaugurated by President Joko Widodo on 12 November 2021, coinciding with ITDC's 48th anniversary. The 14-month construction of the Mandalika Circuit marks a significant achievement for ITDC in carrying out the government's mandate to develop the Mandalika Special Economic Zone as one of Indonesia's Super-Priority Tourism Destinations.

Source: ITDC Documentation





**Photos:**  
At the time, ITDC’s President Director, Abdulbar M. Mansoer, accompanied President Joko Widodo during the inauguration of the Pertamina Mandalika International Circuit on 12 November 2021.

Prior to the inauguration, the President reviewed several points of the circuit and tested the Mandalika Circuit track using his Kawasaki W175 motorcycle.

Source: ITDC Documentation





The President expressed his hope that the Mandalika Circuit would generate new centers of economic growth in West Nusa Tenggara Province. He believes that international events such as World Superbike and MotoGP will deliver a significant impact on regional economic development.

In Southeast Asia, the Mandalika Circuit now stands on equal footing with Malaysia's Sepang Circuit, which has hosted MotoGP since it began operations in 1999. Both Indonesia and Malaysia previously had the oldest circuits in Southeast Asia that once hosted MotoGP, namely Sentul Circuit in Bogor (1996–1997) and Shah Alam Circuit in Selangor, Malaysia (1991–1997).

The vision is for the Mandalika Circuit to continue hosting world-class racing events, similar to Japan's Suzuka Circuit—the oldest in Asia—which hosted world motorcycle racing in 1963–1965 (50cc, 125cc, and 250cc classes), 1987–1998 (500cc class), and 2000–2003 during the transition from 500cc to 1000cc engines when the MotoGP era began in 2001. Japan also has Motegi Circuit, which replaced Suzuka as the host of MotoGP starting in 1999 and continues to do so today.

The Mandalika Circuit still has a long journey ahead. Its MotoGP hosting contract with Dorna Sports spans 10 years (2022–2031). Mandalika is poised to continue making its mark on the global stage.



**Photos:**  
Visit by Minister of Tourism Widiyanti Putri Wardhana to the Mandalika International Circuit (left).

Visit by InJourney President Director Maya Watono to the Mandalika Circuit. Director Maya Watono reviewed the circuit's readiness to host various national and international events (right).

Source: MGPA Documentation





**Photo:** The MGPA leadership duo, President Director Priandhi Satria (right) accompanied by Deputy President Director Samsul Purba. (MGPA Documentation)

THE LEADERS OF MGPA

**JANUARY 28, 2019** marked a significant milestone with the signing of the contract between Carmelo Ezpeleta, Chief Executive Officer (CEO) of Dorna Sport Sociedad Limitada, and Abdulbar M. Mansoer, President Director of ITDC (2015–2020 and 2020–2022), at the Dorna office in Madrid, Spain. This moment signaled a new chapter in the return of MotoGP, the world's premier motorcycle racing championship, to Indonesia.

Dorna Sports SL is a prominent name in global motorcycle racing. As the commercial rights holder and primary organizer of major international motorcycle racing championships—including MotoGP and World Superbike (WSBK)—Dorna's signing of the MotoGP hosting contract served as a clear message to the world that Indonesia had rejoined the ranks of elite nations visited by MotoGP and WSBK champions..

TOn November 14, 2019, history recorded another milestone: ITDC introduced the Mandalika Grand Prix Association (MGPA) as a new business unit responsible for managing the Mandalika International Circuit. According to Deed of Establishment N° 173 dated January 21, 2019, the company's initial organizational structure included:

Samsul Purba (Proxy of the Extraordinary General Meeting of Shareholders of PT ITDC Nusantara Properti) and Mokhamad Rofik Anwar (Proxy of the Extraordinary General Meeting of Shareholders of PT ITDC Nusantara Utilitas).

Below is the composition of the Board of Directors and Board of Commissioners for each period based on amendments to the Company Deed:

Deed of Establishment No 173 dated 21 January 2019

Proxy of the Extraordinary General Meeting of Shareholders of PT ITDC Nusantara Properti: Samsul Purba

Proxy of the Extraordinary General Meeting of Shareholders of PT ITDC Nusantara Utilitas: Mokhamad Rofik Anwar

MGPA Board of Directors and Commissioners as of 22 November 2019

Director: Ricky Ferial Baheramsjah  
President Commissioner: Abdulbar M. Mansoer  
Commissioner: Nusantara Suyono  
Commissioner: Edwin Darmasetiawan

Executives outside the Notarial Deed:

Director of Construction and Development: Dwianto Ekowinaryo  
Director of Communications: Happy Kurniawan Harinto

MGPA Board of Directors and Commissioners as of 15 July 2019

Director: Ricky Ferial Baheramsjah  
President Commissioner: Abdulbar M. Mansoer  
Commissioner: Nusantara Suyono

MGPA Board of Directors and Commissioners as of 21 September

2020

President Director: Ricky Ferial Baheramsjah  
Director: Cahyadi Wanda  
President Commissioner: Abdulbar M. Mansoer  
Commissioner: Nusantara Suyono

MGPA Board of Directors and Commissioners as of 20 April 2021

President Director: Ricky Ferial Baheramsjah  
Director: Cahyadi Wanda  
Director: Dwianto Eko Winaryo  
President Commissioner: Abdulbar M. Mansoer  
Commissioner: Muchamad Achmad Saleh

MGPA Board of Directors and Commissioners as of 20 January 2022

President Director: Priandhi Satria  
Commercial Director / Acting Deputy President Director: Cahyadi Wanda  
Finance Director: Wahyuaji Munarwiyanto  
Operations Director: Samsul Purba

MGPA Board of Directors and Commissioners as of 24 March 2023

President Director: Priandhi Satria  
Deputy President Director: Samsul Purba  
Finance Director: Kokot Dananjoyo Sapsoko  
President Commissioner: Troy Reza Warokka  
Commissioner: Wenda Nabel

MGPA Board of Directors and Commissioners as of 8 December 2023

President Director: Priandhi Satria  
Deputy President Director: Samsul Purba  
President Commissioner: Troy Reza Warokka  
Commissioner: Wenda Nabel

MGPA Board of Directors and Commissioners as of 22 December 2023

President Director: Priandhi Satria  
Deputy President Director: Samsul Purba  
President Commissioner: Troy Reza Warokka  
Commissioner: Wenda Nabel  
Commissioner: Bayu Tullah Veskkyy (late)



Ricky, who was entrusted with overseeing MGPA during its initial period, is a figure with more than two decades of experience in business development within the hospitality and tourism industries. He previously served as Head of ITDC's Marketing and Investment Division (2016–2019). His expertise in market research, financial planning, and commercial strategy became a key foundation in shaping MGPA during its formative years.

During his tenure at ITDC, beginning in 2017, Ricky was also responsible for the resort planning concept for The Mandalika. He formulated The Mandalika's vision to create the world's first MotoGP street circuit. Under his leadership, Ricky played an instrumental role in the successful organization of Indonesia's first-ever WSBK race and the country's first MotoGP event since the final MotoGP race at the Sentul International Circuit in 1997.

Prior to the construction of the Mandalika Circuit, MGPA hosted the Kickstart Race to 2021 event at Disrupto, Plaza Indonesia, Jakarta, and at Lot 16 SCBD, Jakarta, on 23 November 2019. MGPA launched the final design of the Mandalika Circuit while simultaneously initiating the countdown for the pre-booking of tickets for the 2021 Indonesia MotoGP.

The event was attended by Erick Thohir, Minister of State-Owned Enterprises, and Wishnutama, Minister of Tourism and Creative Economy at the time. MGPA also welcomed Carlos Ezpeleta (Director of Dorna Sport SL) and MotoGP legend Michael Doohan, the Australian rider who won five consecutive MotoGP championships (1994–1998).

At the time, Carlos Ezpeleta stated that Dorna Sport was extremely enthusiastic about hosting MotoGP and WSBK at the Mandalika Circuit. He said, Dorna is very pleased to bring these motorcycle racing events to Indonesia because Indonesia is very important to us. Indonesia has an exceptionally large fan base. Carlos, son of Carmelo Ezpeleta, also expressed his appreciation to ITDC for selecting such a stunning location for the circuit.

MotoGP was initially scheduled for October 2021 in accordance with the contract. However, due to the Covid-19 pandemic that began in early March 2020, Dorna decided to postpone the event to 18–20 March 2022. Dorna Sports also revised the MotoGP calendars for Australia, Qatar, Malaysia, and Thailand.

Despite the postponement of MotoGP 2021, the Mandalika Circuit successfully hosted WSBK on 20–21 November 2021. The race was held under Covid-19 protocols. Dorna Sports recognized the Mandalika International Circuit as one of the best circuits in the world.

In the lead-up to the 2022 MotoGP, ITDC management reorganized MGPA. To ensure optimal preparations and successful execution, ITDC, as MGPA's parent company, deemed it necessary to strengthen MGPA's organizational structure by adjusting its management lineup, stated Abdulbar, ITDC President Director (2015–2020 and 2020–2022).

Leadership continued under the direction of MGPA's President Director, Priandhi Satria. Priandhi is well-regarded in the motorsport community, with extensive experience as a racer, builder, and motorsport event promoter. His long career in journalism, during which he developed several sports and automotive media outlets, adds further value to his leadership.

MGPA has two mandates from ITDC, explained Samsul Purba, Deputy President Director of MGPA. First, to operate the Mandalika Circuit, and second, to organize events whose hosting rights are held by ITDC. These include MotoGP, WSBK, and ARRC. Meanwhile, events outside of these are organized directly by MGPA.

As the event date drew nearer, the committee was required to work diligently with a focus on Speed, Accuracy, Team Cohesion, and Collaboration—referred to as the 4K work approach. Preparations intensified with the organization of the MotoGP Mandalika 2022 pre-season test, held on 11–12 February 2022.

The MotoGP pre-season test serves as an official trial of the Mandalika Circuit. The event aims to provide warm-up sessions, rider adaptation, and motorcycle performance testing. It also functions to evaluate the circuit's readiness, including track conditions, asphalt quality, paddock facilities, and safety systems.

Multiple responsibilities placed heavy demands on MGPA's management in the critical weeks leading up to the Mandalika MotoGP. Beyond technical preparations pertaining to both the pre-season test and the main MotoGP event, MGPA also had to ensure the completion of supporting infrastructure at the circuit prior to race day.



**Photo:** MGPA President Director Priandhi Satria (center, in blue shirt), together with MGPA employees during a hospitality training session.

(MGPA Documentation)

This was strongly felt by Samsul Purba, who at the time also served as Chairman of the 2022 MotoGP Organizing Committee. He was not only occupied with preparing event-related arrangements for the race itself. As a graduate of Civil Engineering from Gadjah Mada University in Yogyakarta, he was also tasked with resolving circuit infrastructure issues that had not yet been fully completed. By six days before the event, all outstanding matters had been resolved—from improvements to the track's drainage system, refinements to the main circuit, and the addition of tyre barriers, to the completion of construction in several spectator grandstand areas. ✳



## MILESTONES OF ACHIEVEMENT

# ITDC’S QUIET WORK IN REALIZING THE DREAM OF HOSTING MOTOGP



*5 years ago I climbed the hill @T10 & fell in love with Lombok. I went to the beach at the Novotel to pen an initial idea for a track called The Mandalika Circuit. I still love the island & the people.*

*This was the message posted by Mark Hughes on his X account, @markhughesF1, on 21 March 2022, a day after the conclusion of the Mandalika MotoGP.*

**MARK’S** assessment was not misplaced. The landscape of the Mandalika Circuit is indeed stunning. Geographically, Mandalika is not far from the famous Gili Islands—Gili Trawangan, Gili Meno, and Gili Air—located off the northwest coast of Lombok. The Mandalika area is also surrounded by popular natural attractions such as Merese Hill, Pink Beach, and Mount Rinjani, all of which draw both domestic and international visitors.

Mark Hughes, the owner of MRK1 Consulting and designer of the Pertamina Mandalika International Circuit, once visited the hill that offers views of the expansive coastline and ocean—now precisely located at Turn 10 of the circuit. On 19 September 2017, he drafted the initial concept for the Mandalika Circuit after climbing this iconic hill. At the time, Mark posted: *Last sun set Mandalika. Until next time!*

However, Mark’s 2017 sketch was not the final design adopted for today’s Mandalika Circuit layout. The story behind the development of the Mandalika Circuit began shortly after Mandalika was designated as a Special Economic Zone (SEZ) in 2014. As the appointed developer of SEZ Mandalika, ITDC envisioned the need for a world-class event capable of accelerating the area’s development and generating broad impact.

Edwin Darmasetiawan, ITDC’s Director of Business Development (2011–2020), had already incorporated the development of an international circuit into ITDC’s visioning masterplan. ITDC drew lessons from its experience developing the 350-hectare Nusa Dua area in Bali, which required more than three decades to mature to its current state, utilizing approximately 70% of its land area. Nusa Dua also benefited from policy protection by the Badung Regency Government, which initially prohibited private investors from developing three-star-and-above hotels in the area until at least 50% of Nusa Dua was developed.

In the early visioning masterplan, ITDC proposed bringing Formula 1 (F1) racing to Mandalika, believing it would attract significant domestic and international tourism. The core idea was that Mandalika should be developed differently from Nusa Dua, which has a stronger cultural and tourism identity. However, the mission to host F1 at Mandalika later faded following revisions to the Mandalika masterplan.

The path toward realizing Mandalika’s global aspirations found new momentum during Indonesia’s participation in the Internationale Tourismus-Börse (ITB) in Berlin, Germany, in March 2016. During the event, the ITDC delegation met with Mark Hughes (CEO of MRK1), Raoul Pasaribu (Director of Roadgrip Asia), and executives of Vinci Construction Grands Projets (VCGP). VCGP, a subsidiary of the French Vinci Group, is a global company engaged in the design, financing, construction, and operation of major infrastructure and large-scale facilities worldwide.

“In the beginning, the mini-masterplan only outlined Vinci’s development of the Vinci Zone within the Mandalika area. There was no mention yet of building a circuit. As discussions progressed, Vinci proposed the construction of a street racing circuit. This became a powerful branding element for Mandalika, positioning it as the pioneer of the world’s first street-based MotoGP circuit,” explained Samsul Purba, Deputy President Director of MGPA, recounting the journey of Mandalika’s development.

This is why the Mandalika Circuit’s track layout today essentially follows the Mandalika area’s masterplan road network, parts of which had already been constructed. “The Mandalika Circuit layout is a modification and development of the area’s planned road network, which was then widened and engineered to meet FIM and FIA standards,” added Samsul Purba.





The Mandalika Circuit, as outlined in the Mandalika Masterplan from the outset, was designed as a street racing circuit. The central area enclosed by the track serves as a property and utility zone, comprising facilities such as hotels, convention buildings, a hospital, and retail areas.

The Mandalika Circuit track was initially designed not solely as a motorcycle racing circuit. Rather, it forms part of the Mandalika area to stimulate property development and regional utilities. The masterplan envisions the central part of the circuit comprising a hotel, a COEX (Convention-Exhibition) building, a hospital, and a shopping area.

The initial masterplan developed by Vinci Construction involved three renowned consultants: Egis (France); Codinachs Architects (Spain); and Populous (United Kingdom and United States). Egis was responsible for the preliminary masterplan, Populous focused exclusively on the circuit design, while Codinachs developed the overall area masterplan, including the circuit, commercial zones, and other accommodation and functional facilities. Their design integrated the circuit with the surrounding environment, incorporating local vernacular design elements and tropical influences into the circuit layout.

The Vinci masterplan had not yet been submitted to Dorna. ITDC first met with the CEO of Dorna through the assistance of Mark Hughes, CEO of MRK1. ITDC established contact with MRK1 as a potential partner prior to reaching any agreement with Vinci (February 2017).

Through the assistance of Mark Hughes, Dorna CEO Carmelo Ezpeleta agreed to meet Abdulbar and Ricky Baheramsjah during the MotoGP event in Sepang, Malaysia (October 29). Initially, Dorna was not interested in including Indonesia in the MotoGP or WSBK calendars. Carmelo had even never heard of Mandalika. A key point of that first meeting was that Dorna had already received the proposal for the development of the Mandalika Area.

Although no green light had been issued by Dorna Sport, Vinci committed to becoming an investor in the development of the Mandalika Area, not only the circuit (January 2018). "ITDC and Vinci have signed a Development Framework Agreement stipulating that Vinci will develop the Mandalika Area," emphasized Samsul Purba.

Dorna eventually granted approval for Indonesia to be included in the MotoGP and WSBK calendars (February 2018). The opportunity to convince the Dorna CEO arose again during the MotoGP event in Losail, Qatar (March 2018). By this time, ITDC had finalized the Mandalika Circuit design.





OCTOBER 2018

Carmelo Ezpeleta, CEO of Dorna, visited ITDC’s office in Nusa Dua, Bali, and conducted a site visit to the Mandalika circuit location.

The circuit design refined Vinci’s initial work by involving MRK1 and Roadgrip Motorsport Indonesia (RMI). The Mandalika Circuit design was presented to Dorna’s Race Director, Franco Uncini, during the meeting in Losail. The street-circuit concept had not yet been fully approved by Dorna, as all MotoGP venues were traditionally permanent circuits. ITDC was required to further refine the design to secure approval from Franco Uncini, who also serves as the FIM Grand Prix Safety Director, as well as from Loris Capirossi, Dorna’s Safety Officer..

Franco Uncini emphasized that FIM standards must be strictly met, while Loris highlighted rider-safety considerations inherent to a street-based circuit. After extensive discussions,

DECEMBER 2018

The Asian Infrastructure Investment Bank (AIIB) and ITDC signed the Infrastructure and Financial Loan Agreement amounting to US\$249 million, guaranteed by the Government.

JANUARY 2019

Signing of the Promoter Agreement for MotoGP and WSBK between Dorna and ITDC. Dorna required that MotoGP and WSBK be included in the 2021 racing calendar.

2019

Reaffirmation of support from the Coordinating Ministry for Economic Affairs, the Ministry of Youth and Sports, the Ministry of State-Owned Enterprises, and the Ministry of Tourism.



**Photo:** Abdulbar M. Mansoer (President Director of ITDC, 2015–2020 and 2020–2022) and Carmelo Ezpeleta (CEO of Dorna SL) signing the Promoter Agreement for the 2021 MotoGP and WSBK at the Dorna SL Office in Madrid, Spain, on 29 January 2019.

Source: ITDC Documentation.

The situation grew increasingly critical. The Mandalika Circuit’s construction deadline—only around two years—proved too challenging for Vinci Construction to meet. This became the next major hurdle that ITDC had to confront. Dorna also required continuity of MotoGP and WSBK in accordance with the 10-year contract, with a mandatory obligation to host the events for at least five years. The sustainability of the events also had to be guaranteed by the Government, represented by a senior official at Ministerial level.

At that time, in 2019, the Government was entering a transitional period ahead of the Presidential and Vice-Presidential Election (17 April 2019). ITDC therefore faced difficulties in securing financial support from the Government through various Ministries. For two years (2017–2018), ITDC’s efforts to realize the dream of bringing MotoGP to Mandalika could be described as discreet and low-profile..

The only way to secure the Government’s full attention was to seek the President’s support. The first approach was initiated by Abdulbar, who reached out to his colleague, Happy Kurniawan Harinto from the Deputy Office for Communications and Information Dissemination at the Executive Office of the President (KSP), who would later become the Director of Communications at MGPA (2019–2020). At the time, Happy was involved in a feasibility study conducted by KSP to revive the Sentul International Circuit. However, the proposal was deemed unfeasible, as the Sentul Circuit was not owned by the Government.





**Photos:** Ricky Baheramsjah (President Director of MGPA for the 2019–2022 period) played a pivotal role from the earliest stages of initiating the effort to bring MotoGP to Indonesia. During his tenure as Head of the Marketing and Investment Division at ITDC (2016–2019), Ricky accompanied Abdulbar M. Mansoer (President Director of ITDC 2015–2020 and 2020–2022) in presenting the Mandalika masterplan to Dorna Sports in November 2017.

Ricky also accompanied Abdulbar during the signing of the 2021 MotoGP and WSBK Promoter Agreement at the Dorna SL Office in Madrid, Spain, on 29 January 2019.

Source: ITDC Documentation.



**Photos:** Ricky Baheramsjah (far right) being introduced as President Director of the Mandalika Grand Prix Association (MGPA) for the 2019–2022 period during the “Kickstart Race to 2021” event in Jakarta on 23 November 2019. The event was attended by several ministers at the time, including Erick Thohir (Minister of State-Owned Enterprises) and Wishnutama (Minister of Tourism and Creative Economy). Also in attendance were Carlos Ezpeleta (Race Director of Dorna Sports) and MotoGP legend Michael Doohan.

Source: ITDC Documentation.





Happy expressed his support for ITDC's initiative to bring MotoGP and WSBK to Indonesia. He also emphasized Indonesia's readiness and feasibility to host the world motorcycle racing events again.

The universe ultimately supported ITDC through Johan Budi Sapto Pribowo, who at the time served as the Presidential Spokesperson (2016–2019). Johan Budi successfully conveyed the matter to President Jokowi. The President agreed to receive ITDC and Dorna at the Bogor Presidential Palace on March 11, 2019.

Meanwhile, at the Losail Circuit in Doha, Qatar, on March 9, 2019, Dorna Sport held a presentation on the agreement for MotoGP Indonesia to be included in the 2021 event calendar. The presentation was delivered by Ricky Baheramsjah and Samsul Purba on behalf of ITDC. Mark Hughes (MRK1) and Moto2 rider Dimas Ekky Pratama were also present.

"Upon hearing that the President agreed to receive us at the Presidential Palace, we hurriedly lobbied Carmelo to also attend the meeting with the President. Alhamdulillah, we were able to bring Carmelo and Carlos to meet the President. Unfortunately, I was not included in the photo with the President," recounted Samsul with a chuckle, recalling the sweet drama of the Mandalika Circuit's development milestone, which ultimately received full support from the President. \*



**Photos:** President Joko Widodo, accompanied by Imam Nahrawi, Minister of Youth and Sports (2014–2019), received Abdulbar M. Mansoer (President Director of ITDC, 2015–2020 and 2020–2022) and Carmelo Ezpeleta (CEO of Dorna SL) at the Bogor Palace on 11 March 2019.

Source: ITDC Documentation.





**PROJECT NAME**

Pertamina Mandalika International Circuit



**LOCATION**

The Mandalika, Pujut District, Central Lombok, West Nusa Tenggara



**TOTAL AREA**

± 1,500,000 square meters



**OWNER/DEVELOPER**

PT Pengembangan Pariwisata Indonesia (ITDC)



**CONSTRUCTION PERIOD**

14 months (2020–2021)



**CIRCUIT TRACK CONSULTANTS**

MRK-1, Populous, and Roadgrip  
Erka Konsultan Enjiniring (foundation)



**MAIN CONTRACTORS**

PT Pembangunan Perumahan (Persero),  
PT Wijaya Karya (Persero),  
PT Bunga Raya Lestari



**PIT BUILDING CONTRACTOR**

PT Wijaya Karya Bangunan Gedung



**VIP DELUXE CONTRACTOR**

PT Pembangunan Perumahan (Persero)

**CIRCUIT DEVELOPMENT**

**FROM ASPHALT TO  
MODULAR BUILDINGS,  
SETTING MULTIPLE MURI**

**DIRECT** support from President Joko Widodo accelerated the development stages of the Mandalika Circuit. Although Vinci Construction withdrew as an investor for the Mandalika area development, the funding requirements were subsequently covered by the Government. The Government provided non-cash State Capital Injection (PMN) to ITDC in the form of land assets and financing for basic infrastructure development amounting to Rp1.3 trillion.

The Government also allocated State Budget (APBN) funds through the budgets of various Ministries/Agencies to develop facilities and infrastructure surrounding the Mandalika Circuit, totaling Rp1.18 trillion. This included the Ministry of Transportation's budget for the development of bus stops, public street lighting, and traffic engineering measures throughout the duration of the motorcycle racing event.





Additional Government support included customs and tax facilities for the importation of capital goods required for the development of the Mandalika Special Economic Zone.

The Ministry of Tourism and Creative Economy (Kemenparekraf), under the leadership of Sandiaga Salahuddin Uno (2020–2024), also played a significant supporting role. The Ministry facilitated the acquisition of approximately 6.5 hectares of community-owned land designated for the development of circuit support facilities. The acquired land now accommodates the paddock, pit building, medical centre, and other supporting structures. “To this day, the land remains under the ownership of the Ministry of Tourism and Creative Economy. ITDC only holds Land Management Rights within the Mandalika area,” stated Samsul Purba.

ITDC commenced construction by appointing MRK1 as the design consultant for the circuit layout, pavement, and drainage systems. The foundation design was undertaken by Erka Konsultan Enjiniring, led by Rinda Karlinasari.

PT Pembangunan Perumahan (PP) served as one of the primary contractors for the construction of the Mandalika Circuit. The contract value for PP’s scope of work amounted to Rp899 billion. The scope included asphalt works, track lanes, verge and kerb, run-off areas, inner and outer service roads, Hauraton drainage, concrete barriers, tunnels, and gravel beds.

PP’s exemplary performance received recognition from the Indonesian World Records Museum (MURI). MURI awarded three records: Asphalt Paving Using BIM Technology with the Largest Volume, Construction of the First FIM-Standard Circuit, and Fastest Circuit Track Construction.

Several technical specifications required by FIM included:

- Surface regularity of approximately 3 to 5 mm, elevation tolerance of 3 mm, and no longitudinal cold joints. Transverse cold joints were permitted only in specific segments subject to approval from the design consultant.
- A relatively high minimum paving temperature of approximately 140 degrees Celsius.
- A unique asphalt paving method in which routing and thickness were fully automated.

Following the use of the Mandalika Circuit for the MotoGP 2022 pre-season test on 11–13 February 2022, Dorna determined that parts of the track required repaving. The repaving process involved resurfacing, or replacing the top asphalt layer, using Stone Mastic Asphalt (SMA) with a thickness of 4.5 cm.

Resurfacing was conducted from Turn 16.5 to Turn 5.5, covering a total distance of 1.602 kilometers. The resurfacing adhered to the specifications and standards of the Fédération Internationale de Motocyclisme (FIM) and was supervised directly by professional consultants and inspectors, including Road Racetrack Runway (R3), Jaya Construction Management, Bomag, Roadgrip Motorsport Indonesia (RMI), and Topcon, a specialist in MMGPS. ✳







Photos: Construction progress of the Mandalika Circuit  
(Source: PT Pembangunan Perumahan Documentation)





**Photos:** Mandalika Circuit Construction Progress  
(Source: PT Pembangunan Perumahan Documentation)







**Photos:** Final Track Lane Paving of the Mandalika International Circuit on 14 August 2021. ITDC President Director, Abdulbar M. Mansoer, was present to witness the completion of the circuit's track paving, followed by a paving completion ceremony the next day, 15 August 2021 (right photo).

Source: ITDC Documentation



**Photo:** Re-paving of the Mandalika Circuit ahead of the MotoGP 2022 event. The re-paving was required after sections of the track surface peeled during the pre-season test on 11-13 February 2022.

(Source: PTPP Documentation)





**Insert Photo:** Turns (T) 15–T16 and T10 of the Mandalika Circuit feature red-and-white Meander motifs. The Meander is a geometric decorative pattern characterized by repeated shapes resembling the letters T or L, arranged in continuous, winding formations. Etymologically, the word meander derives from the Greek meandros, meaning winding or meandering.

**Photos:** Recent panoramic views of the Mandalika International Circuit captured by drone at high altitude over the Mandalika landscape.

(Source: MGPA Documentation)







## MODULAR PIT BUILDING

**THE** Pit Stop facility at the Mandalika Circuit also features a distinctive innovation: a modular building system manufactured by Wijaya Karya Gedung. This modular construction approach allows for an efficient, practical, and rapid assembly–disassembly process.

The Modular Pit Building consists of three floors. The ground floor serves as garages for the riders and their teams, the second floor accommodates the podium area, VVIP spectator stands, and the media center, while the third floor is designated for various supporting facilities.

The Mandalika Pit Building was designed with 50 pit units, each measuring 5.24 meters in width and 18.34 meters in length. The total floor area of the modular pit facility reaches approximately 13,700 m<sup>2</sup>, requiring 888 modular units.

The Modular Pit Building developed by WIKAGedung also received recognition from the Indonesian World Records Museum (MURI) for the category of Fastest Modular Pit Building Construction at an International-Standard Circuit. According to Yusuf Ngadri, Senior Manager at MURI: “The construction of the Pit Building at the Pertamina Mandalika International Street Circuit—located within a priority tourism destination area—was executed using a modular construction method. WIKAGedung, as a pioneer of modular construction, successfully completed the building, installing 888 modules within a span of just 21 days, surpassing the previous modular installation record achieved for the Covid modular hospital!” ✳



Photos: MGPA Documentation



Photo: Pit Walk activity ahead of the 2024 Mandalika MotoGP. (Source: MGPA)





## PREMIUM EVACUATION FACILITY AT BUKIT 360

**ANOTHER** key development within the Mandalika Circuit area is the construction of a premium evacuation facility, widely known as Bukit 360. The primary function of Bukit 360 is as a Temporary Evacuation Shelter (TES), serving as a designated area for disaster-mitigation readiness within the Mandalika Special Economic Zone (SEZ). The establishment of a TES is a mandatory requirement for any international-standard tourism destination—especially during major events such as MotoGP at the Mandalika Circuit, which attracts large and concentrated crowds, explained Samsul Purba.

The TES construction was undertaken by ITDC as part of compliance with safety standards required to ensure a secure environment for visitors and tourism stakeholders. Initially, the planned temporary evacuation shelter was envisioned as a single large structure. However, the design was later upgraded into three premium facilities located at the eastern, central, and western zones of the area.

**Photos:** Three Temporary Evacuation Shelter buildings at Bukit 360, upgraded into premium structures and currently leased for one year by Bank Mandiri, Bank BRI, and Telkom.

Source: MGPA Documentation





The decision to upgrade the structures into premium facilities was intended to enhance the commercial value of The Mandalika. The three shelter points each offer distinctive views: the eastern shelter provides a sunrise view, the central shelter offers visibility toward the circuit track—or a full track view—and the western shelter features a sunset view, added Samsul.

Drawing from the 2018 Lombok earthquake, which caused significant structural damage and fatalities, ITDC remains committed to ensuring comprehensive disaster-mitigation procedures and supporting facilities across The Mandalika. The establishment of temporary evacuation shelters is also aimed at reinforcing confidence among visitors and tourism stakeholders that The Mandalika is a safe and secure destination.

Each TES accommodates up to 500 adults and is equipped with adequate access roads and public facilities. The construction adheres to guidelines set forth by the National Disaster Management Agency (BNPB), including a minimum floor elevation of more than 16.3 meters above sea level. The TES locations were strategically selected to ensure optimal accessibility.

The three TES facilities at Bukit 360 are currently under contract with Telkom, Bank Mandiri, and Bank BRI. These institutions have full access to use the two-story elevated structures for corporate activities at any time of the year. During events at the Mandalika Circuit, they are exempt from purchasing tickets, as annual TES rental packages







Photos: MGPA Documentation

MGPA ACHIEVEMENTS

INDONESIA IS THE LARGEST  
MOTOGP MARKET

**AMPERE** Analysis, a London-based market research firm, concluded that MotoGP broadcasts rank as the second most popular among motorsport enthusiasts worldwide. The study, commissioned by commercial partner SportsPro—a London-based sports media and events company—was published one week after the 2024 MotoGP season opener at the Losail Circuit in Doha, Qatar, on 10 March 2024.

Perhaps unexpectedly, Indonesia holds the highest percentage of MotoGP fans globally. Ampere estimates that one quarter of Indonesians follow the series. In India, the world’s most populous nation, MotoGP is the most popular motorsport series; however, its fan percentage stands at only 6.9%.

Meanwhile, MotoGP viewership in Indonesia reaches 23.8 percent across all age groups. Ampere’s research categorizes fans into age segments of 18–24, 25–34, 35–44, 45–54, and 55–64 years, with Indonesia recording the highest fan proportion across all groups. The 45–54 age segment shows the strongest concentration at 30.8%.

**Photo:** Mandalika Grand Prix Association President Director Priandhi Satria receiving the award “For invaluable support, contribution and dedication to development of motorcycle sport in Asia” at the FIM Asia General Assembly & Award 2024 in Doha, Qatar, on January 24, 2024.

Indonesia and India have both recently joined the MotoGP calendar—Indonesia starting in 2022 and India in 2023. The strong popularity of MotoGP in Indonesia led Pertamina to become the title sponsor of the MotoGP event at the Pertamina Mandalika International Circuit. Pertamina’s brand presence also expanded globally when it became the main sponsor of the VR46 Racing Team beginning in the 2022 season.

The significant market potential in Asia has attracted global attention, particularly as the region has been largely underserved by major motorsport championships in recent years. Considering Asia’s substantial MotoGP and broader motorsport fan base, the region represents a compelling opportunity for investors.

Globally, MotoGP viewership still relies heavily on its strong fan base in Western Europe. Notably, eight MotoGP teams are headquartered in Italy, the home of world champion Valentino Rossi and two-time world champion Pecco Bagnaia. Spain also boasts top riders such as Marc Márquez and breakout world champion Jorge Martín. France and Germany consistently record the highest race attendance figures, with 278,805 and 233,196 spectators respectively.

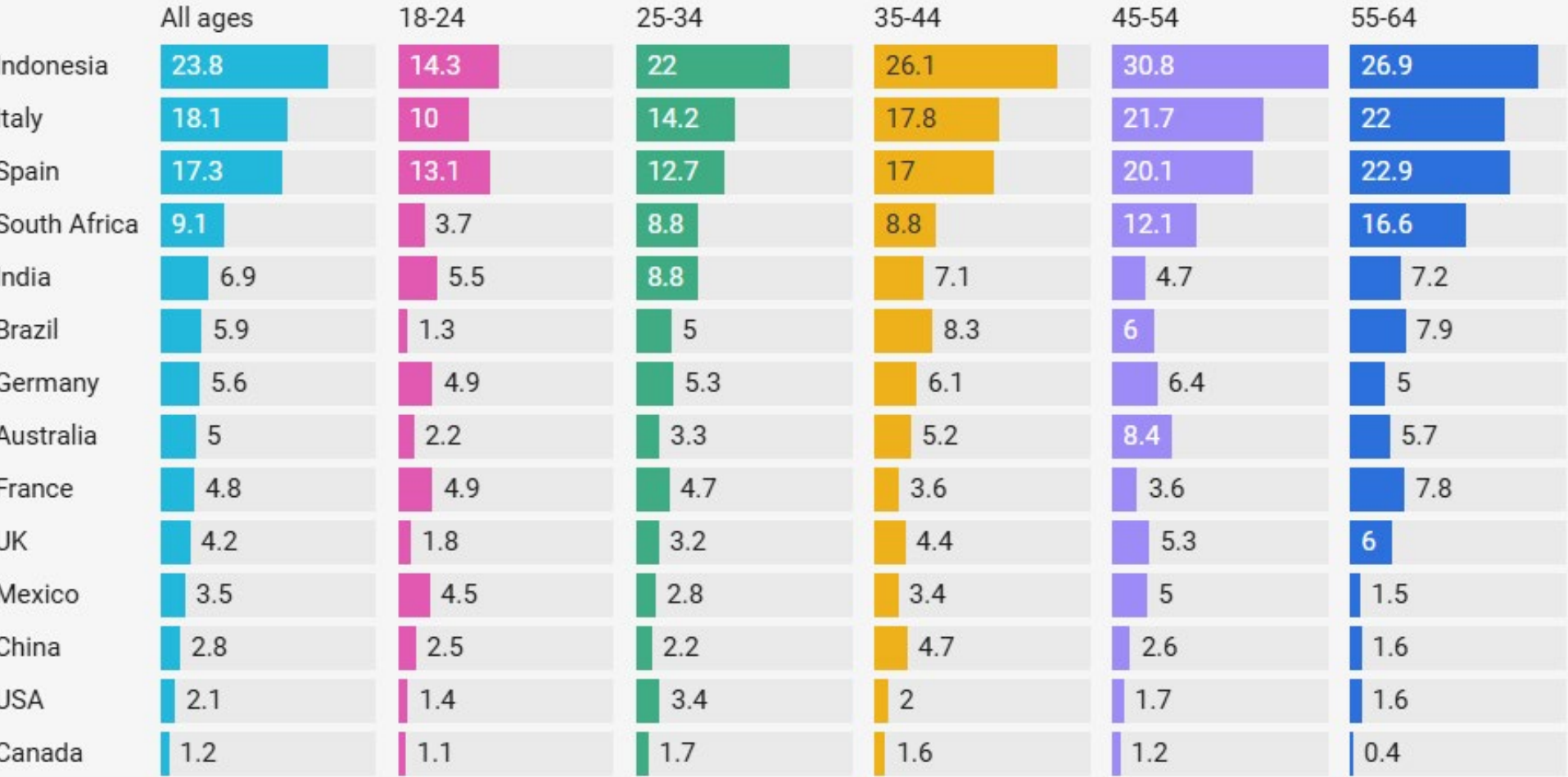
Unsurprisingly, these four countries also represent the most lucrative television markets for MotoGP. Broadcasting agreements with DAZN, Sky Italia, Sky Deutschland, and Canal+ contribute the majority of MotoGP’s media rights revenue. ✳



**Photos:** The award plaque “For invaluable support, contribution and dedication to development of motorcycle sports in Asia” from The FIM Asia, presented to Priandhi Satria at the FIM Asia General Assembly & Award 2024 in Doha, Qatar, on January 24, 2024.



SPORT FANS WHO FOLLOW MOTOGP  
BY AGE AND COUNTRY (%)



Sports Fan Research Chart by Age and Country. Sourche: Ampere Analysis



Photo: Mandalika Grand Prix Association President Director Priandhi Satria posing with other recipients of the FIM Asia Award 2024 during the FIM Asia General Assembly & Award 2024 in Doha, Qatar (MGPA Documentation). (Dokumentasi MGPA)



**Photo:** One of the corners of Kuta Mandalika that attracted the attention of visitors for photography.

(MGPA Documentation).



## CATALYST FOR TOURISM DESTINATION DEVELOPMENT

Analyzing the financial structure behind MotoGP events remains a complex challenge. Commercial broadcasting rights for the MotoGP series are still controlled by Dorna, whose majority ownership lies with Global Racing LX2—split between Bridgepoint (70 percent) and the Canada Pension Plan Investment Board (30 percent). The remaining shares are held by several companies and Dorna management, including Carmelo Ezpeleta, CEO of Dorna Sports. Dorna has held exclusive commercial and broadcasting rights for MotoGP since 1992.

After a highly challenging period during the pandemic—marked by losses of €94.5 million (Rp1.68 trillion, at an exchange rate of €1 = Rp17,800) in 2020—the MotoGP series rebounded significantly with strong profitability. According to Italy's La Repubblica, Dorna generated €425 million (Rp7.56 trillion) in revenue and €161 million (Rp2.86 trillion) in EBITDA in 2022.

The economic impact of hosting MotoGP has reached up to Rp4.8 trillion. In addition to drawing 100,000 spectators to the Mandalika Circuit, attendance for the 2024 event surged to 120,000. The Mandalika MotoGP race was broadcast to more than 300 million viewers worldwide, aired by over 119 television networks across 200 countries.

“This demonstrates that the MotoGP Mandalika event has been quite successful as a catalyst for tourism destination development—specifically for The Mandalika area—stimulating economic movement from regional to national levels while strengthening Indonesia’s nation branding on the global stage,” stated Maya Watono, President Director of InJourney.

InJourney remains committed to consistently hosting MotoGP at the Mandalika Circuit and across The Mandalika area. The MotoGP Mandalika event represents a strategic long-term investment by InJourney through the InJourney Tourism Development Corporation (ITDC) and the Mandalika Grand Prix Association (MGPA). The expectation is that MotoGP Mandalika will generate sustained positive impact on national tourism growth.

Developing The Mandalika area is a key investment for InJourney to ensure long-term regional and national benefits. The tourism sector is expected to become a significant engine of economic growth moving forward. “By consistently hosting the MotoGP Mandalika, we hope that in the next 5 to 10 years it will deliver sustainable long-term benefits for tourism in NTB and Indonesia more broadly,” said Maya Watono.

According to InJourney’s calculations, at the local level, around 800 MSMEs and 3,000 workers were involved in the 2024 MotoGP Mandalika event. Benefiting MSMEs included culinary, souvenir, and fashion enterprises. The involvement of MSMEs also created approximately 3,000 new jobs for the community, contributing meaningfully to reducing unemployment in Lombok, NTB, and surrounding regions.

“Indonesia benefits greatly from MotoGP given its strong country branding and global reach. We hope for more concrete support from the central government. Despite the financial challenges faced by ITDC and MGPA, MotoGP Mandalika 2024 is expected to continue elevating NTB’s global profile and delivering substantial value for Indonesia,” said Troy Warokka, Director of Operations at ITDC.

The success of the MotoGP Mandalika event is inseparable from the extraordinary collaboration among many parties—from central and regional governments, state-owned enterprises, and private stakeholders to the active participation of local communities.



## NOT AN INSTANT ACHIEVEMENT

Assessing MGPA's performance cannot be based solely on one or two MotoGP events. CEO of Dorna Sports, Carmelo Ezpeleta, emphasized that Indonesia has become comparable to the United States as one of the largest markets for MotoGP. Dorna Sports plans to emulate the strategic approach of Formula One in establishing MotoGP as a global sporting event with a strong fan base across numerous countries.

As the promoter of MotoGP, ITDC indeed bears significant financial responsibilities, particularly in covering the hosting fee payable to Dorna.

In addition to MotoGP, MGPA also hosts three other international-level racing events: the Asia Road Racing Championship, GT World Challenge Asia, and the Porsche Carrera Cup Asia. Beyond these world-class races, the circuit also accommodates a wide range of national and local racing events, as well as non-racing activities such as community events, practice sessions, and track days. In total, the Mandalika Circuit recorded 268 activity days within one annual calendar.

"The utilization of the Mandalika Circuit throughout 2024 reached 268 days, consisting of 199 motorsport activities and 69 non-motorsport events. Total visitors in 2024 reached 170,000 people—120,000 MotoGP spectators and 50,000 non-MotoGP visitors," said MGPA President Director, Priandhi Satria.

MGPA President Director, Priandhi Satria, also received recognition at the 2023 FIM Asia Award. The award reflects appreciation and acknowledgement for his contributions and dedication in successfully delivering world-class motorcycle racing events at the Mandalika Circuit. ✳





# O2

## INFRASTRUCTURE MANDALIKA INTERNATIONAL CIRCUIT







## UNDERSTANDING THE INFRASTRUCTURE OF THE MANDALIKA CIRCUIT

### FROM TRACK ASPHALT TO THE PADDOCK

**THE ROAR** of 1,000cc MotoGP engines thundered across the Pertamina Mandalika International Circuit in early February 2022. A total of 24 riders took part in the Indonesia MotoGP Test held at the Pertamina Mandalika International Circuit, Central Lombok, West Nusa Tenggara, on 11–13 February. Present were the reigning world champion (2021) Fabio Quartararo along with his teammate, Franco Morbidelli.

Quartararo concluded the pre-season test with the second-fastest lap time, just behind Pol Espargaro of the Repsol Honda Team. Morbidelli's timing placed him in fifth position. The Mandalika pre-season test was also joined by Luca Marini (Mooney VR46 Racing Team), Aleix Espargaro (Aprilia Racing), and Pecco Bagnaia (Ducati Lenovo Team), who at the time held the MotoGP 2021 runner-up title.

Before arriving in Mandalika, the MotoGP riders had completed the shakedown test at the Sepang Circuit in Malaysia (31 January and 2 February 2022), followed by pre-season testing on 5–6 February 2022. The Mandalika test served as the second official test before the opening round of the 2022 MotoGP season in Qatar (4–6 March). Indonesia's second series of MotoGP was then held on 18–20 March 2022.

The 2022 Mandalika MotoGP pre-season test left both sweet and bitter impressions. The sweet memories came from riders being captivated by the natural beauty of Mandalika, with the circuit layout receiving wide appreciation. The bitter part emerged from riders' complaints about the track conditions. The 4.3-kilometer Mandalika track was reported to have loose asphalt when bikes reached speeds above 300 km/h. Several riders also reported asphalt debris entering their racing suits and causing injuries.

During the Mandalika MotoGP Test, riders and teams focused on gathering crucial data and insights on the track, which features six left-hand corners and 11 right-hand corners. Riders accelerate at high speed along Mandalika's 507-meter straight. The circuit is characterized by fast, flowing corners, significant braking zones, and tighter technical sections.



RE-ASPHALTING PROCESS

The track asphalt became the most scrutinized infrastructure component during the MotoGP pre-season test at Mandalika. Asphalt quality is a key determinant of race success, alongside other main infrastructure elements such as the paddock, race control, and grandstands. Additional supporting facilities also play important roles, including the circuit promenade for pedestrians and photo spots, micro, small, and medium enterprise (MSME) areas, a helicopter landing zone, a medical center, and parking areas for spectators.

The Mandalika Circuit was constructed by MRK1 Consulting, headquartered in Bahrain, responsible for circuit layout, pavement work, and drainage systems. According to documentation from the Indonesia Tourism Development Corporation (InJourney Tourism Development Corporation/ITDC), construction was scheduled from 15 July 2020 to 30 June 2021. However, the Covid-19 pandemic caused several delays.

MGPA subsequently carried out re-asphalting of the Mandalika Circuit. MGPA Deputy CEO Samsul Purba stated that the asphalt replacement was requested by the Fédération Internationale de Motocyclisme (FIM) and Dorna Sports. The Mandalika Circuit had undergone three asphaltting processes since the first one in December 2020.

FIM and Dorna requested changes to the asphalt aggregate composition, prompting a second asphaltting after the February 2022 pre-season test, followed by another after the March 2022 MotoGP event.

ITDC and MGPA conducted further studies and identified a new technical model for a full resurfacing of the track. According to Samsul, the Mandalika asphalt design is more porous. While a more open surface improves tire grip, Mandalika’s coastal location, high rainfall, and intense heat caused water to linger on the track.

Samsul Purba explained that the resurfacing aimed to make the asphalt more closed so that rainwater would not remain on the surface for long. From a technical standpoint, this adjustment was expected to ensure durability for at least the next five years.

The resurfacing effort involved world-class experts in track paving and surface-layer testing, bringing scientific rigor, technology, and a quality-driven work culture. The resurfacing was supported by consultants from Roads Runways Racetracks (R3), including specialists David Woodward and Campbell Waddell.

The resurfacing of the Mandalika Circuit was carried out on the segment from Turn 16.5 to Turn 5.5, spanning a total of 1.602 kilometers. Advanced scientific methods were employed to ensure that the asphalt mixture remained durable and that the aggregates remained intact. The track improvements were executed in accordance with the quality standards mandated by the Fédération Internationale de Motocyclisme (FIM).

David Woodward and Campbell Waddell were involved in the initial resurfacing of the Mandalika Circuit in 2021. However, they were unable to be physically present due to restrictions on international travel caused by the Covid-19 pandemic.

“What occurred was the presence of weathered aggregate particles—a technical term referring to damaged aggregate—on the track surface under the previous specifications. Such particles should not have been present. Furthermore, the weathered aggregate particles were insufficiently strong and prone to fragmentation. The proportion was notably high in the section of the track that was resurfaced. As reported by the riders, the mud and loose stones on the track were in fact fragments of the weakened aggregates,” stated Campbell Waddell, as cited in Harian Kompas. ✳



**Photos:** Resurfacing of the Mandalika Circuit main track using Stone Mastic Asphalt (SMA) over a stretch of 1.2 km from Turn 17 to Turn 5.

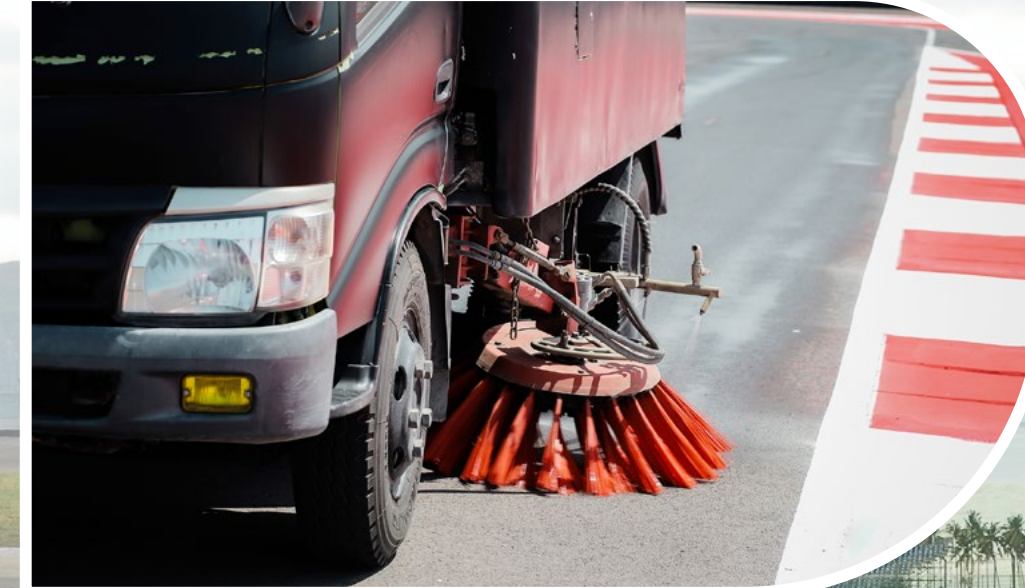
Source: MGPA Documentation.



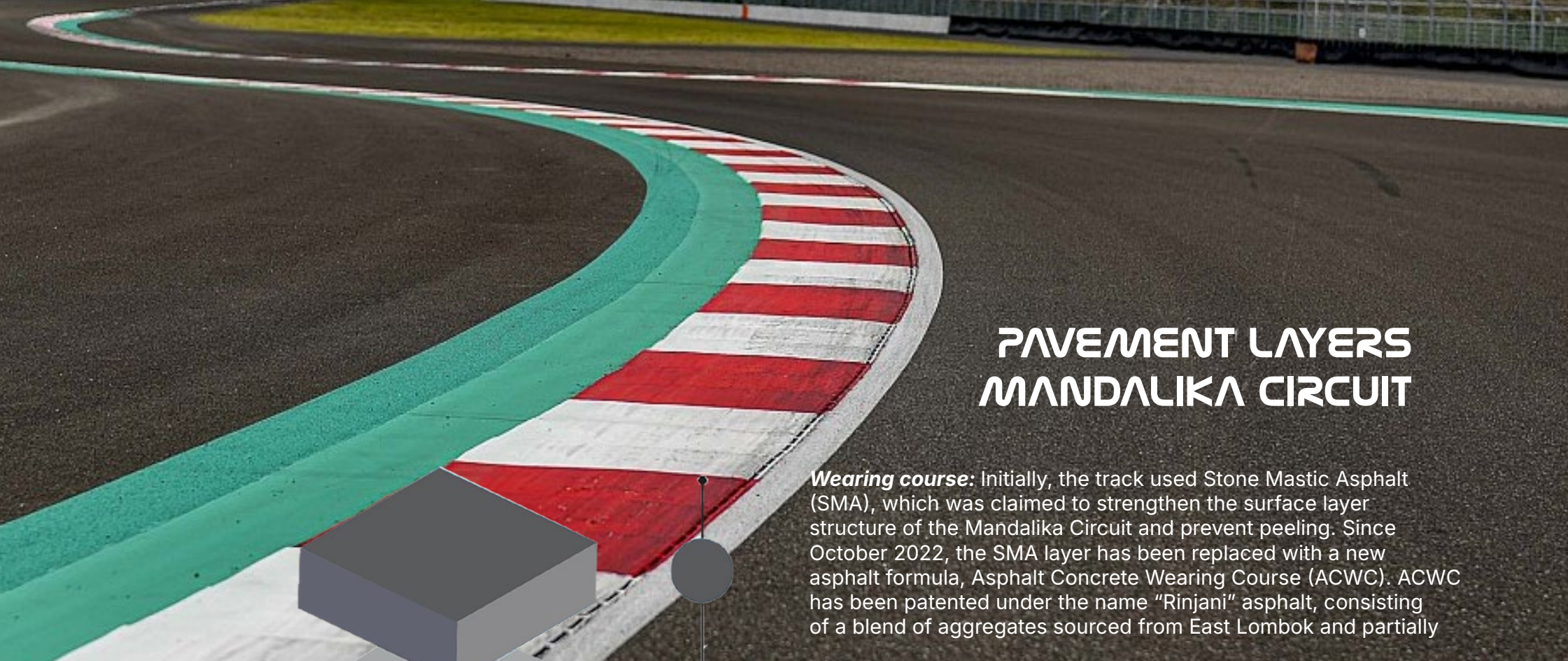


**Photos:** Resurfacing work ahead of the Mandalika MotoGP 2022. The resurfacing was completed by PT PP Presisi in 5 days (March 5–9, 2022). PP Presisi supported the resurfacing by deploying heavy equipment, including three asphalt finishers, six vibro tandem rollers, an asphalt distributor, and two pneumatic-tired rollers.

Source: MGPA Documentation and PT PP Presisi Documentation.







## PAVEMENT LAYERS MANDALIKA CIRCUIT

**Wearing course:** Initially, the track used Stone Mastic Asphalt (SMA), which was claimed to strengthen the surface layer structure of the Mandalika Circuit and prevent peeling. Since October 2022, the SMA layer has been replaced with a new asphalt formula, Asphalt Concrete Wearing Course (ACWC). ACWC has been patented under the name “Rinjani” asphalt, consisting of a blend of aggregates sourced from East Lombok and partially

**Asphalt Concrete:** This constitutes the second layer of asphalt on the Pertamina Mandalika International Street Circuit. This layer has sufficient thickness and rigidity to reduce the pressure load borne by the layer beneath it, namely the base course.

**Base Course:** This is the sub-asphalt layer that functions to strengthen the structure of the main track. The base course layer utilizes stones sourced from North Lombok, East Lombok, and Palu.

## MANDALIKA CIRCUIT SPESIFICATION



### TRACK LENGTH & WIDTH

The circuit spans 4,301 km length.  
Track width of 15 meters.



### CIRCUIT CORNERS

The track features 17 corners,

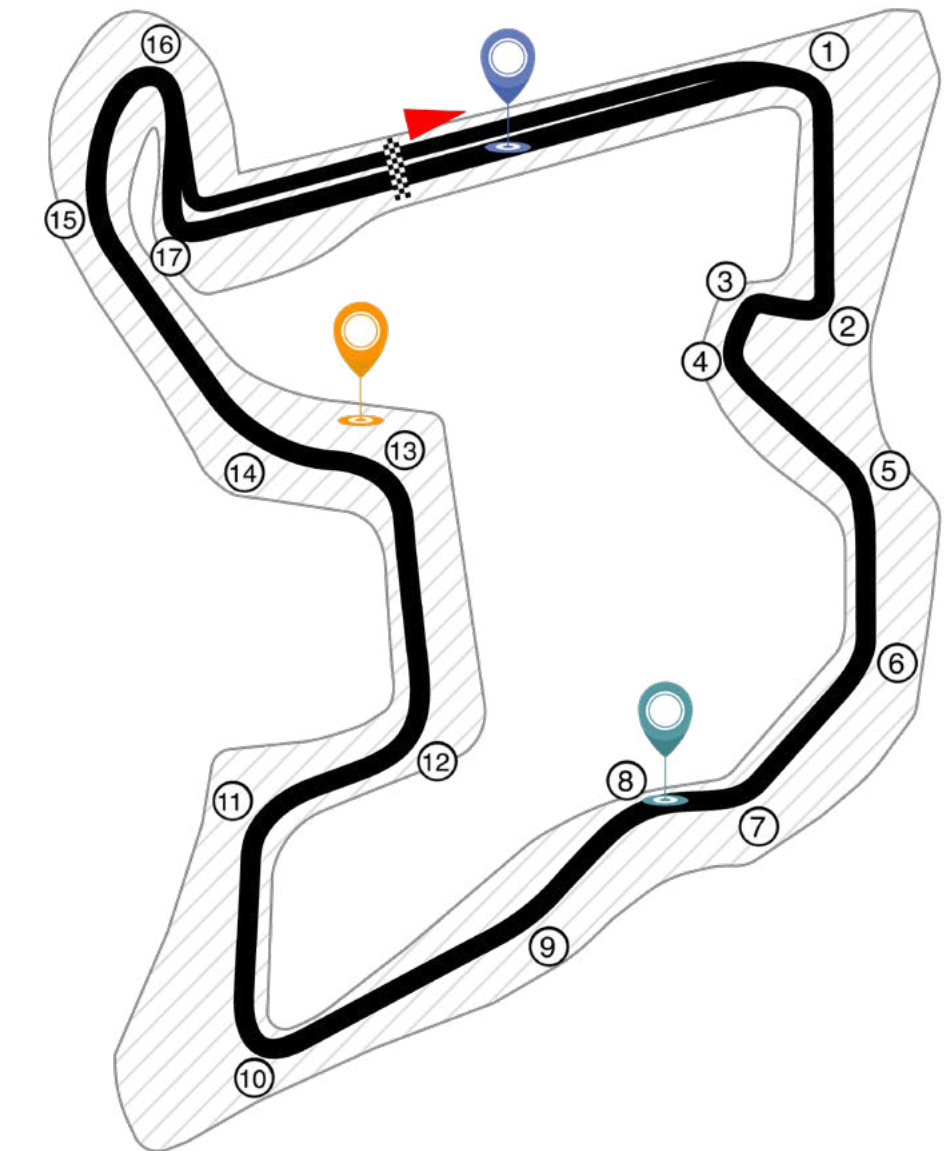
- 6 left-hand turns
- 11 right-hand turns



### CIRCUIT SERVICE ROAD

The service road is 14 meters wide,  
running along both sides of the track.

It serves as an emergency lane for  
transporting vehicles or riders who have  
crashed and are unable to continue the race.







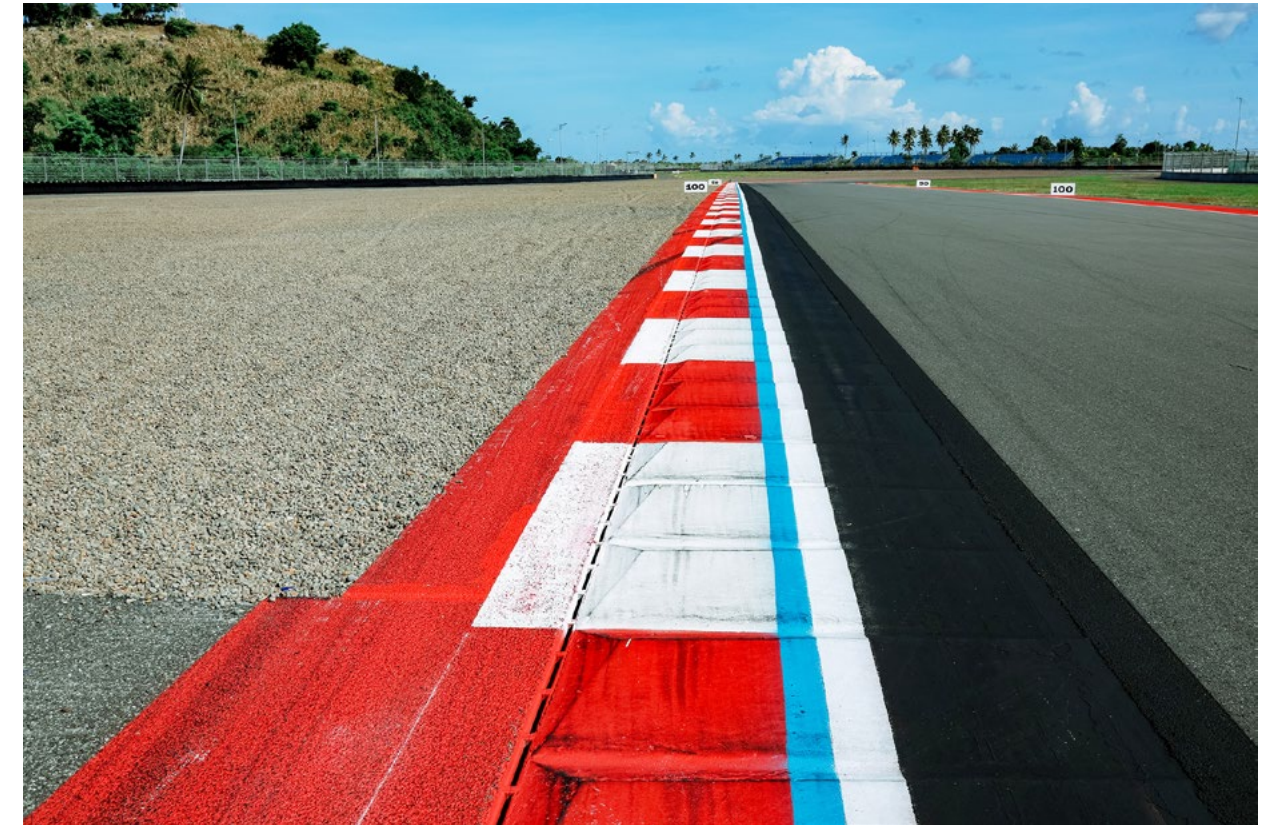
## TRACK LAYOUT

The circuit track is equipped with safety features in the form of run-off areas consisting of asphalt, grass, and gravel. These run-off areas function to prevent riders who go wide during the race from immediately entering the grass or gravel. The width of each run-off area varies depending on corner characteristics and rider speed. The widest run-off and gravel zones at Mandalika are located at Turn 10, designed to anticipate the high-speed approach from Turns 6, 7, 8, and 9, which feature fast and flowing corner sequences as riders accelerate through them.

The main straight in front of the grandstand at the start-finish line stretches 507 meters. During the pre-season test held on 11–13 February 2022, the top speed was recorded by Johann Zarco (Pramac Ducati) and Enea Bastianini (Gresini Racing), who each reached 314.8 km/h.

Another critical element of the track infrastructure is the drainage system. Before being used for the 2022 MotoGP pre-season, several areas of the track experienced surface water accumulation.

“These issues have been resolved, and we ensured there were no further puddles even during heavy rainfall around the Mandalika Circuit. The drainage channels are continuously monitored and evaluated, especially during periods of high rainfall in Mandalika,” said Samsul Purba, Deputy President Director of MGPA.



**Photos:** The racing circuit track comprises several key elements critical to rider safety and performance, including corners, straights, apexes (the closest point inside a turn), chicanes (double corners), hairpins (sharp 180-degree turns), curbs (serrated stones at the track edge), run-off areas (zones outside the track designed for rider safety, such as gravel traps or blue zones), and track drainage.

Source: MGPA Documentation.





## Paddock (Garages)

The paddock, or garage area, serves as a facility to park trucks, support vehicles, and team equipment, including offices and lodging. Within the paddock is the Pit or Pit Box, a dedicated workstation used by racing teams to prepare and service racing cars or motorcycles, including tire changes, mechanical adjustments, and other preparations during practice, qualifying, and race sessions. Riders and teams remain in constant communication to achieve optimal setup.

The Mandalika Circuit features 50 garages stretching along the start–finish straight. The garage capacity accommodates all teams competing in Moto3, Moto2, and MotoGP.

Behind the garage area is a spacious hospitality zone for riders and crew. This space serves as a rest area and includes kitchen facilities to prepare food and beverages for riders and team personnel. The zone also houses areas for preparing rider components, such as spare tires and various spare parts.



**Photos:** The paddock or garage is a spacious area for riders and teams. It includes parking spaces, rooms for riders and teams, and the most popular section, the Pit Box.

Source: SRO Motorsport Documentation.





**Photos:** The Race Control building at the circuit serves as the central command responsible for ensuring races run smoothly and safely. Inside Race Control are devices and systems, including monitor screens, cameras, and communication systems, which are used to observe, analyze, and control track conditions.

Source: MGPA Documentation.

RACE CONTROL

Adjacent to the riders’ paddock is the race control room, staffed by officials and race stewards who form the Race Committee. Race control is an essential component of circuit infrastructure, functioning as the central hub for monitoring race operations. It is equipped with 40 cameras positioned across the circuit and main straight, capable of 360-degree rotation and high-precision zoom.

From race control, every incident on the track is monitored continuously. Video feeds can be magnified for closer inspection. In this room, the Race Director decides whether the race is placed under red, yellow, or green flag conditions. A yellow flag is issued when a rider crashes. The Race Director instructs the clerk of the course (CoC) to communicate with flag marshals to wave the yellow flag. Additional instructions are given to rescue marshals responsible for assisting the fallen rider and clearing debris from the track.

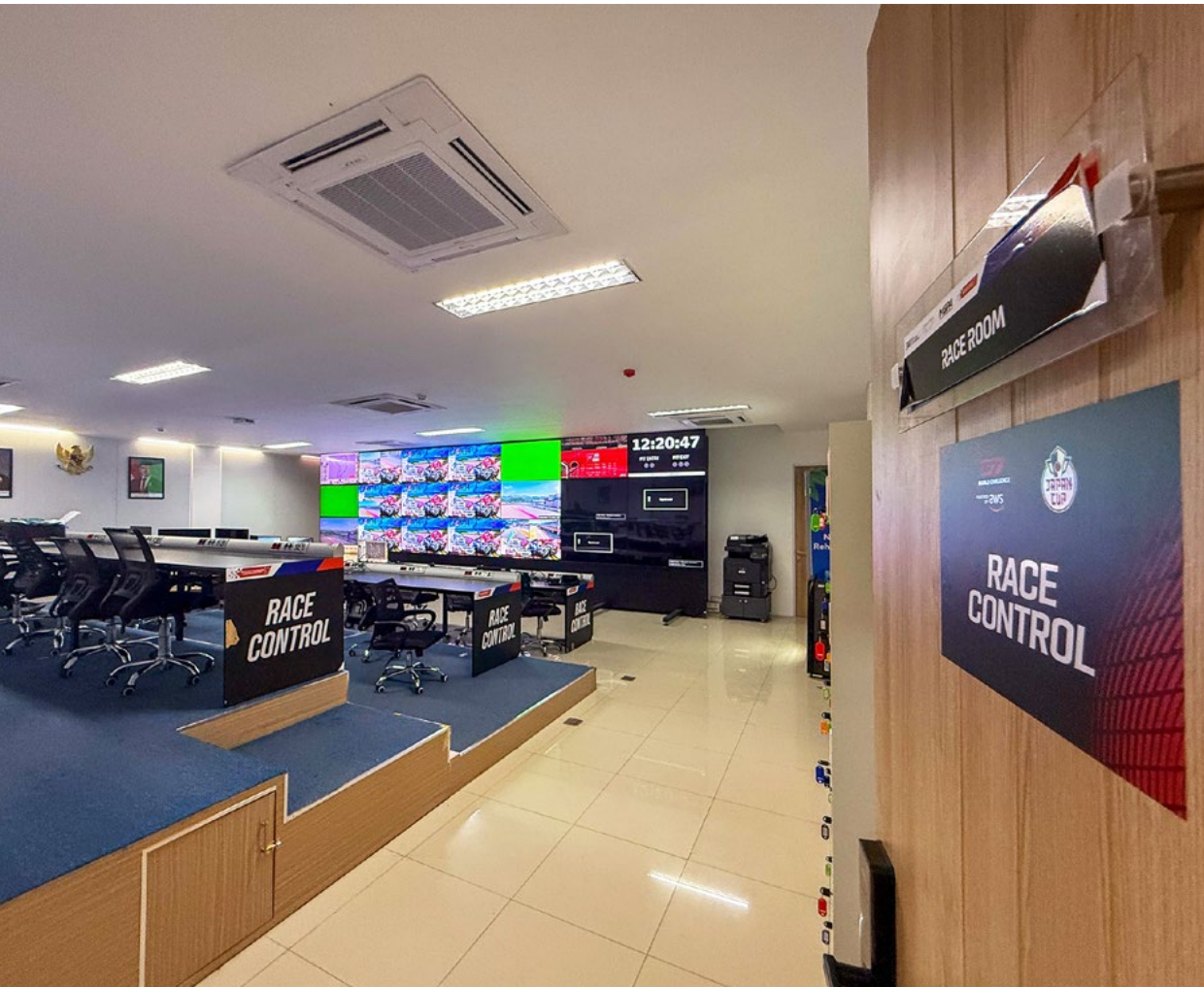
Coordination continues with the vehicle recovery team, which transports the damaged motorcycle back to the paddock via the outer service road. Rider recovery personnel typically use motorcycles to escort the rider back to the pit or team garage. The chief medical officer

stationed in race control makes decisions when a rider sustains a serious injury. Medical instructions may involve deploying an ambulance or, if necessary, activating a helicopter for evacuation to a designated hospital.

Communication between race controllers and field personnel is executed swiftly and synchronously. Two-way radio communication with FIM- and Dorna Sports-specified systems is used. Signal transmission is supported by boosters installed atop the race control building to ensure clear and uninterrupted audio coverage.

“Every race requires a race control room, the command center for race officials with full authority over race operations, known as the Race Committee. From the race director to the clerk of the course, supported by the chief medical officer, all operate here. They monitor the race through CCTV on screen displays. Around 40 cameras are installed, adjustable depending on requirements, covering the entire start-to-finish line and both sides of the circuit,” said MGPA President Director Priandhi Satria.

Race control is also connected to the timekeeping room located on the second floor of the race operations building. Timing data is shown on several screens, presenting rider positions, sector times, lap records, and top speeds. Real-time rider data is transmitted using transponders installed on each motorcycle. These official transponders are provided by Dorna Sports.





General Design of the Race Control Room

- Semi-circular theater-style layout, allowing all operators to view the main screen simultaneously.
- Neutral lighting and room temperature controlled with industrial-grade air conditioning for comfort during extended work hours.
- Operator chairs with integrated computing and audio systems.
- Soundproofing system to maintain concentration even while the race is ongoing outside.

Monitors

- The Mandalika Circuit Race Control Room is equipped with 40 monitors.
- CCTV Track Monitors: Display feeds from surveillance cameras at each corner and circuit sector (over 20 locations) for real-time track monitoring.
- Live Timing Monitors: Display real-time data for each rider, including sector times, laps, speed, and delta times, to monitor consistency and potential rule violations.
- Race Direction Monitors: Show administrative data, including penalties, flag communications, and session status, connected to the race director and marshals.
- Drone or Aerial View Monitors (for major events): Provide a strategic bird's-eye view of the circuit to anticipate major incidents.
- Media and Replay Monitors: Review racing incidents for fair play decisions.



**Photos:** Inside the Race Control room, several experts from Dorna Sports can be seen. Left photo: Race Control equipped with devices and systems, including monitor screens, cameras, and communication systems, used to monitor, analyze, and control track activities.

Source: MGPA Documentation.

Time Keeper

- Records lap and sector times for each rider.
- Manages the transponder system installed on vehicles to automatically capture timing data.
- Identifies timing violations, such as jump starts, track limits, or undercuts.
- Provides data to the race director for evaluation and penalty decisions.
- Delivers official results to media, teams, and racing authorities after each session.

Main Outputs of the Race Control Room

- Race Decisions: Includes red flag, safety car deployment, time penalties, ride-through penalties, and disqualifications.
- Official Race Results Data: Finish times, classification positions, fastest lap, and technical statistics of riders.
- Incident Reports: Investigation results of accidents or violations occurring on the track.
- Technical Video Recordings: For appeals, federation documentation, and team evaluations.
- Internal Communications: Notifications to marshals, medical teams, racing teams, and official broadcasters.



**Photos:** The grandstand/tribune of Pertamina Mandalika International Circuit has a seating capacity of 195,700.

Bottom right: Observation Deck, a premium structure exclusively for VVIP spectators.

Source: MGPA Documentation.



## GRANDSTAND (TRIBUNE)

The spectator tribune, or Grandstand, at the Mandalika Circuit is categorized into four tiers based on ticket categories: Premiere Class with 900 tickets, VIP Deluxe with 2,000 tickets, Premium Grandstand (covered tribune) with 21,056 tickets, and Standard Grandstand (uncovered tribune) with 28,578 tickets. Meanwhile, the General Admission ticket quota, which provides access without designated seating, amounts to 10,000 tickets.

The Mandalika Circuit Tribune is made visually appealing by its colorful seating. Some sections of the tribune are also decorated with red-and-white seating in the open Zone I tribune.

Spectators are provided with shuttle bus facilities that regularly circulate the parking area, heading towards Gates 1, 2, and 3. The shuttle buses function to pick up and drop off passengers from the west and east parking areas. Premiere Class and VIP Deluxe Class ticket holders are given exclusive parking access near the circuit, adjacent to the tribunes for these two classes.

### Premiere Class

The Mandalika Circuit provides 150 VVIP seats in the Observation Deck category. The Observation Deck is strategically positioned, facing the start/finish straight and directly overlooking Turn 1 (T1), T2, T3, and T4. Spectators can witness the riders exiting T17, the final corner of the Mandalika Circuit, as they speed down the straight track, and then slow down before entering T1.







**Photo:** The premium VVIP spectator facility, Observation Deck, is situated on a high hill directly overlooking the start-finish straight.

Source: MGPA Documentation

The Observation Deck is situated at an altitude of 21 meters above sea level in the hilly area. There is an interesting story behind the development of this premium facility. According to Priandhi Satria, CEO of MGPA, the idea of building an Observation Deck dedicated to VVIP guests originated from the visit of Indonesia's 7th President, Joko Widodo, when he inspected the readiness of Mandalika Circuit ahead of the World Superbike (WSBK) event in November 2021. President Jokowi stood on the hill directly facing Turn 1 and the start line.

"From President Jokowi's memorable visit, the idea to create an Observation Deck emerged, a facility for premium spectators and distinguished guests," said Priandhi. The hilly area surrounding the Observation Deck is now popularly known as Bukit Jokowi.

### VIP Deluxe

The VIP Deluxe class directly faces the straight stretch after the start line up to Turn 1. Guests in the VIP Hospitality Suite enjoy exclusive viewing and recording opportunities, observing the race from the moment it starts until riders reduce their speed from 300 km/h on the straight to 85-100 km/h as they approach Turn 1.

The VIP Deluxe building consists of three floors on the east side of the Pit Building. Guests are treated to a panoramic view of the beautiful hills under Mandalika's clear blue sky, with the distant beach and sea visible. Key moments, such as the grid formation and the tense switch from red to green lights, allow guests to experience the roar of 1000cc motorcycles up close.

As the race nears completion, VIP Deluxe spectators can clearly see which rider crosses the finish line. Throughout the race, they remain seated on plush sofas in a comfortably air-conditioned space, further enhanced by exclusive food and beverage options and high-speed Wi-Fi access, unlike spectators in the lower-tier areas who may struggle to access the internet in crowded zones.

**Photos:** VIP Deluxe building, also located along the start-finish straight near the Observation Deck. Its interior is luxurious and exceptionally comfortable.

Source: MGPA Documentation.







Photo: Iconic Turn 16 of Pertamina Mandalika International Circuit.  
Source: SRO Motorsport Documentation.

## INTERNATIONALLY STANDARDIZED CIRCUIT

# THE IMPORTANCE OF CIRCUIT

**EXPLOSIONS** and large flames erupted. Tongues of fire licked the surroundings, lasting only a fraction of a second as the ground jet driven by Romain Grosjean, a French driver, collided with the barrier at Bahrain International Circuit on the night of Sunday, 29 November 2020. The Haas VF-20 car driven by Grosjean split in two: the front part penetrated the fence, producing massive flames, while the rear remained in the circuit's run-off area.

The scene was extremely tense. Ten seconds later, several Fire & Rescue Marshals arrived to extinguish the fire and rescue Grosjean. Fighting for his life, he managed to exit the cockpit and jump over the roadside barrier 28 seconds later. He survived with burns on his hands. This horrifying moment can be revisited in the documentary series Formula 1: Drive to Survive, episode 9 of season three, available on Netflix.

This severe crash at the 2020 Formula One (F1) Bahrain Grand Prix ranks among the most serious accidents in modern F1 history. Grosjean became the first F1 driver to survive a fatal crash since Niki Lauda at the 1976 German Grand Prix at Nürburgring, Gerhard Berger at the 1989 San Marino Grand Prix at Imola, Italy, and Clay Regazzoni at the 1973 South African Grand Prix at Kyalami.

Severe accidents have also occurred in motorcycle racing, including the case of three-time GP 500cc World Champion (1990, 1991, 1992) Wayne Rainey at the 1993 Italian GP in Misano. Rainey, riding aggressively through a turn, fell and slid into the gravel trap in the run-off area, suffering a spinal fracture that left him paralyzed from the chest down and ending his racing career.



Photo: Romain Grosjean's car after the accident at Bahrain International Circuit in 2020. Source: Wikipedia.



FIM HOMOLOGATION: GRADE A

Racing circuits that demand high speeds are inherently at risk of accidents, as experienced by Wayne Rainey in MotoGP and Romain Grosjean in F1. The Fédération Internationale de l'Automobile (FIA), the global governing body for motorsport, and the Fédération Internationale de Motocyclisme (FIM), the authority for motorcycle racing, require that all racing aspects be assessed against safety standards at a racing circuit. A circuit may not host international-standard races without a license or certificate from FIM or FIA.

Certification from FIM and FIA is granted after an inspection team conducts a homologation process. Homologation, derived from the Greek word homologeo, means to agree. In motorsports, homologation is the process of evaluating all racing aspects against established standards to obtain a license or approval.

The homologation process is conducted by FIA and FIM by assigning inspectors to directly assess the circuit's suitability. Inspectors evaluate the quality of the circuit, including the track, asphalt, run-off areas, barriers, signage, drainage system, pit building, and medical facilities. In addition, inspectors assess the circuit's location, distance from residential areas, land ownership, availability of hotels and parking areas, and traffic conditions to and from the track.

According to the official FIM Homologation Programme (FRHP), homologation serves as FIM's formal recognition of safety standards as a prerequisite for competitions under its authority. "Homologation will be granted when certain maximum performance and quality standards are met for each product," states the FRHP guidelines.



Figure 2.1. Homologation Grade A 2023  
(Source: MGPA Documentation)

Pertamina Mandalika International Circuit successfully upgraded its homologation rating to Grade A, according to FIM's evaluation in 2023. During the inaugural MotoGP 2022 at Mandalika, the circuit's quality standard was initially rated Grade B. By the 2024 MotoGP series, Mandalika Circuit had officially received a Grade A homologation rating.

11. CONCLUSION

A **GRADE A** homologation licence can be issued for the year **2023**.

Length of the race track:	4'301 m	
Pole Position:	Left hand side	
Capacity of the circuit:	PRACTICES	RACES
SOLOS	32	32
ENDURANCE	60	60

Figure 2.2. Mandalika Circuit Inspection 2023  
(Source: MGPA Documentation)

"Grade A is the highest grade awarded by FIM. This means Pertamina Mandalika International Circuit is fully eligible to host the Pertamina Grand Prix of Indonesia," said MGPA President Director Priandhi Satria.



FIM categorizes homologation into six levels, from Grade A to Grade F, while FIA classifies circuits from Grade 1 to Grade 6. Tracks with Grade A or Grade 1 can host all international racing events, whereas tracks with Grades B to F (FIA Grades 2–6) cannot host Grand Prix-level races.

Grade	Grand Prix	Superbike Supersport	Endurance	JuniorGP	MotoE	Sidocar
A	X	X	X	X	X	
B		X	X	X	X	
C			X	X	X	
D				X	X	
E					X	
F						X

Figure 2.3. FIM Homologation Grade  
(Source: MGPA Documentation)

FIM and FIA collaborate to maintain circuit safety standards. Inspection and homologation levels are continuously updated annually, resulting in the publication of the FIM Standards for Circuits. This collaborative approach to safety ensures that circuits maintain the highest safety levels.

In the FIM Standards for Circuits 2024, under Article 1–Objects, FIM standards must serve as the initial design guidelines for building new circuits. Before presenting a new circuit project to FIM, the track design must meet FIM’s conceptual and usage criteria. Any modifications to a circuit layout must also comply with FIM guidelines, and a homologation request must be submitted for those changes.

Homologation also requires the use of homologated paint (FIM Homologated Paint) for the track surface. Homologated paint must be approved for use under specific track conditions. Approval is granted through an accreditation process that ensures the paint does not affect track performance. Among the FIM-recommended paints are:

- Mapecoat TNS Race Track, used for white lines, curbs, grid markings, and other track markings.
- Greenford Anti-Slip Paint: FIA-accredited paint used on Formula One circuits

“Currently, we use Dhika brand paint, which complies with FIM and FIA homologation standards,” said Priandhi Satria.

FIM homologation also pertains to race electronics, including the timing system and race electronic support, which must meet MotoGP standards. FIM also sets standards for light panels, barriers, medical facilities, and pit buildings.

High-tech light panels are mandatory at all circuits hosting FIA Formula One and FIM MotoGP World Championship events starting in 2022. From 2023, FIM and FIA light panel standards also apply to the FIA World Endurance Championship, FIM WorldSBK, and FIM EWC.

Every FIM circuit on the MotoGP, World Superbike, and Endurance calendars must install light panels with T1 or T2 specifications. Light panels must be operable by race control or marshals at trackside. These panels provide essential information to riders, including flag signals, weather conditions, and the status of safety car or virtual safety car deployment. 🌸




Photo: Resurfacing of Mandalika Circuit ahead of the MotoGP 2022 event

(Documentation: PT Pembangunan Perumahan)





Figure 2.4. FIM Homologation  
(Source: MGPA Documentation)



FEDERATION INTERNATIONALE DE MOTOCYCLISME

**PERTAMINA MANDALIKA INTL STREET CIRCUIT**  
**HOMOLOGATION REPORT**  
**GRADE A**


**1. DATE OF INSPECTION**

26 September 2024

**2. OFFICIALS PRESENT (among others)**

NATIONAL AND CIRCUIT MANAGEMENT OFFICIALS	
Mr Awallutfi ANDHIKA	Clerk of the Course
Mr Donny MAHARDJONO	Deputy Clerk of the Course
Mr Priandi SATRIA	CEO MGPA
Mr Eddy SAPUTRA	Ikatan Motor Indonesia & FMNR Appeal Steward
PROMOTER REPRESENTATIVES	
Mr Carlos EZPELETA	Dorna
Mr Alfonso CARTUJO	Dorna
Mr Carles JORBA	Dorna
MOTOGP PERMANENT OFFICIALS	
Mr Mike WEBB	MotoGP Race Director
Mr Graham WEBBER	Moto3 & Moto2 Race Director
Mr George MASSARO	MotoGP Rookies Cup Race Director
Mr Loris CAPIROSSI	Dorna RD Representative
Mr Tome ALFONSO	FIM MotoGP Safety Officer

Figure 2.5. FIM Homologation Grade A  
(Source: MGPA Documentation)



**CIRCUIT LICENCE**  
**N° 1164**


THIS LICENCE CERTIFIES THAT THE:

**PERTAMINA MANDALIKA INTL STREET**  
**INDONESIA**

CONFORMS TO THE FIM STANDARDS FOR CIRCUITS  
FOR THE ORGANISATION OF FIM GRAND PRIX WORLD CHAMPIONSHIP EVENTS


LENGTH OF THE RACE TRACK: 4'301 m

POLE POSITION: LEFT HAND SIDE

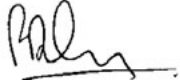


THIS HOMOLOGATION IS VALID WITH GRADE A FOR 2024

Circuit Homologation Committee Representative  
Bartolome ALFONSO



Circuit Homologation Committee Chairman  
Paul KING



This licence is only valid for such days in respect of which any Permit has been issued by the FIM CCR Homologation Committee. This licence shall not have effect on any day for which any FIM Permit is not in force. This licence is to be read in conjunction with and be deemed to incorporate all and any terms, conditions and provisions contained within or set out in the FIM Homologation report. The issue of this Homologation Licence does not constitute any form of WARRANTY, either expressed or implied, in relation to the standards of safety at this Circuit. This licence can be revoked at any time and without notice but will however expire at the end of the event for which this licence has been issued.

Figure 2.6. FIM Homologation Grade A  
(Source: MGPA Documentation)





**Photo:** Signing of the multi-year agreement for the GT World Challenge Asia at Mandalika International Circuit starting from the 2025 event. Visible are SRO Motorsports Group Founder & CEO Stephane Ratel (seated left) and Priandhi Satria, CEO of MGPA. The cooperation contract was signed at Fuji Speedway, 28 June 2024. (Source: MGPA)

## ADDITIONAL FIA HOMOLOGATION

IN 2025, MGPA successfully achieved FIA Grade 3 homologation as a prerequisite to hosting international four-wheel racing events, particularly in preparation for the GT World Challenge Asia 2025, scheduled for May 2025.

MGPA carried out modifications to the circuit track, including adjustments to the run-off areas at five corners, the addition of gravel to former run-off zones, and the installation of tires as safety barriers. The run-off areas, designed to ensure rider and driver safety, extend along the racing circuit. In specific sections, run-off areas are made wider to account for the higher probability of vehicles leaving the track.

Run-off areas are a fundamental safety feature on modern race tracks. These areas serve as the basis for additional safety features such as gravel traps and air fences, which cannot be positioned effectively without proper run-off zones.

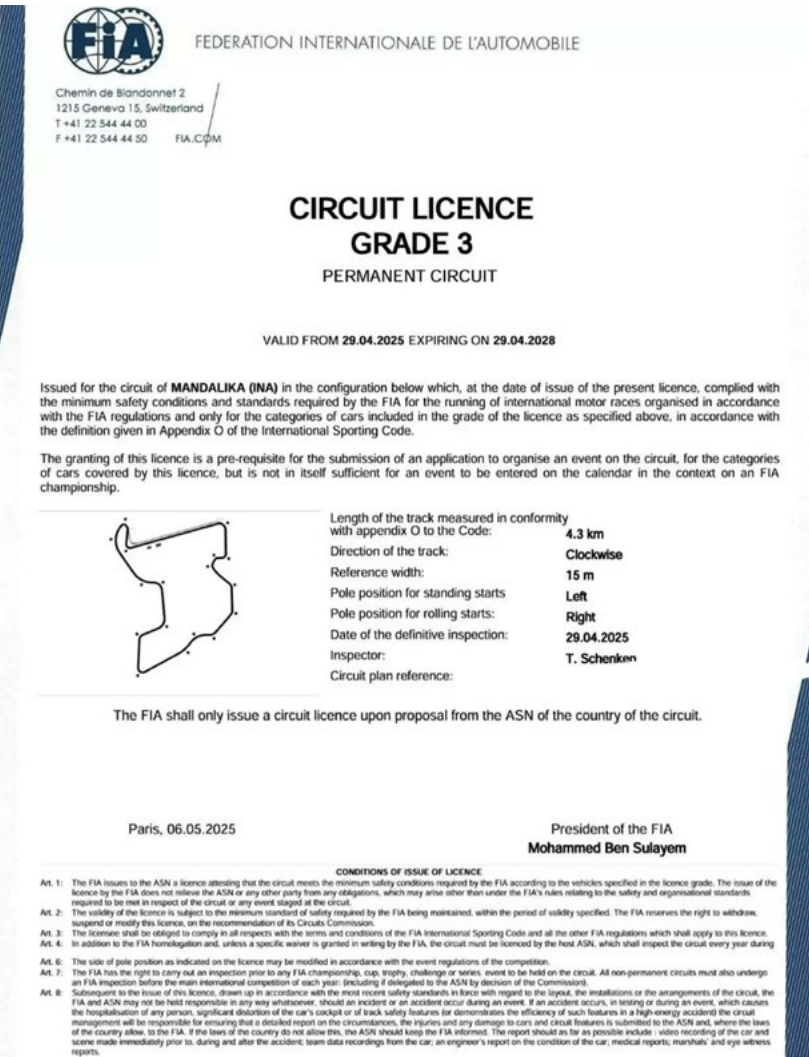
Circuit designers must consider the physics of racing in track design. Drivers naturally follow the forces acting on their vehicles. At every change in the track layout, riders and drivers are subjected to forces acting upon their vehicles. Specific points along the circuit can be predicted, and vehicle trajectories are extrapolated accordingly.

Designers calculate areas of the track where vehicles are most likely to leave the racing line. For instance, at outer corners where drivers must counter centrifugal force, or the apparent force experienced when an object moves in a circular path away from the center. Track designers position wide run-off zones in these critical areas.

The Mandalika Circuit's run-off areas for car racing required modifications. Certain zones were excavated and replaced with gravel to enhance safety in accordance with FIA standards. Key run-off areas modified to meet FIA homologation include Turn 1 Exit / Turn 2 Entry, Turn 5 Entry, Turn 10 Entry, Turn 10 Exit / Turn 11 Entry, and Turn 13 Entry.

"This renovation aims to improve safety in line with FIA standards while fostering fairer competition. Adjustments to the run-off and gravel areas are expected to enhance safety and deliver a more competitive racing experience. We have coordinated with FIA, FIM, IMI, and SRO Motorsport to ensure the entire process runs according to plan and is completed on schedule," said MGPA President Director Priandhi Satria.

The GT World Challenge Asia 2025 at Mandalika Circuit will become a prestigious racing event in Indonesia. Various supercar brands such as Lamborghini, Ferrari, Porsche, and Audi will showcase their performance on Indonesia's pride circuit.





From Asphalt Cutting, Speed Bumps, to Track Limits

In 2023, the FIA, accompanied by representatives from the Indonesian Motor Association (IMI), conducted two inspections at Mandalika Circuit. Through IMI, the FIA provided several notes on modifications that MGPA needed to implement in order to host four-wheel racing events under FIA regulations..

Some of the changes at Mandalika Circuit to comply with FIA homologation included:

- The addition of tire barriers at several corners.
- The installation of brake markers before certain corners.
- Adjustment of CCTV placement to monitor vehicles within the circuit.
- Relocation of marshal posts at specific points.
- Cutting asphalt in run-off areas and adding gravel.

All work to meet FIA standards was carried out by MGPA's internal team without employing any foreign personnel. MGPA appointed several local vendors, including for asphalt cutting and gravel addition.

MGPA directly handled the installation of additional safety barrier tires, tire layering using conveyor belts, painting, as well as the creation and installation of speed bumps.

Dromo’s proposal for Mandalika race track limits



The use of speed bumps as track limits is one method to ensure that drivers remain within the designated racing line. The characteristics of these speed bumps include:

- **Height:** approximately 2.5 cm to 15 cm, and length: about 50 cm to 1 meter.
- **Material:** durable materials such as rubber or asphalt to withstand high speeds and forces from racing vehicles.
- **Placement:** strategically positioned based on FIA simulations, at critical points such as entry apex corners and exit corners, to ensure drivers do not exceed the track limits.

Track Limits in FIA Four-Wheel Racing

One of the key FIA changes is the implementation of track limits at certain entry apex and exit corners.

Track limits are boundaries established by the FIA after inspecting the circuit to ensure that, during a race, drivers remain within the designated racing lane. FIA regulations mark track limits with white lines along the edge of the track. A driver is considered to have violated the track limit if no part of the car (wheel) remains within the white line.

The installation of track limits in four-wheel racing has several significant impacts, including:

1. **Driver Safety:** Track limits help ensure driver safety by compelling drivers to stay within the track, reducing the risk of accidents if a vehicle leaves the designated area.
2. **Fair Play and Competitive Equity:** All drivers must follow the same route, preventing any unfair advantage from cutting the track.
3. **Rule Enforcement and Discipline:** Track limits enforce greater driver discipline. Violations may result in penalties such as warnings, time penalties, or disqualification in extreme cases.
4. **Monitoring and Technology:** Speed bump track limits are often equipped with surveillance technology, including sensors and CCTV cameras, to enforce regulations transparently and effectively.
5. **Spectator Experience:** Track limits may restrict some spectacular maneuvers, but organizers ensure races remain fair and competitive, enhancing the viewing experience.

The speed bump track limits at Mandalika Circuit are removable, allowing them to be quickly installed and removed. After four-wheel events, they can be dismantled within hours, ensuring they do not interfere with daily track-day activities or two-wheel racing events. ✖





**Photo:** Two GT World Challenge Asia participants passing through Turn 10, where a track limit dome has been installed on the right side of the circuit.

(Source: MGPA Documentation)



**Photo:** FIA homologation process for Mandalika International Circuit involves a series of physical modifications carried out since 11 March 2025. Modifications include, among others, asphalt removal in run-off areas and addition of gravel traps at strategic points such as T1 Exit/T2 Entry, T5 Entry, T10 Entry, T10 Exit/T11 Entry, and T13 Entry.

(Source: MGPA Documentation)



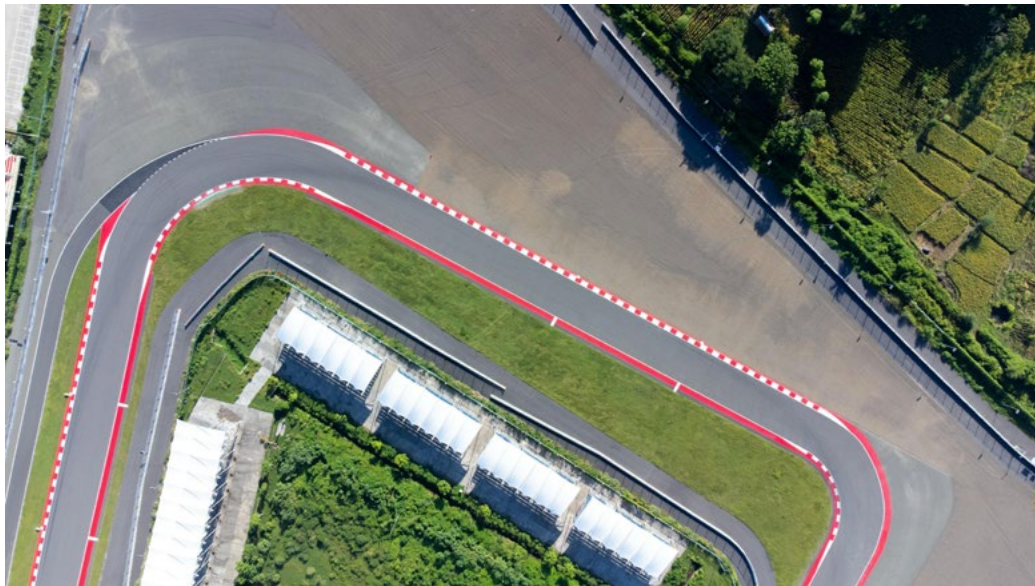


Photo Left (clockwise): Physical modifications at strategic points, including Turn 1 (T1) Exit, T2 Entry, and T10 Exit.

Photo Right: Physical modification at Turn 13 (T13) Entry.  
(Source: MGPA Documentation)







**Photo:** Activity of receiving MotoGP Mandalika 2024 logistics handled by InJourney Aviation Services. (Source: MGPA Documentation)

## LOGISTICS MANAGEMENT: THE KEY TO A SUCCESSFUL EVENT

The busy behind-the-scenes logistics of a major racing event like MotoGP are rarely showcased in broadcast coverage. Racing fans typically focus on the competition itself, along with the free practice and qualifying sessions. In reality, successful logistics management is crucial for the smooth execution of racing events, as exemplified by the operations at Pertamina Mandalika International Circuit in the Mandalika Special Economic Zone (SEZ), Central Lombok, West Nusa Tenggara.

The arrival of logistics for a major event such as MotoGP is not limited to a few days before the race. For instance, the logistics for MotoGP 2024 were handled in stages from 23 August 2024 to 25 September 2024. Cargo management covers the arrival and departure of race equipment, including rider vehicles, team gear, broadcasting equipment, fuel, and promotional materials.

The busiest period occurs around three days before the race. On 25 September 2024, the inbound MotoGP cargo transported via Qatar Airways cargo plane arrived at Lombok International Airport. This final shipment contained race equipment, safety cars, and additional essential items. In total, the Qatar Airways cargo flight delivered approximately 500 tons of MotoGP equipment.

Prior to the arrival of air freight, cargo transported via sea freight from various countries had already reached Mandalika between 1–19 September 2024. A total of 24 containers arrived at Lembar Port, West Lombok, West Nusa Tenggara. The MotoGP cargo was then transported by trailer trucks approximately 50 km to Mandalika Circuit.

InJourney Aviation Services (IAS), a sub-holding of InJourney with primary business lines in Ground Handling & Cargo Terminal, Logistics, Hospitality, and Operations Support, was entrusted once again with handling the MotoGP 2024 cargo and logistics. IAS prepared a dedicated team and state-of-the-art equipment to ensure smooth handling of both air and sea freight. In previous years, IAS also managed the logistics for MotoGP 2021, MotoGP 2022, WSBK 2022, WSBK 2023, and MotoGP 2023.

PT Pengembangan Pariwisata Indonesia (ITDC), together with Mandalika Grand Prix Association (MGPA), the operator of Pertamina Mandalika International Circuit, was granted duty-free and tax-exempt facilities for IndonesianGP logistics. These privileges are among the key benefits provided to businesses operating within the SEZ.





Photo: Process of unloading MotoGP Mandalika logistics. (Source: MGPA Documentation)

Cargo arrives through the SEZ Customs Notification process. Imported goods, delivered in sealed condition, are physically inspected by the Mataram Customs officers at Mandalika Circuit. After the race concludes, Mataram Customs conducts a re-inspection of the IndonesianGP 2024 logistics before dispatching the items to the next race destination.

MGPA became the first to implement real-time IT Inventory connected to the Indonesia National Single Window (SINSW) system. The IT Inventory system was formalized through the IT Inventory Utilization Decree approved by the Head of Mataram Customs. Mataram Customs strictly monitors the movement of goods listed in the IT Inventory system.

“ITDC and MGPA are committed to ensuring the smooth logistics operations for IndonesianGP 2024 at the Mandalika SEZ. With the full support of Mataram Customs, providing ease in import processes and strict oversight, we are confident that all logistics requirements for the event will be met on time,” said Troy Warokka, ITDC Director of Operations and Chairman of IndonesianGP 2024.

“The implementation of IT Inventory integrated with the Indonesia National Single Window system is an innovative step to enhance efficiency and transparency in logistics processes. The support of Mataram Customs, including the SEZ Administrator and the National Single Window institution, is critical for the success of IndonesianGP 2024,” added Priandhi Satria, CEO of MGPA.

“We are grateful for the cooperation of all parties, including Mataram Customs, Mandalika SEZ Administrator, and LNSW, in ensuring smooth logistics flow. Synergy and collaboration are key to the success of IndonesianGP 2024. We hope this event will bring a positive impact on Indonesia’s image internationally,” said Priandhi Satria. ✳



**Photos:** InJourney Aviation Services (IAS), a subholding of InJourney with core business lines in Ground Handling & Cargo Terminal, Logistics, Hospitality, and Operations Support, entrusted to manage MotoGP 2024 cargo and logistics. Clockwise from top: Receiving logistics at the airport, logistics trucks leaving the airport, and unloading at Mandalika Circuit. (Source: MGPA Documentation)





**Photos:** Arrival of logistics containers for the grand MotoGP event at Mandalika Circuit, both via air cargo (top) and sea freight (bottom).

(Source: MGPA Documentation)



**Photo:** Customs seal opening for event logistics containers at Mandalika Circuit. Visible holding the customs seal are MGPA CEO Priandhi Satria and Head of Mataram Customs || Made Aryana. Present also are KEK Mandalika Administrator Bambang Wicaksono (far right) and MGPA VP Operations & Motorsports Donny Mahardjono (far left).

(Source: MGPA Documentation)





Photo: CEO Priandhi Satria together with the marshals of MotoGP Mandalika 2024. (Source: MGPA Documentation)

## HUMAN RESOURCES

# DEPLOYING LOCAL TALENT FROM NTB TO ASIA ROAD RACING CHAMPIONSHIP IN MALAYSIA

**THE 2021** Idemitsu Asia Talent Cup (IATC) at Mandalika Circuit was postponed for several days due to a shortage of marshals on the track. Dorna, the event organizer, stated that the marshals were not yet ready according to their standards. For example, some marshals did not fully understand their duties and responsibilities.

Marshals are critical personnel whose presence directly affects the flow of a race. There are several classifications of marshals in motorcycle racing, including:

- **Track Marshal:** The most versatile marshal around the circuit, responsible for assisting riders in case a race ends prematurely, aiding fire and medical personnel, sweeping the track, and assisting recovery crews. Track marshals also inspect the track between sessions to remove any objects that could endanger riders.
- **Recovery Marshal:** Stationed at tow trucks or trailers, they are responsible for quickly recovering vehicles that stop around the circuit and returning them to the paddock or security bay.
- **Flag Marshal:** Uses flags to provide warnings to riders, ensuring race safety according to FIA regulations.

- **Fire & Rescue Marshal:** Trained like professional firefighters, they handle vehicle fires and emergency response within the circuit.
- **Medical Marshal:** Works with medical teams to respond to incidents requiring health attention, providing first aid and preparing injured riders or crew for further treatment.
- **Pit Marshal:** Supervises the pit stop area, managing traffic and ensuring pit operations are carried out safely and according to the rules.
- **Chief Marshal:** Leads the entire marshal team at the circuit, coordinating all marshals and ensuring they understand and perform their duties properly.

For top-tier events such as WSBK and MotoGP, a minimum of 350–500 marshals is required. Mandalika Grand Prix Association (MGPA) deploys marshals entirely from Indonesia. Most marshals are volunteers. Three certified chief medical officers from West Nusa Tenggara are assigned to health duties. MGPA also engages 2,500 local volunteers for MotoGP events, all with at least a high school education. Some volunteers are housewives handling cleanliness and hospitality.



MGPA-trained volunteer marshals have also been assigned to international racing events. For instance, on 14–15 September 2024, MGPA sent four local talents from West Nusa Tenggara (NTB) to the Idemitsu FIM Asia Road Racing Championship (ARRC) at Sepang International Circuit, Malaysia.

Deploying marshals abroad is an initiative by MGPA to expand networks and strengthen the role of Mandalika marshals in the global motorsport community. The four NTB representatives served as Chief Logistic Marshal, Chief Pitlane Marshal, Chief Track Marshal, and FIM Asia Jury Member.

“This initiative is a concrete step by MGPA to elevate Indonesian motorsport to a higher level. The four NTB marshals competing in ARRC reflect the appreciation of Simon Maas, Secretary General of FIM Oceania and member of the FIM Steward Council, FIM Commission of Circuit Racing, for the outstanding performance of Mandalika marshals,” said Priandhi Satria, MGPA CEO.

“Simon Maas even mentioned that the training methods applied in Mandalika have been used as learning modules for marshal training at other FIM-recognized circuits,” added Priandhi. Troy Warokka.

Chairman of Pertamina Grand Prix of Indonesia (MotoGPTM) 2024, emphasized that sending top local NTB talent abroad is a strategic step to strengthen preparations for IndonesianGP 2024. “We aim not only to provide international exposure for our local talents but also to enhance their capacity to manage world-class events. This effort reinforces our operational readiness to ensure IndonesianGP 2024 runs smoothly and professionally. It is a long-term investment that will significantly impact the quality of events at The Mandalika,” said Troy Warokka.

By serving at circuits in other countries, these NTB marshals are expected to bring pride to Indonesia and gain insight into different global circuit operations. Upon returning to Mandalika, they are expected to share experiences and knowledge with fellow marshals.

“The next batch of this program is also scheduled to depart soon to other international circuits. This marks a major step for NTB local talents in the global arena. We hope this program will set an example for Indonesians at international circuits and continue to uphold Indonesia’s reputation worldwide,” said Priandhi proudly. ✳

**Photos:** Marshals or track personnel are critical as they directly influence race operations. For an event like MotoGP, approximately 350–500 marshals are required, serving as Track Marshals, Flag Marshals, Recovery Marshals, Fire & Rescue Marshals, and Medical Marshals.



(Source: MGPA Documentation)





**Photos:** MGPA conducts training for medical staff and marshals, who serve as the frontline in ensuring smooth, safe, and secure race operations (Left).

**Photo Right:** Training led by Simon Maas (FIM CCR Member, Secretary General FIM Oceania & Board Member, Chief Steward FIM Endurance World Championship & World Superbike) wearing a dark blue polo shirt. Center, in batik, Muhammad Awallutfi Andhika Putra (Track, Race Electronic, Motorsport Manager MGPA and Clerk of the Course (COC), NTB native) and Gary Bleazby (FIM Oceania delegate) wearing an orange polo shirt.





Muhammad Vincent Wijaya:  
The Bartender Who Became Chief Pitlane Marshal

MARSHALS FROM WEST NUSA TENGGARA DEPLOYED TO  
ARRC IN MALAYSIA:

- 1. Samsuri Ramdhan, Pitlane Marshal Member, responsible for safety in the pit area during the race.
- 2. Vincent Wijaya, Deputy Starter/Finisher, tasked with ensuring the smooth execution of race start and finish procedures.
- 3. Khairil Afandi, Track Marshal, responsible for safety and incident management on the track.
- 4. Awallutfi Andhika, FIM Asia Jury Member, overseeing compliance and providing assessment according to race regulations.

Muhammad Vincent Wijaya, familiarly known as Vincent, is one of the four Mandalika International Street Circuit marshals who went to Sepang Circuit, Malaysia, for the Asia Road Racing 2024 event to gain international experience.

Vincent, an alumnus of Lombok Tourism Polytechnic, serves as Chief Pitlane Marshal at Mandalika Circuit. Born and raised in Ampenan, Mataram City, West Nusa Tenggara, Vincent could not have imagined the life changes from his previous role as a bartender at a café in Senggigi, Mataram (2018–2020).

The 30-year-old’s extraordinary journey began when he first became a marshal at the WSBK 2021 event, serving as a starter, holding the board on the starting grid. Vincent also participated as a marshal in the WSBK 2022 and WSBK 2023 events at Mandalika Circuit.

Since the Mandalika MotoGP 2022, Vincent has been entrusted as Chief Pitlane, continuing through MotoGP 2023 and MotoGP 2024, supervising the Pitlane Marshal team at Mandalika Circuit.

Among his responsibilities, he learned operations at the Cooling Pit, managing the cooling equipment in the Modular Pit Building to maintain the motorcycle’s performance and prevent rider fatigue after track activity.



Additionally, he oversees the Exit Pit, the designated path for riders leaving the pit area to rejoin the track. The Exit Pit is critical for riders resuming the race after pit stops for repairs, tire changes, or refueling.

“Many experiences I will bring back to Mandalika, including minute-by-minute operations, cooling pit, exit pit, and more,” said Vincent. He has also served as a marshal at the Formula E event in Jakarta, and dozens of national and international racing events at Mandalika.

“At Sepang, Malaysia, I served as deputy start and finish, overseeing free practice, warm-up laps, Race 1, and as a finisher, representing MGPA and the people of Lombok,” Vincent added.





## Samsuri Ramdhan: The Bartender Who Became Chief Pitlane Marshal

During the MotoGP Mandalika 2024, Vincent proudly noted that all marshals were local NTB personnel, with some foreign marshals as invited guests. As Chief Pitlane Marshal, Vincent assisted Race Director Graham Webber, who led the race start on the track.

“God willing, I will wave the green flag for the formation lap. For the final start, it will be guided by Graham Webber, Race Director from Dorna,” Vincent stated.

Prior to becoming Chief Pitlane Marshal, Vincent studied racing regulations under the guidance of MGPA seniors, including Priandhi Satria and Donny Maharjono, covering 106 pages of rules.

“The starting regulations have been translated into Indonesian to train our colleagues at the starting grid for proper race starts and finishes,” Vincent said.

“We hope this program will enable local talent to serve as role models at international circuits and continue to uphold Indonesia’s name globally,” said Priandhi Satria, CEO of MGPA, proudly. ✱



Like Muhammad Vincent Wijaya, Samsuri Ramdhan is also a local son of Lombok, NTB. Samsuri has proven that local residents are capable of serving as marshals in international racing events.

Samsuri was born into a farming family from Pengadang Village, Central Praya District, Lombok Regency. He currently holds the position of Chief Officer Control at the Race Control of Mandalika Circuit.

Samsuri began his journey as a marshal by learning from Dyan Dilato, then Head of Operation at MGPA. “From Mr. Dyan, I learned what it truly means to be a marshal,” he said.

He explained that the public often perceives marshal duties as simple, such as merely waving flags during a race. Samsuri once served as a flag marshal.

“The flags I handled were not few; there are 12 types with different colors. We must memorize their colors and functions, as they serve as communication tools between marshals and riders. Riders must understand the track conditions,” Samsuri said.

For example, a red flag signals the rider to stop the race and return to the paddock, a yellow flag indicates an accident ahead, and a green flag means the track is safe.

Marshals must also be disciplined. During the MotoGP Mandalika 2024 event, Samsuri and his fellow marshals were required to be at the paddock by 05:30 and then transported to their posts by bus at 06:00. During duty, marshals were prohibited from leaving their posts until the Race Control declared the race concluded.

“I have experienced heat, rain, and dust there. Meals and prayers were also done on-site. With only a 10-minute break, there are only two things to do—either smoke or use the restroom,” he shared.

Samsuri, a high school graduate, served in Race Control during MotoGP Mandalika 2024. Being entrusted to work inside the control room was challenging. He had to monitor 350 marshals on the field while coordinating with personnel from Dorna and other teams. ✱







Photo: NTB marshals sent by MGPA to serve at the ARRC, Sepang International Circuit, Malaysia. (Source: MGPA Documentation)



Photos: Press conference for the deployment of four Mandalika Circuit marshals to the IARC event at Sepang, Malaysia. According to Priandhi Satria, FIM Oceania Secretary General Simon Maas stated that the training methods implemented at Mandalika Circuit have been adopted as a learning module for marshal training at other FIM-recognized circuits.

(Source: MGPA Documentation)



Photos: Documentation of marshal activities at Mandalika International Circuit.

(Source: MGPA Documentation)





# 03

## MGPA FLAGSHIP EVENT







Photo: The riders of the premier MotoGP class delivered an impressive performance during the Indonesia Grand Prix at the Pertamina Mandalika International Circuit. (Source: MGPA Documentation)

**PERTAMINA GRAND PRIX OF INDONESIA**

# AFTER A QUARTER CENTURY, THE MOTOGP EVENT CONTINUES AT MANDALIKA CIRCUIT

**ON APRIL 7, 1996**, the Jagorawi Toll Road suddenly experienced a traffic jam stretching up to 10 kilometers near the Sentul Toll Gate at Km-42, Bogor, West Java. Congestion also appeared at the entrance of the Sentul International Circuit, Bogor Regency, as cars and motorcycles queued to enter the race arena.

This unusual scene marked Indonesia’s inaugural hosting of the Indonesian Grand Prix (now known as MotoGP) at the nation’s pride, the Sentul Circuit in Bogor Regency. At that time, the motorcycle racing event was held under the title Marlboro Indonesian Grand Prix 1996. The championship was attended by President Soeharto and First Lady Tien Soeharto. The circuit had been under construction since 1986 and was completed and inaugurated by President Soeharto on August 22, 1993.

The spectator stands accommodated approximately 100,000 people. They were willing to pay a ticket price of IDR 20,000, which at the time was almost equivalent to the price of one gram of gold at IDR 23,800. This amount could also purchase approximately 28.5 kilograms of rice, and it was close to the average Regional Minimum Wage of IDR 24,000 per month.

Michael Doohan, the 1994 and 1995 MotoGP World Champion, became the first rider to claim victory at the Sentul Circuit during the 1996 MotoGP. In the 1997 season, his teammate at Repsol Honda, Tadayuki Okada, outpaced Doohan in the premier class, GP500, powered by 500cc engines.

The Sentul Circuit also witnessed the rise of the legendary Valentino Rossi, who, at 18 years old, won the 125cc class. Rossi, riding for the Nastro Azzuro Aprilia team, secured the 125cc World Championship title after winning 11 out of 15 races in the 1997 season.

1997 marked the final MotoGP event at the Sentul Circuit. A quarter-century later, Indonesia returned to the MotoGP calendar in 2022, now at the Pertamina Mandalika International Circuit in the Special Economic Zone of The Mandalika, Central Lombok, West Nusa Tenggara. The MotoGP continued at Mandalika in 2023 and 2024.

The excitement of motorcycle racing fans reached its peak during the Riders Parade in Mataram City, two days prior to the free practice sessions. The parade, featuring twelve riders, was warmly welcomed by more than 25,000 residents of Mataram City and its surroundings. Participating riders included Marc Marquez, Jorge Martin, Enea Bastianini, Fabio Di Giannantonio, Marco Bezzecchi, Pedro Acosta, Aleix Espargaro, Jack Miller, and Indonesian rider Mario Suryo Aji in the Moto2 class.

The Mandalika MotoGP has consistently produced different champions from various countries. In 2022, Portuguese rider Miguel Oliveira claimed victory at Mandalika. In 2023, Italian rider Francesco Bagnaia was the fastest, followed by Spanish rider Jorge Martin, who emerged as the 2024 MotoGP champion.





The 2024 Mandalika MotoGP also reflected strong spectator enthusiasm, with a total attendance of 121,252 over three days. This placed Mandalika 14th among the 20 MotoGP circuits in 2024. The figure remains below neighboring circuits such as Buriram, Thailand (205,343 spectators) and Sepang, Malaysia (184,923 spectators). The highest attendance in 2024 was at Le Mans, France, drawing 297,471 spectators.



**Photos:** Jorge Martin, who demonstrated dominance from the start of the race, remained unchallenged and secured the top podium of MotoGP Indonesia. The winner's plaque was presented by President Joko Widodo. (Top photo)

Source: MGPA Documentation

## SOLID STAKEHOLDER COLLABORATION

Beyond the racetrack, MGPA also organized the Pertamina Energizing You Festival as entertainment for Mandalika Circuit visitors. Following the intense race sessions, spectators enjoyed pop performances by the band Geisha in the evening. As night fell, ADA Band and Slank entertained fans, creating a vibrant weekend atmosphere.

The successful staging of the MotoGP at Mandalika Circuit is the result of solid collaboration between InJourney, ITDC, and MGPA, who secured support from multiple partners and stakeholders. The Indonesian GP 2024 received significant government attention, with President Joko Widodo and his ministers attending in person. President Joko Widodo also presented the winner's trophy to Jorge Martin of Prima Pramac Racing.

Chairman of Pertamina Grand Prix of Indonesia (MotoGPTM) 2024, Troy Warokka, stated that the presence of President Joko Widodo, alongside the Minister of State-Owned Enterprises Erick Thohir and the Minister of Youth and Sports Dito Ariotedjo, underscored the government's recognition of the event as a strategic platform to promote Lombok and Indonesia as a world-class tourism destination.

"The attendance of thousands of spectators illustrates the strong engagement and significant impact on the community, especially in the tourism sector. This event is not only a racing spectacle but also contributes substantially to local economic growth and enhances Indonesia's international image," said Troy Warokka.

Support for the 2024 Pertamina Grand Prix Indonesia is also evident from its wide range of sponsors. In addition to Pertamina, sponsors included Wonderful Indonesia (Ministry of Tourism and Creative Economy), Bank Mandiri, Bank BRI, Bank BTN, Jasa Raharja, Bank Syariah Indonesia, Garuda Indonesia, Citilink, Astra Honda Motor, Coca-Cola, Mayora, Hydro Coco, Extra Joss, Unilever Walls, Red Bull, InJourney Aviation Services/Angkasa Pura Logistik, Kentucky Fried Chicken, and JPX Helmet.

"The high enthusiasm from spectators, sponsors, and government support demonstrates that Indonesia is capable of hosting world-class international events. We hope this year's success serves as a strong foundation for even better events in the years ahead," said Troy Warokka.

Troy Warokka expressed his aspiration for the Mandalika MotoGP to continue evolving, not only in terms of spectator numbers and event scale but also in generating a broader economic multiplier effect. "We hope the Pertamina GP Indonesia becomes an annual event that increasingly captures global attention and strengthens the position of the Mandalika SEZ as The Ultimate Lifestyle Sportstainment Destination in the eyes of the world," stated Troy Warokka.



## A NEW TOURISM MAGNET: MOTOGP EXPERIENCE GALLERY

The MotoGP event in Indonesia marked a historic milestone, as the country became the first in the world to establish a dedicated MotoGP Experience Gallery. The Pertamina MotoGP Experience Gallery was constructed within The Mandalika area, Central Lombok, West Nusa Tenggara (NTB), and was officially inaugurated by InJourney Tourism Destination Corporation (InJourney) and Pertamina on Saturday, September 28, coinciding with the qualifying race schedule.

“The inauguration of the Pertamina MotoGP Experience Gallery not only reinforces Mandalika’s position as an international racing destination but also makes a significant contribution to the tourism sector in Central Lombok. This gallery is expected to attract both domestic and international visitors, while establishing Mandalika as a comprehensive sport and entertainment tourism destination and showcasing Indonesia’s cultural richness and natural beauty to the world,” stated Maya Watono, President Director of InJourney.

The Pertamina MotoGP Experience Gallery features The Frontrunners (Pertamina), divided into three main sections:

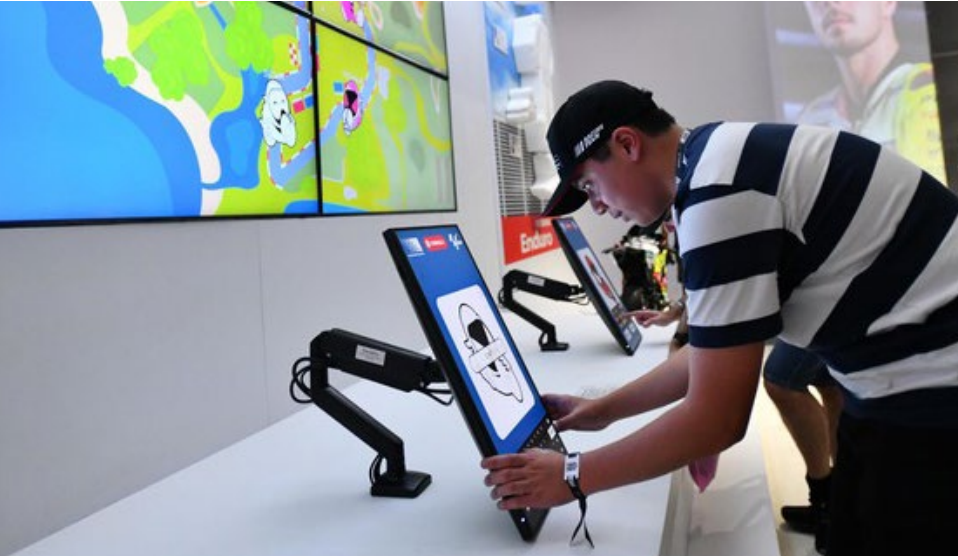
- Pertamina & Motorsport, which presents the history of Pertamina’s involvement in the development of the motorsport industry in Indonesia.

- Pertamina Lubricants, highlighting Pertamina’s innovations in lubricants products.
- Pertamina Enduro VR46, showcasing collaborative initiatives and products associated with the iconic VR46 brand.

Visitors can also experience the unique challenges of the Mandalika Circuit through the The Twists and Turns area. The gallery presents the development journey of the circuit alongside the local culture in Brief History of Mandalika & MotoGP. Additionally, The Lane of Fame displays the riders who competed in the 2024 Pertamina Grand Prix of Indonesia, as well as historic moments from MotoGP events.

The gallery also offers a wide array of MotoGP memorabilia, including helmets, mini bikes, and other iconic items used by riders. Interactive digital installations and activities are available in Kids Corner (Race With Wheelie), augmented reality experiences of the circuit model in The Twists and Turns, and a miniature Pertamina laboratory.

The presence of this gallery not only enhances visitors’ experiences during the race but also positions it as a new tourism magnet, attracting fans and travelers to the Mandalika region. ✳



**Photos:** Visitors were treated to a wide selection of distinctive MotoGP-themed merchandise when exploring the Pertamina MotoGP Experience Gallery, a new tourism attraction within The Mandalika area.

(Source: MGPA Documentation)







**MOTORCYCLE GRAND PRIX (MOTO GP)**

1. MotoGP, or the Motorcycle Grand Prix, is the premier motorcycle racing world championship organized by the Fédération Internationale de Motocyclisme (FIM). MotoGP was first held in 1949. In its inaugural year, the championship featured six classes, namely motorcycle engine categories of 125cc, 250cc, 350cc, and 500cc, as well as sidecar.
2. The year 2002 marked the final season for the 500cc class, previously known as GP500. The premier class has since featured motorcycles powered by 1000cc engines. In the MotoGP era, only three classes are contested: Moto3, Moto2, and MotoGP.
3. The Pertamina Mandalika International Circuit has hosted MotoGP three times, in the 2022, 2023, and 2024 seasons. In 1996 and 1997, Indonesia previously hosted MotoGP at the Sentul International Circuit in Bogor.
4. Indonesian riders who have competed in MotoGP include: Doni Tata Pradita (GP125 in 2005–2006, GP250 in 2007, and Moto2 in 2013); Rafid Topan Sucipto (Moto2 in 2012–2013); Gerry Salim



**Photo:** Jorge Martin (Prima Pramac Racing) secured the fastest time in the 27-lap MotoGP Mandalika 2024 race. Jorge Martin outpaced Enea Bastianini (Ducati Lenovo Team) and Pedro Acosta (Red Bull GASGAS Tech3) on the podium. (Left and center photos)

**Right photo:** Francesco Bagnaia recorded the fastest result in the Sprint Race of the MotoGP Mandalika 2024 series. Enea Bastianini and Marc Marquez completed the podium.

(Source: MGPA Documentation)





# Flashback: MotoGP Mandalika 2022 and MotoGP Mandalika 2023

**HEAVY** rain over Mandalika on March 18, 2022, delayed the start of MotoGP Mandalika 2022 by approximately one hour. This inaugural event at the Mandalika Circuit left behind a phenomenal story that quickly spread across social media worldwide, notably the presence of Rara Isti Wulandari, affectionately known as Mbak Rara, the rain shaman who performed amid the downpour and thunder.

In a viral video, Rara Isti Wulandari could be seen moving around various corners of the circuit holding a golden bowl. Her fingers struck a mallet along the edge of the bowl multiple times while chanting towards the sky.

On the racetrack, Marc Marquez had to miss the first MotoGP event at Mandalika due to a crash during qualifying. When the race commenced, Fabio Quartararo initially led, followed by Miguel Oliveira (Red Bull KTM), Alex Rins (Suzuki Ecstar), Jack Miller (Ducati Lenovo), and Johann Zarco (Pramac Racing).

The battle for the podium intensified during the last six laps of the wet race, particularly among Johann Zarco, Jack Miller, and Fabio Quartararo. Miguel Oliveira, who had led since the fifth lap, ultimately emerged as the first champion of the inaugural MotoGP Mandalika. The second and third podium positions were claimed by Fabio Quartararo and Johann Zarco, respectively.

In the Moto2 class, Somkiat Chantra made history as the first Thai rider to achieve a podium finish at a MotoGP event, marking the first podium for the GasGas team and a highly proud moment for them.

In contrast, MotoGP Mandalika 2023, held in October 2023, featured a dry track. The top podium spot was secured by Francesco Bagnaia (Ducati Lenovo) after his main competitor, Jorge Martin (Prima Pramac Racing), crashed on lap 13. Jorge Martin had been leading since Turn 1 but lost front tire grip midway through the race, resulting in a lowside crash that prevented him from continuing.

Francesco Bagnaia maintained first place for the remaining eight laps, completing 27 laps in a total time of 41 minutes 20.293 seconds. The MotoGP Mandalika 2023 podium was completed by Maverick Vinales (Aprilia Racing) in second place and Fabio Quartararo (Monster Energy Yamaha) in third.

The grand MotoGP events at Mandalika Circuit became the largest events of 2023. Mandalika Grand Prix Association (MGPA) recorded 139 days of activities throughout 2023, comprising 90 motorsport days and 49 non-motorsport days. A total of 78 events were held, significantly surpassing the 30 events organized in 2022. ✳



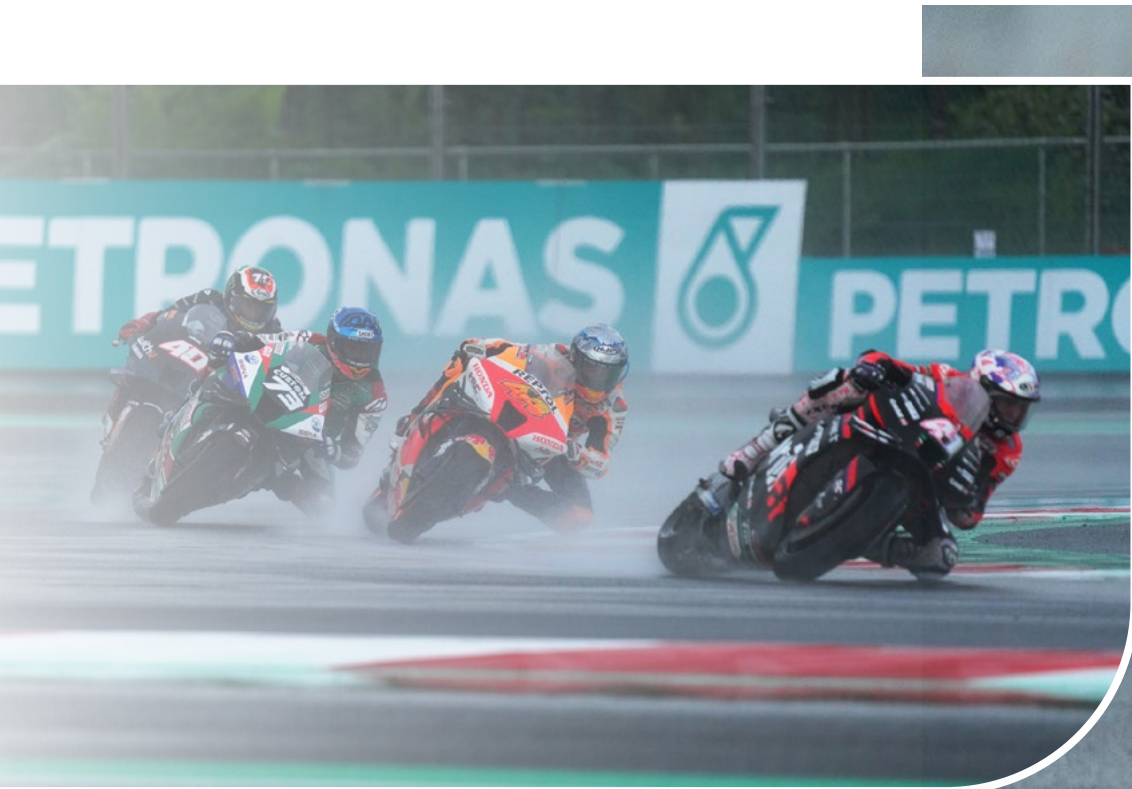
**Photos:** Indonesia's Seventh President, Joko Widodo, attended the MotoGP Mandalika 2022 amid heavy rain prior to the race start (left photo).

The phenomenal appearance of Rara Isti Wulandari, the rain shaman, became a global highlight associated with the Mandalika Circuit.

(Source: MGPA Documentation)







Photos:

**Left:** The excitement of the wet race at MotoGP Mandalika 2022.

**Middle and right:** The performance of Miguel Oliveira (Red Bull KTM), who led the race from the fifth lap and ultimately emerged as the winner of the first-ever MotoGP held at the Mandalika Circuit, following Indonesia's last MotoGP race at the Sentul International Circuit, Bogor, in 1997.

(Source: MGPA Documentation)







Photos:

**Left:** The MotoGP Mandalika 2023 event attracted 103,000 spectators, nearly equal to the 102,801 attendees of MotoGP Mandalika 2022, which was held under Covid-19 restrictions.

**Center:** Enea Bastianini (Ducati Lenovo Team) waving the Indonesian flag after securing points at MotoGP Mandalika 2023, having started from P11 and finishing in P8.

**Right:** The MotoGP Mandalika 2023 podium was dominated by Francesco Bagnaia (Ducati Lenovo Team), Maverick Vinales (Red Bull KTM), and Fabio Quartararo (Monster Energy Yamaha).

(Source: MGPA Documentation)





### Flashback: WSBK Mandalika 2022 and WSBK Mandalika 2023

**THE RETURN** of major motorcycle racing events in Indonesia owes much to the dedication of PT Pengembangan Pariwisata Indonesia (ITDC). In 2017, Ricky Baheramsjah, then Head of Investment & Marketing Division at ITDC (2016–2019), met with Carmelo Ezpeleta, CEO of Dorna Sport, the commercial and exclusive TV rights holder for the world’s leading motorcycle championships.

Shortly thereafter, Carmelo Ezpeleta expressed keen interest in visiting the location that would eventually become the Mandalika International Circuit. Captivated by the scenic hills, beaches, and seas of Mandalika, he immediately requested ITDC to build the circuit.

Subsequently, ITDC and Dorna signed contracts for hosting two world-class motorcycle championships: the FIM Road Racing World Championship Grand Prix, commonly referred to as the FIM MotoGP™ World Championship (MotoGP), and the Motul FIM Superbike World Championship (WSBK). The agreements were signed by Carmelo Ezpeleta and Abdulbar M. Mansoer, President Director of ITDC (2015–2020 and 2020–2022), at the Dorna Sport office in Madrid, Spain, on January 28, 2019.

The Mandalika Circuit officially brought world-class motorcycle racing back to Indonesia. The WSBK 2021 event

was held on November 19–21, 2021. Race 2 was delayed by 1.5 hours due to heavy rain, making the event particularly memorable for Toprak Razgatlioglu (Pata Yamaha), who successfully thwarted Jonathan Rea’s (Kawasaki) bid for a seventh consecutive world championship title.

The inaugural WSBK 2021 at Mandalika attracted around 25,000 spectators amid COVID-19 restrictions. Attendance surged during WSBK Mandalika 2022, reaching 51,629, and the circuit was packed with 59,251 spectators for WSBK Mandalika 2023.

Mandalika also marked a milestone during WSBK 2022, the 900th WSBK event since the championship’s first race at Donington Park, United Kingdom, in April 1988. Toprak Razgatlioglu was unable to retain his world champion title from the Mandalika 2021 season, as Alvaro Bautista (Aruba.it Ducati) emerged as the new champion.

During WSBK Mandalika 2022 (November 11–13, 2022), Toprak Razgatlioglu dominated two races, while the circuit also witnessed remarkable success for Veda Ega Pratama, who swept victories in Race 1 and Race 2 of the Idemitsu Asian Talent Cup (IATC) 2022. The IATC serves as a premier Asian-level motorcycle racing series under Dorna Sports, aimed at identifying and nurturing young talent across Asia and Oceania. 🌸



**Photos:**

**Clockwise:**

- The arts and culture of West Nusa Tenggara enlivened the Mandalika WSBK 2022 event.
- Thrilling race action at Mandalika WSBK 2022. Toprak Razgatlioglu (Pata Yamaha) dominated both races of Mandalika WSBK 2021.
- The 2022 WSBK World Champion title was claimed by Alvaro Bautista (Aruba.it Ducati), the Spanish rider.

(Source: MGPA Documentation)





Photos:

Clockwise:

- The pit walk activity at Mandalika WSBK 2023 remained a distinctive attraction for visitors.
- Alvaro Bautista (Aruba.it Ducati), who started Race 2 from P10, managed to overtake his rivals in a race marked by a red flag. Bautista also secured victory in Race 1.
- Toprak Razgatlioglu (Pata Yamaha) successfully won the Superpole Race at Mandalika WSBK 2023.

(Source: MGPA Documentation)







Photo: Talented young riders continue to emerge in the Asia Road Racing Championship. (Source: MGPA Documentation)

ASIA ROAD RACING CHAMPIONSHIP

A YOUNG ASIAN RIDERS ARENA FULL OF DETERMINATION

**INSPIRED** by the grandeur of Pertamina Mandalika International Circuit, eight young Indonesian riders achieved victory in Race Two of Round 4 of the Asia Road Racing Championship (ARRC). The proud circuit of Indonesian motorsport enthusiasts bore witness to their skill and speed, as fierce competition unfolded from the very first lap of the opening race, where time differences between riders were minimal.

During the races held at Pertamina Mandalika International Circuit on July 26–28, 2024, spectators observed the skill, strategy, and courage of the Indonesian riders as they outperformed formidable competitors. According to Troy Warokka, Chairman of ARRC Round 4, 2024, the impressive performance of these young riders demonstrates their determination in competing at an international level.

“Not only did they exhibit tight competition on the track, but they also entertained the spectators with exciting maneuvers,” stated Troy Warokka, who also serves as President Commissioner of Mandalika Grand Prix Association (MGPA).

Round 4 of ARRC is part of a six-round 2024 season. The three prior rounds took place at Chang International Circuit, Thailand (March 15–17); Zhuhai International Circuit, China (April 19–21); and Mobility Resort Motegi, Japan (June 7–9). Subsequent rounds are scheduled at Sepang International Circuit, Malaysia (September 13–15) and Chang International Circuit, Thailand (December 6–8, 2024).

The Mandalika Circuit attracts riders due to its modern track and strategic location within the Lombok Tourism Area. As the circuit operator, Mandalika Grand Prix Association (MGPA) ensured that preparations for this event were optimized to provide the best experience for spectators, riders, and racing teams alike.

The competitive atmosphere was intense from the start. A total of 36 young Indonesian riders competed among 94 participants representing 14 countries, including Australia, China, Hong Kong, India, and Japan. These riders are top talents from their respective nations.

Round 4 featured four racing classes: Underbone 150cc, Asia Production 250cc, Supersports 600cc, and Asia Superbikes 1,000cc. The competitive nature of each class highlights ARRC’s continued growth as a key platform for nurturing young, talented riders across Asia.

Alongside the improved competition, MGPA offered more engaging facilities for spectators. VIP Premiere and Grandstand ticket holders received pit lane access, allowing them to observe riders closely and interact directly, including photo opportunities and autograph sessions. These interactions created a truly special experience for attendees.



Cultural performances, including the Barongsai (lion dance) and Tari Dulang Penamat, opened the race with a vibrant showcase. Beyond promoting traditional arts, these performances have become a unique identity associated with the event, leaving a lasting impression on motorsport fans.

The exciting and festive atmosphere was further amplified by the high-quality racing. “The elevated quality of the races not only satisfies the competing riders but also delights the spectators present at the circuit,” stated Priandhi Satria, President Director of PT MGPA Nusantara Jaya.

For the Government of Nusa Tenggara Barat (NTB), hosting ARRC 2024 at Mandalika Circuit contributes significantly to the tourism and motorsport industries while providing visitors with memorable experiences and promoting NTB as a prime tourist destination. ✳



**Photos:** A total of 36 young Indonesian riders took part in the competition among 94 Asian riders in the 2024 Asia Road Racing Championship.

(Source: MGPA Documentation)



**ASIA ROAD RACING CHAMPIONSHIP**

1. The Asia Road Racing Championship (ARRC) is a regional motorcycle racing championship organized by the Fédération Internationale de Motocyclisme Asia.
2. The motorcycles used in the competition are mass-produced underbone and sport models. The series initially featured several classes, including 110cc underbone, 150cc underbone, 250cc sport, 600cc supersport, and 1000cc categories.
3. The first ARRC event was held at the Shah Alam Circuit, Malaysia, on 3–4 August 1996.
4. The Sentul International Circuit in Bogor, West Java, hosted the Indonesian round of ARRC in 1996, and subsequently from 2004 to 2015.
5. The Pertamina Mandalika International Circuit has been hosting ARRC since 2022.
6. ARRC continues to serve as a critical stepping stone for Indonesian riders before progressing to higher-level competitions such as European racing series, Superbike, and the Moto3, Moto2, and MotoGP world championships.





Photo: MGPA Documentation

PERTAMINA MANDALIKA RACING SERIES 2024

KAWAH CANDRADIMUKA THE YOUNG RIDERS

**THE PERTAMINA** Pertamina Mandalika Racing Series (MRS) has captured the enthusiasm of young Indonesian riders. Recognized as an official National Championship (Kejurnas) for sportbike racing in Indonesia, MRS, despite its inaugural season in 2023, has proven effective in developing young talent into accomplished riders.

The Pertamina Mandalika Racing Series 2024, held on March 2–3, 2024, demonstrated an increase in race quality. While the 2023 season held only three rounds, the 2024 season expanded to five rounds, intensifying competition among riders.

A notable feature of the series is the Superpole Race format, where starting grid positions are determined by the fastest lap during a specified free practice session (FP2). FP2, the second free practice session, allows riders to experiment with bike setup, understand track characteristics, and improve their best lap times.

Advantages of the Superpole system include:

- Making qualifying sessions more competitive and engaging.
- Reducing interference caused by heavy traffic on the track.
- Increasing the challenge for riders by providing limited opportunities to record their best lap times.

The 2024 season also introduced new regulations regarding motorcycle component registration, requiring all racing components to be registered with Ikatan Motor Indonesia (IMI) to ensure fair competition at the national level with sponsor support.

MRS 2024 included classes: Sport 150, Sport 250, and Supersport 600, along with supporting classes such as Junior Sport 150 U-15, Underbone 150 Open, Superbike 1000, and Supersport 600 Community. The fifth and final round, held on October 18–20, featured 119 riders competing for top positions, demonstrating the series’ role as a critical platform for developing Indonesia’s future motorsport champions.

The Pertamina Mandalika Racing Series (MRS) is the result of a collaborative effort among Pertamina, PRIDE Motorsport, Mandalika Grand Prix Association (MGPA), Ikatan Motor Indonesia (IMI), Ministry of Tourism and Creative Economy, Indonesia Tourism Development Corporation (ITDC), and InJourney. This championship aims to serve as a platform for Indonesian riders to enhance their skills before advancing to international competition.



Photos:

The 2024 Mandalika Racing Series introduced a new category: Junior Sport 150 U-15, joined by 20 young riders from various regions. (Top photo)

The excitement of young sportbike riders competing in the Pertamina Mandalika Racing Series.

(Source: MGPA Documentation)



PERTAMINA MANDALIKA RACING SERIES

1. The Pertamina Mandalika Racing Series (MRS) is a National Championship (Kejurnas) for sportbike racing held at the Pertamina Mandalika International Circuit.
2. The championship adopted the name Pertamina Mandalika Racing Series beginning in 2024, while in 2023 it was simply known as the Mandalika Racing Series.
3. The 2023 MRS season consisted of 3 rounds. The 2024 MRS season was expanded to 5 rounds, scheduled as follows:
  - Round 1: 2–3 March
  - Round 2: 25–26 May
  - Round 3: 13–14 July
  - Round 4: 24–25 August
  - Round 5: 19–20 October



Flashback: MRS 2023 – National Championship with Global Standards

Since its launch on February 1, 2023, the Mandalika Racing Series (MRS) has become a landmark event in Indonesia’s motorsport history, marking the first national-level championship held at the Pertamina Mandalika International Circuit.

MRS 2023 received an enthusiastic response from the Indonesian motorsport community. Riders experienced a professionally managed championship with international standards. While MRS regulations follow the rules of Ikatan Motor Indonesia (IMI), the event’s organization adheres to the standards of Dorna WorldSBK Organization (WBO), a division of Dorna Sports, the commercial and broadcasting rights holder for major motorcycle racing series including MotoGP and WorldSBK.

The first round of MRS 2023, held on March 4–5, 2023, was organized by MGPA in collaboration with PRIDE Club, Astha, and IMI, attracting 136 participants. The world-class racing atmosphere was amplified as the event coincided with Round 2 of the FIM Superbike World Championship 2023.

National riders were highly motivated by the opportunity to observe WorldSBK riders in action. Dorna Sports provided MRS 2023 participants with the chance to join a series of activities alongside world-class WSBK riders at Mandalika Circuit.

MRS 2023 participants were also allowed to take part in track familiarization sessions for WSBK Mandalika 2023. These sessions enabled riders to understand the characteristics of the Mandalika Circuit on foot before free practice. Additionally, MRS 2023 participants had the rare opportunity to take photos with WSBK riders.

The uniqueness of MRS 2023 offered experiences unlike any other national championship previously held in Indonesia. From the outset, MGPA aimed to use MRS 2023 as a platform to enhance the performance of national riders while providing international-level experience.

“We provide a circuit accredited for MotoGP and WorldSBK so that national riders can fully compete in MRS as a pathway to the next level,” said Priandhi Satria, President Director of MGPA.

MRS 2023 featured three rounds: the second round took place on July 15–16, 2023, and the final round was held on October 28–29, 2023. The championship included Sport 250, Sport 150, Supersport 600, and Junior 150cc classes. ✳



Photos: The Mandalika Racing Series 2023 event.  
(Source: MGPA Documentation)





Eddy Saputra: A Milestone for Young Indonesian Riders

The Mandalika Racing Series (MRS) emerged from an urgent situation when the Idemitsu Asia Talent Cup (IATC) was canceled as a supporting race for the World Superbike (WSBK) 2023. Over time, MRS has developed into a mature national competition that attracts growing interest.

“At that time, I discussed with Priandhi Satria, President Director of MGPA, and we agreed to open the 250cc National Championship class as a replacement for IATC. From that moment, I decided to organize three National Championship classes: 150cc, 250cc, and 600cc,” said Eddy Saputra, Deputy of Motorcycle Sports at Ikatan Motor Indonesia (IMI) Central, who is also associated with PRIDE Motorsport, the organizer of MRS.

The MRS championship began to receive sponsorship support. By the second series of 2024, MRS gained backing from Pertamina Lubricants, and the event adopted the official title Pertamina Mandalika Racing Series 2024. This support marked a significant turning point, particularly in terms of funding and sponsor appeal. “We faced difficulties in securing sponsors due to the remote racing location and high operational costs. So, we decided to invest in a TV system to broadcast live on YouTube. Alhamdulillah, Pertamina came in as a sponsor,” explained Eddy Saputra.

Junior U15 Class: Investing in the Riders of Tomorrow

Pertamina also committed to long-term sponsorship for developing young riders, introducing the Junior U15 class to nurture early talent.

This class is designed for participants aged 10 to 15 years using 150cc motorcycles, providing a structured curriculum to build a strong foundation before advancing to higher racing levels.

“Many of our riders enter the senior classes without a solid foundation. Therefore, we opened the U15 class so they start correctly from the beginning,” said Eddy Saputra, who brings extensive experience in motorcycle racing.

Notably, top-performing U15 riders train directly at the VR46 Riders Academy, founded by Valentino Rossi in Tavullia, Italy. These young riders receive guidance from instructors who have trained riders such as Francesco Bagnaia, Marco Bezzecchi, Franco Morbidelli, and Celestino Vietti..

The Pertamina Mandalika Racing Series also competes healthily with other events such as Motoprix and Oneprix, which focus on underbone motorcycle racing. According to Eddy Saputra, MRS occupies a unique position as a developmental pathway toward professional sportbike racing. “If riders aim for international achievements, they must progress through the Pertamina Mandalika Racing Series, where there is a proper progression system,” he explained.

Although prize money may not be as high as other events, MRS remains a favorite among participants. This reflects the high quality of event management, race regulations, and safety systems. “This championship follows IMI regulations and can serve as a role model for other national competitions,” emphasized Eddy Saputra.

From IMI’s perspective, MRS has received positive evaluations for successfully organizing events with excellent rules and safety standards while attracting more participants than expected.

Eddy Saputra acknowledges that future challenges will be increasingly complex, including competition among promoters, sponsorship dynamics, and international regulations. However, with Pertamina’s support and a strong organizational structure, he is confident that the Pertamina Mandalika Racing Series will continue to serve as a foundation for young Indonesian riders to reach the global stage.

“I hope this championship continues to grow and becomes a must-participate event for anyone aspiring to pursue a professional career in motorcycle racing,” concluded Eddy Saputra. ✳



Photo: President Director of MGPA Priandhi Satria and Eddy Saputra, Deputy for Motorcycle Sports of the Indonesian Motor Association, during the press conference for the 2023 MRS event.

(Source: MGPA Documentation)





Photos:

**Left:** The action of national riders in the 2023 MRS.

**Right:** The podium for the 250 cc class, with Rheza Danica Ahrens (Astra Honda Racing Team) securing P1 in Race 1 of MRS 2023.

(Source: MGPA Documentation)







Photo: MGPA Documentation

## JDM FUNDAY MANDALIKA 2024

# JAPANESE DOMESTIC MARKET CARS RACE AT A WORLD-CLASS CIRCUIT

**IT WAS** like a dream come true for most participants of the Japanese Domestic Market (JDM) Funday Mandalika Time Attack 2024—the freedom to push the accelerator to the maximum. Indeed, they experienced a surge of adrenaline throughout the race at the Pertamina Mandalika International Circuit. The “Time Attack” format truly offered participants, even those with little prior experience, the opportunity to drive their cars on the circuit renowned as one of the best venues for the MotoGP world motorcycle championship.

The JDM Funday Mandalika 2024 event, which took place from April 28 to May 1, 2024, provided an unforgettable experience for participants. JDM Run itself is the largest JDM sports car community in Indonesia. This year’s event featured 85 high-performance Japanese cars from various regions across Indonesia. Some were factory-made Japanese race cars imported directly. Others were Japanese domestic market cars modified to achieve high speed. Notable cars seen at the Mandalika Circuit included the Subaru WRX and BRZ, Honda Civic R, Toyota GR Yaris, and Toyota GR Corolla.

JDM Run also provided training and experience in performance driving, while simultaneously testing vehicle capabilities in a competition that prioritized safety and excitement. JDM Funday participants were grouped based on their driving experience level: non-experienced, experienced, and professional. This grouping allowed drivers of varying skill levels to experience their respective challenges. Meanwhile, vehicle categories were divided into standard class, street class, and race class.

Every participant enjoyed a unique thrill, despite the differences in their driving skills and vehicle specifications. The non-experienced group received the rare opportunity to push their cars on a circuit as magnificent as Mandalika. These impromptu racers were highly enthusiastic about pushing their vehicles, each motivated to set their own Personal Best Lap time.



Spectators were captivated and tense while watching the experienced and professional JDM groups. The roar of the car engines and the captivating acceleration sparked awe among the audience. The determination of the participants to push the limits of speed mesmerized JDM enthusiasts.

These were not novice racers. Some had decades of experience in car racing, such as Ahmad Fadillah Alam, Lukas Dwinanda, and Fitra Eri, all of whom boast impressive track records. Their presence in the “Time Attack” truly intensified the competition.

This event further demonstrated that the Mandalika Circuit is renowned globally not only for motorcycle racing but also proves its outstanding quality for four-wheeled speed events. The track surface quality is excellent, evident from the drivers’ performance when pushing their vehicles during practice, qualifying, and the race itself.

The attraction was truly entertaining, not only for JDM car enthusiasts but also for spectators eager to witness the performance of cars made in the Land of the Rising Sun when driven on the circuit. This reinforces that speed sports are firmly attached to the Mandalika Circuit, which is also becoming a captivating natural tourist destination for automotive enthusiasts and the automotive industry.

A day before the race, MGPA honored participants with a convoy tour of The Mandalika area, starting from the Mandalika Circuit to the Nusa Tenggara Barat (NTB) Governor’s Office, and ending at Kuta Beach Park. Priandhi Satria, President Director of MGPA, explained: “This convoy initiative allows the automotive community to promote and enjoy the natural beauty of The Mandalika along a scenic and engaging route.”



Meanwhile, Yahya Adi Nugroho, President Director of Asoy Geboy Productions and founder of Max Motorsport, emphasized the unique concept of JDM Funday compared to conventional racing: “We call it time attack racing. Drivers are released individually to compete for the best lap time, rather than racing head-to-head,” he explained.

The Time Attack format—a hallmark of JDM Funday—releases cars one at a time. Each participant completes three laps: a warm-up lap, a hotlap, and a cool-down lap, with the hotlap determining the official time. This format builds driver confidence, minimizing the risk of collisions with other cars. “This approach makes participants more comfortable, especially if it is their first time on a track as prestigious as Mandalika,” added Yahya Adi Nugroho. ★



**Photos:** The action of JDM Funday 2024 participants at the Mandalika Circuit. The competitors consisted not only of professional racers but also non-professional drivers of Japanese-manufactured cars. This annual event divides vehicle categories into three classes: standard class, street class, and race class.

(Source: ITDC–MGPA Documentation)



JDM FUNDAY MANDALIKA 2024

1. Japanese Domestic Market (JDM) refers to high-speed manufactured vehicles that are exclusively produced and marketed in Japan.
2. JDM Run is one of the largest Japanese Domestic Market type sports car communities in Indonesia. This community organizes the JDM Funday and Time Attack racing events.
3. JDM enthusiasts in Indonesia acquire these cars by either importing them directly from Japan or modifying existing Japanese-made vehicles.
4. JDM Funday is an automotive event organized by JDM Run specifically aimed at JDM car enthusiasts.
5. The JDM Funday at the Pertamina Mandalika International Circuit from April 28 to May 1, 2024, marked the second time this event has been held. Previously, JDM Funday was held at the Sentul International Circuit in Bogor, West Java, on August 4-5, 2018.



**Photos:** The cars participating in JDM Funday included the Nissan Skyline GT-R and Mitsubishi.

Source: ITDC-MGPA Documentation





Photo: MGPA Documentation

DUCATI RIDING EXPERIENCE 2024

PETRUCCI RETURNS TO THE DESMOSEDICI GP20 AT MANDALIKA

**ON FRIDAY**, 7 June 2024, an exciting scene unfolded at the Pertamina Mandalika International Circuit. The atmosphere delighted MotoGP fans in attendance as they reminisced about the glory days of Danilo Petrucci, the Italian rider who won the MotoGP Italian Grand Prix and MotoGP French Grand Prix with Ducati during the 2020 season.

Petrucci, who previously rode the Ducati Desmosedici GP20, is among the 15 MotoGP riders to achieve 100 victories with Ducati. Ducati reached this milestone following Enea Bastianini’s triumph at the Grand Prix Emilia Romagna at Misano Circuit, Italy, on 22 September 2024.

At Mandalika, Petrucci once again took his beloved Desmosedici GP20 for a lap around the circuit, greeting fans during a victory lap. Though it was not a competitive race, the fans were thoroughly entertained.

Now competing in the Superbike category, Petrucci was invited by DRE Racetrack Academy to provide training for Ducati enthusiasts, sharing his knowledge and experience to help participants ride safely and confidently on the track.

Petrucci’s presence was part of the Ducati Riding Experience 2024, held from 7 to 9 June 2024 at the Pertamina Mandalika International Circuit. This event, the first of its kind in Indonesia, is a global initiative organized by Ducati Asia Pacific, designed to give Ducati owners the thrilling opportunity to ride under the guidance of professional instructors from the DRE Racetrack Academy.

In addition to Petrucci, several other well-known Ducati instructors shared their expertise, including Dario Marchetti (Technical Director, DRE), Carlos Serrano (DRE Instructor Manager), Chaz Davies, Alex de Angelis, and Karel Abraham, all former Ducati riders in MotoGP and WSBK. They curated a structured curriculum tailored to participants’ skill levels, divided across multiple classes.

The event not only enhanced participants’ riding skills but also strengthened the Ducati riding community in Indonesia and across the Asia-Pacific region. Participants navigated the track riding the Panigale V4, a high-performance and agile Ducati model.

MGPA meticulously prepared for this event, recognizing its international significance. Ducati enthusiasts from the Asia-Pacific region—including Taiwan, Hong Kong, Singapore, South Korea, and India—attended, with a total of 280 participants, including 25 from Indonesia. The organizers demonstrated their commitment by transporting two container loads of Ducati Panigale V4 S units and all necessary training equipment to Mandalika Circuit.

The Ducati Riding Experience was complemented by entertaining activities for participants and tourists alike. Attendees enjoyed the natural beauty of Lombok Island, particularly The

Mandalika area, through DRE Holiday activities, including One-to-One Sessions, professional instructor discussions, open-pit access, and private pit stations.

The event became even more festive as local residents from Lombok and surrounding areas were granted free access, seated at Grandstand K via the Red Gate, with lucky participants also receiving Ducati T-shirts as souvenirs.

This event highlighted the Mandalika Circuit not only as a premier MotoGP venue but also as a world-class destination for motorcycle enthusiasts and tourism alike.



DUCATI RIDING EXPERIENCE 2024

- 1. Ducatista is the term used for fans or owners of Ducati motorcycles. The term Ducatista is used by the global community of Ducati enthusiasts, known for their passion and loyalty to the Ducati brand.
- 2. The Desmosedici GP20 is the V4-engined Ducati racing motorcycle utilized by Danilo Petrucci during the 2020 MotoGP season.
- 3. The Ducati Riding Experience (DRE) is a global event organized by Ducati Asia Pacific aimed at Ducati owners, offering an exciting shared experience and participation in the DRE Racetrack Academy.
- 4. The DRE Racetrack Academy is a program specifically designed for training Ducati riders on the racetrack, emphasizing professional riding techniques.



**Photos:** The Ducati Riding Experience (DRE) 2024 was made special by the presence of Ducati racer, Danilo Petrucci. There was a special DRE moment when Petrucci handed over his Ducati Desmosedici GP20 to its new owner: Jimmy Budhijanto (far right), Chief Executive Officer (CEO) of Ducati Indonesia. The Ducati Desmosedici GP20 previously carried Petrucci to victory in the 2020 French MotoGP. (MGPA Documentation)







Photo: ITDC-MGPA Documentation

PORSCHE SPRINT CHALLENGE INDONESIA

ELITE PORSCHE DRIVERS  
COMPETE AT MANDALIKA

**IN EARLY** Jthe atmosphere at the Pertamina Mandalika International Circuit, Mandalika, was filled with the roar of racing cars. The second and third series of the prestigious Porsche Sprint Challenge Indonesia (PSCI) car racing event were held as key events opening the 2024 year. This event was a continuation of the previous series executed at the end of 2023.

The Porsche Sprint Challenge is a racing event that exclusively uses race cars from the renowned brand, Porsche. Similar events are also held in various countries with a tradition of producing great racers, such as the United States, Brazil, the United Kingdom, and Spain.

Series 3 of this race, which took place on January 27-28, 2024, was the final round for the inaugural season of PSCI. Series 1 was held on December 9-10, 2023, and Series 2 was held on January 13-14, 2024. For PSCI Series 3, the competition featured the Porsche 911 GT3 Cup.

Eight racing teams participated in Series 3, namely: Apriwa Motorsport with racers Ahmad F. Alam / Rudi SL, Citadel Racing Team with racer Aldio Oekon, Engine Plus with racer Luckas Dwinanda, Merah Putih Racing with racers Hendrik Jaya Soewatdy/John Kwon, Rizqy Motorsport with racers Rio SB/Dicko PW, Sillo Maritime Perdana 78 Racing with racer Febby Sagita, ASC Monster with racers Ahmad Sahroni / Reindy Marnix R, and JVS MS Glow Racing with racer Budiyanto S.

Series 3 featured both the Sprint Race and the Endurance Race classes. The winner of the Sprint Race was Rio SB from the Rizky Motorsport Team, followed by Aldio Oekon from the Citadel Racing Team, and third place by Hendrik Jaya Soewatdy from Merah Putih Racing.

As for the Endurance Race class, first place was secured by Aldio Oekon from the Citadel Racing Team, followed by second and third places achieved by Ahmad F. Alam and Rudi SL (Apriwa Motor Sport Team), and Hendrik Jaya Soewatdy and John Kwon (Semen Merah Putih Racing).

According to Bagoes Hermanto, CEO of Superstars Motorsport,theracesinthisclosingsessionwerehighlyexciting with fierce competition, where the drivers demonstrated their commitment and competitiveness in driving the Porsche 911 GT-3 Cup, resulting in a thrilling competition.

“The winners this time are individuals who truly deserved the achievement. They possess not only courage but also competence in the automotive field. We hope these winners can also participate in the next season,” said Bagoes Hermanto.

The excitement of this competition was also attributed to the excellent condition of the circuit hosting the event. A world-class circuit of this quality pushes the drivers’ adrenaline to push the accelerator pedal to its maximum speed. The races were not only entertaining but also exhilarating for car racing enthusiasts who watched them live.

The intensity of the competition generated immense public enthusiasm to watch PSCI. The desire of the local community to enjoy the race firsthand was reciprocated. Facilitated by PT MGPA Nusantara Jaya, the operator of the Pertamina Mandalika International Circuit, they were given the opportunity to witness this international-class race. In Series 2, the West Nusa Tenggara (NTB) community who wished to watch the car racing action live were specially placed in Grandstand K.

Troy Warokka, Director of Operations at ITDC, expressed high appreciation for MGPA’s step to provide access to the NTB community to watch the event directly. “With this facility, the local community can truly experience the excitement of an international-level automotive event. This will also enhance the experience of the Mandalika area as a sport tourism and entertainment destination in Indonesia,” said Troy Warokka.

The same facility was provided for Series 3, where local residents received the privilege of watching from Grandstand A. Furthermore, ITDC and MGPA also invited students from NTB to directly experience the atmosphere and excitement of a world-class race featuring one of the world’s famous car brands.

This initiative is necessary to provide broader insights to the students, thereby motivating them to seek out and deepen their knowledge of the automotive world. This also serves as an effort to motivate the younger generation of NTB to become more actively involved in the automotive world in the future.



Priandhi Satria, CEO of MGPA, expressed his delight in playing a key role in bringing a high-caliber motorsport event like the Porsche Sprint Challenge Indonesia (PSCI) to Mandalika. He highlighted that PSCI offers an extraordinary racing experience for both participants and spectators alike.

“The intense competition on a track featuring challenging corners and high-speed straights at Pertamina Mandalika International Circuit truly showcased the skills and determination of the drivers,” Priandhi Satria said.

He also extended his gratitude for the support received in organizing PSCI at Mandalika. The success of the event, he noted, was the result of close collaboration among PT MGPA Nusantara Jaya, ITDC, Superstars Motorsport, and the Indonesian Motor Association (IMI). ✳



Photos: MGPA Documentation







**PORSCHE SPRINT CHALLENGE**

1. A special racing series exclusively utilizing production cars from Porsche, Germany.
2. The models typically used are the Porsche 718 Cayman GT4 Clubsport or the Porsche 911 GT3 Cup.
3. Participants include both professional and semi-professional racers.
4. This racing series serves as a stepping stone for drivers aiming to advance to higher levels, such as the Porsche Carrera Cup.
5. The Porsche Sprint Challenge has been successfully conducted in various countries and regions, including the Middle East, North America, and Australia.
6. The Porsche Sprint Challenge Indonesia received its organizing license, which is held by Supersport Motorsport.
7. The inaugural organization of the Porsche Sprint Challenge Indonesia was held at the Pertamina Mandalika International Circuit on December



Photos:: MGPA Documentation







Photo: MGPA Documentation

MANDIRI MANDALIKA FESTIVAL OF SPEED

A PRESTIGIOUS AND ENTERTAINING  
MULTI-MOTORSPORT EVENT

**AN ADRENALINE** rush coupled with entertainment. This sentiment accurately captured the experience of attendees at the Pertamina Mandalika International Circuit, located within the Mandalika Special Economic Zone in Central Lombok Regency, West Nusa Tenggara, on August 18, 2024. This new event, the Mandalika Festival of Speed (MFoS) 2024, was inaugurated by the Mandalika Grand Prix Association (MGPA), the managing body of the Pertamina Mandalika International Circuit.

The Mandalika Festival of Speed (MFoS) 2024 is a breakthrough initiative by MGPA, designed to seamlessly combine the high-octane atmosphere of circuit motorsport adrenaline with diverse entertainment elements. It successfully thrilled not only the drivers but also the speed-loving visitors. The concept of MFoS was also strategically developed to elevate and amplify the potential of the local creative economy within the framework of a prestigious motorsport festival. In an effort to contribute positively to the promotion of local products and stimulate regional economic growth, MGPA incorporated various stands showcasing products from Micro, Small, and Medium Enterprises (MSMEs). Furthermore, the festival was enlivened by participation from art activists and automotive communities.

MFoS is set to become the new identity for a wide array of motorsport activities. The inaugural MFoS round took place from August 31 to September 1, 2024, spanning Friday through Sunday. This high-caliber motorsport event featured national-level championships involving several premium cars, including the Porsche Sprint Challenge Indonesia, the BMW M2 One Make Race, and Time-Attack sessions for communities driving Japanese Domestic Market (JDM) cars, European cars, Radical cars, and the popular Mini Cooper cars from the Mini Jaksel (South Jakarta) community.

“MFoS is designed to accommodate all types of racing or activities that incorporate an element of speed, encompassing both motorcycles and cars, ranging from non-racing levels, club championships, regional championships, national championships, all the way up to international championships. All these activities are packaged and integrated with various festival concepts, including entertainment, food and beverage, involving MSMEs, as well as participation from diverse racing and art communities,” stated Priandhi Satria, President Director of MGPA.

The MFoS 2024 is scheduled to be held four times. The Porsche Sprint Challenge Indonesia 2024 season will also hold four racing series. Each race round consists of a Sprint Race (30 minutes duration) and an Endurance Race (45 minutes duration).

- Series 1 (Rounds 1 and 2): August 30 – September 1, 2024
- Series 2 (Rounds 3 and 4): October 11–13, 2024
- Series 3 (Rounds 5 and 6): November 1–3, 2024
- Final Series (Rounds 7 and 8) / “Season Finale”: December 6–8, 2024

The opening series of MFoS featured 70 racing vehicles. In addition to the main races involving premium cars from Porsche and BMW, MFoS also introduced the Time Attack class, divided into European and Japanese car categories, which is gaining popularity among car enthusiasts.

MFoS also serves as a crucial warm-up event, referred to as the Road-To-MotoGP 2024, in preparation for the upcoming Pertamina Grand Prix of Indonesia scheduled for September 27-29. “We must check the readiness of all equipment at the circuit and ensure the preparedness and performance of the marshals on duty, as this event garners global attention,” said Priandhi Satria.

The MFoS event was utilized to activate various electronic systems, including the Digital Flag, Timing System, Circuit CCTV, Start/Finish LED, and other essential equipment. Furthermore, it provided a valuable opportunity for training motorsport event personnel, including marshals, flag officials, recovery officers, and medical teams.



“We tested all equipment at the circuit. If any damage was found, we immediately repaired or replaced it. MFoS functions as a critical training platform for various on-site personnel,” Priandhi added.

Moreover, hosting motorsport activities prior to the MotoGP positively impacts the circuit’s asphalt surface. Tire friction at cornering points adds a fine, smooth layer to the asphalt. This smooth layer enhances tire grip on the track surface, which is extremely beneficial for both two-wheeled and four-wheeled racers.

The MFoS event was made even more vibrant by offering free public access, specifically at Grandstand K via the Red Gate. The atmosphere was further enhanced by various quizzes and games offering attractive prizes. MFoS also offered Paddock Access passes, allowing visitors to experience the excitement of the paddock area and observe the activities within the paddock and pit-lane.

On Sundays, in particular, visitors were granted access to view the pit-lane. Some drivers distributed souvenirs to the attendees. Racing enthusiasts also had the opportunity to take photographs with the drivers and their vehicles displayed in the pit-lane. The MFoS events were also broadcasted via Live Streaming on the @themandalikagp YouTube channel and through several media partnership channels. \*

### MANDALIKA FESTIVAL OF SPEED 2024

1. Porsche Sprint Challenge Indonesia (PSCI): A national-level championship utilizing a sprint format. The promoter is Superstars Motorsport (IG: @porschesprintchallenge.id). Participation involves 10 units of Porsche racing cars.
2. One Make Race BMW M2: A club championship utilizing a sprint format, being held for the first time in Indonesia. The promoter is BERG Sport (IG: @m2trophy). Participation involves 6-8 BMW M2 racing cars.
3. Time-Attack: A club championship utilizing a time-attack format. Various racing club communities participated in the MFoS, namely:
  - The Mini South Jakarta Community, with the promoter Mini Jaksel (IG: @minijaksel),
  - The Japanese Domestic Market Community, with the promoter JDM Run (IG: @jdm.run),
  - The European Vehicle Community,
  - The Radical Vehicle Community, with the promoter Nora (IG: @radicalmotorsport.idn),
  - The Toyota Agya GR Community, with the promoter MGPA (IG: @themandalikagp).



Photo: MGPA Documentation





BLU CRU YAMAHA SUNDAY RACE 2024

FOSTERING WORLD CHAMPIONS FROM BLU CRU YAMAHA

FOR A LONG TIME, the involvement of PT Yamaha Indonesia Motor Manufacturing (YIMM) has not only been associated with producing motorcycles favored by the youth. The company has also consistently nurtured young Indonesian talent by providing a platform for skill development in national motor racing events. A prime example is the Yamaha Cup Race, which began in 1989 at Kemayoran, Jakarta.

This event featured various racing classes, such as 115cc 2-stroke bebek (underbone), 125cc bebek, 135cc Sport, and 150cc Sport. Over time, the Yamaha Cup Race evolved to include 4-stroke bebek and Sport races with capacities of 115cc, 125cc, 150cc, and 250cc, as well as automatic classes. This activity was significantly successful in producing top-tier racing talents, including Petrus Canisius Tobun, Ahmad Jayadi, Roy Adrianto, and Doni Tata Pradipta, who have competed at the Asian, GP125, and Moto2 levels.

The talent development program continued with the “From Zero to Hero” project, which involved sending several gifted riders for training at the prestigious VR46 Academy camp, owned by Valentino Rossi. This event transformed in 2015 into the Yamaha Sunday Race, held at the Sentul Circuit, Bogor.

In the early development phase, the Yamaha Cup Race featured various racing classes, such as 115cc 2-stroke bebek, 125cc bebek, 135cc Sport, and 150cc Sport. Over time, the Yamaha Cup Race included 4-stroke bebek and Sport races with capacities of 115cc, 125cc, 150cc, and 250cc, and automatic classes. The Yamaha Sunday Race was subsequently held again at the Sentul Circuit in previous years.

After several years, the bLU cRU campaign was intensified, aligning with the “Semakin di Depan” (One Step Ahead) slogan prominently featured on the Yamaha M1 MotoGP bikes. This tagline emphatically underscores that racing is inherent in Yamaha’s DNA. Yamaha Racing in Japan serves as the central hub for the tuning fork brand’s racing teams globally.

The bLU cRU ecosystem has steadily demonstrated its relevance since its launch by PT. Yamaha Indonesia Motor Manufacturing (YIMM) at the Sentul International Circuit, Bogor, back in 2021. For the past two years, YIMM has hosted the bLU cRU Yamaha Sunday Race (YSR), specifically the 2023 and 2024 rounds, at the Pertamina Mandalika International Circuit, The Mandalika, Central Lombok, West Nusa Tenggara.

The bLU cRU community comprises Pro Racers (professional riders) and bLU cRU Private Racers (community enthusiasts of Yamaha motorcycles). The YSR, which Yamaha has held since 2015, features a diverse range of classes: Pro Racer classes like Superstock 1000 cc, Superstock 600 cc, R25 Pro, and R15 Pro; and Community classes such as R25 Comm Pro, R25 Comm A, R25 Comm B, Idemitsu R15 bLU cRU Junior Pro, R15 Comm A, R15 Comm B, R15 Comm B Beginner, and the supporting class Aerox 155 Community.

The YSR 2024 Mandalika was held twice: the first round on July 20-21 and the second round on October 26-27. MGPA welcomed the YSR 2024 final event. “We are extremely delighted that Yamaha chose the Mandalika Circuit for the Yamaha Sunday Race activities. This event brings positive impact for Yamaha and certainly for the riders. This is evidenced by Aldi Satya Mahendra, who successfully made history as the first racer from Asia to claim the WorldSSP300

World Championship title. This represents the highest achievement in Indonesian motorcycle racing,” stated Priandhi Satria, President Director of MGPA.

Aldi Satya Mahendra, 18 years old, is a Yamaha racer who participated in the bLU cRU Yamaha Sunday Race 2024. Aldi won Race 2 in the R25 Pro class and also competed in the R15 Pro class. Aldi clinched the 2024 WorldSSP300 (Supersport300) World Championship title. He secured the championship after finishing sixth in the second WorldSSP300 race at the Jerez Circuit, Spain, on October 20, 2024. He thus became the first Indonesian racer to achieve a world championship title in motorcycle racing.

The YSR 2024 Pro Racer class was attended by prominent national racers, including Rey Ratukore, Galang Hendra Pratama, Wahyu Nugroho, AM Fadly, Candra Hermawan, Fahmi Bassam, Robby Sakera, Eric Saputra, Aldiaz Aqsal Ismaya, Alfi Husni, Gupita Kresna, Arai Agaska, and Felix PM.

“The bLU cRU Yamaha Sunday Race competition returned to Mandalika this year, bringing forth competitive rivalry from professional and community riders across the contested classes. Additionally, we also presented various off-track activities that were enthusiastically participated in by Yamaha fans,” commented Johannes B.M.S, Assistant GM CS Division, PT. Yamaha Indonesia Motor Manufacturing.

“The excitement of the bLU cRU Yamaha Sunday Race is always a cherished moment that remains highly anticipated. Yamaha Time To The Max, Yamaha Semakin di Depan Full Gasspoll.” ✳





BLU CRU YAMAHA SUNDAY RACE

- 1. Blu Cru is a Yamaha motorcycle racing event organized by PT Yamaha Indonesia Motor Manufacturing (YIMM) as part of the Yamaha Sunday Race (YSR) activities, which is an official One Make Race (OMR). YSR accommodates the racing hobbies of both Blu Cru Pro Racers and Blu Cru Private Racers. YSR also serves as a platform for users of Yamaha R Series and Off-Road models to enhance their knowledge and riding skills.
- 2. Blu Cru Pro Racer refers to professional Yamaha racers, while Blu Cru Private Racer refers to consumers or community members who actively participate in the Yamaha racing world. The term Blu Cru literally means Blue Crew.
- 3. Some of the contested classes include: Superstock 1000 cc; Superstock 600 cc; R25 Pro; R25 Comm Pro; R25 Comm A; R25 Comm B; R15 Pro; Idemitsu R15 Blu Cru Junior Pro; R15 Comm A; and R15 Comm B.
- 4. The Yamaha Sunday Race was first held in 2015. Blu Cru Indonesia was launched at the Sentul International Circuit, Bogor, on December 16, 2021.
- 5. The Blu Cru Yamaha Sunday Race has been held at the Pertamina Mandalika International Circuit in both 2023 and 2024.



Photos: Aldi Satya Mahendra, the 2024 World SSP 300 World Champion, is a racer who previously participated in the Blu Cru Yamaha Sunday Race (top photo).

Excitement from the participants' action at the Blu Cru Yamaha Sunday Race (right photo).

Source: MGPA Documentation



Photos: MGPA Documentation





## SHELL ECO-MARATHON 2024 KOMITMEN MENDUKUNG TEKNOLOGI RANCANG BANGUN MOBIL HEMAT ENERGI

**FOR THREE** consecutive years—2022, 2023, and 2024—the Pertamina Mandalika International Circuit has served as the venue for the prestigious Shell Eco-marathon (SEM) Asia-Pacific and the Middle East competition. This marks the third time the energy-efficient vehicle competition has been held here since 2022. In 2024, the Asia Pacific and Middle East level SEM event took place from July 2-6, 2024.

“The staging of the Shell Eco-marathon in Indonesia over the last three years is part of our efforts to empower the future generation of energy leaders, including students nationwide,” said Susi Hutapea, Vice President Corporate Relations, Shell Indonesia.

Looking back at its history, the genesis of this competition dates back to 1939. It began as a simple test for vehicles to travel the furthest distance on a specific amount of fuel. Shell scientists competed among themselves to achieve the best results in fuel efficiency.



**Photo:** Documentation of the opening of the Shell Eco-marathon Asia-Pacific and the Middle East 2024, which was attended by 78 student teams from 12 countries. They competed to create energy-efficient cars in two categories: Prototype and Urban Concept. The Prototype category focuses on ultra-efficient and lightweight vehicle designs.

The Urban Concept category involves energy-efficient, conventional four-wheeled vehicle designs. The energy sources contested include battery electric, hydrogen fuel cell, and internal combustion engines (gasoline, ethanol, and/or diesel).

Source: Shell Indonesia Documentation.

This competition subsequently inspired experts to race to create energy-efficient vehicles. Several renowned car brands achieved success in fuel efficiency, such as Studebaker, Fiat, Opel, and others. The SEM competition, in its current format, began in 1977 at Mallory Park, England, and has since grown significantly in prominence, now being held across various continents including the Americas, Europe, and Asia.

The Sepang International Circuit, Malaysia, hosted the first SEM event in Asia in 2010. The competition has also been held at the Manila Street Circuit, Philippines, and the Changi Exhibition Centre, Singapore. After a hiatus due to the COVID-19 pandemic, the Pertamina Mandalika International Circuit marked the beginning of its post-break execution. Since first hosting the event in 2022, the circuit has been entrusted with holding this event through 2024.

More than 80 student teams from 12 countries in the Asia-Pacific and Middle East regions participated. Indonesia, represented by 40 teams, competed against teams from Saudi Arabia, Brunei Darussalam, the Philippines, India, Kazakhstan, South Korea, Malaysia, Qatar, Thailand, China, and Vietnam.

“This program encourages gifted young people around the world to become future leaders in Science, Technology, Engineering, and Mathematics by designing, building, and testing energy-efficient vehicles that are expected to generate innovative transportation solutions. We believe that with determination and hard work, students can achieve extraordinary things for their respective countries,” said Sahala Sianipar, Regional Head of Corporate Relations Northeast and Southeast Asia, Shell.

SEM 2024 features energy-efficient vehicle designs competing in two categories: Prototype and Urban Concept. The Prototype category focuses on ultra-efficient, lightweight vehicle designs, typically three-wheeled, aimed at minimizing drag and maximizing energy source efficiency. Conversely, the Urban Concept category involves energy-efficient, conventional four-wheeled vehicle designs suited for transportation needs. Participants can choose one of three competing energy sources: battery electric, hydrogen fuel cell, and internal combustion engines (gasoline, ethanol, and/or diesel).

Each team competing at the SEM Asia Pacific and Middle East event must successfully pass a series of technical inspections. Among those who passed the technical inspection were Brunei Darussalam’s Belia Tabah team and Indonesia’s Semar Proto UGM from Gadjah Mada University, both of whom have previously participated in SEM. Additionally, several student teams participated for the first time, including the Selandir Eco Team (SMK Negeri 1 Lingsar, Lombok) in the Prototype category using a battery electric energy source.

The Shell Eco-marathon also features various side events, including Shell LiveWIRE (an entrepreneurship development program for young people in the energy sector), Shell NXplorers (an educational program for youth on critical thinking and creative problem-solving), and the Shell Indonesia Women’s Network (a discussion and empowerment program for students to explore their potential for the future).



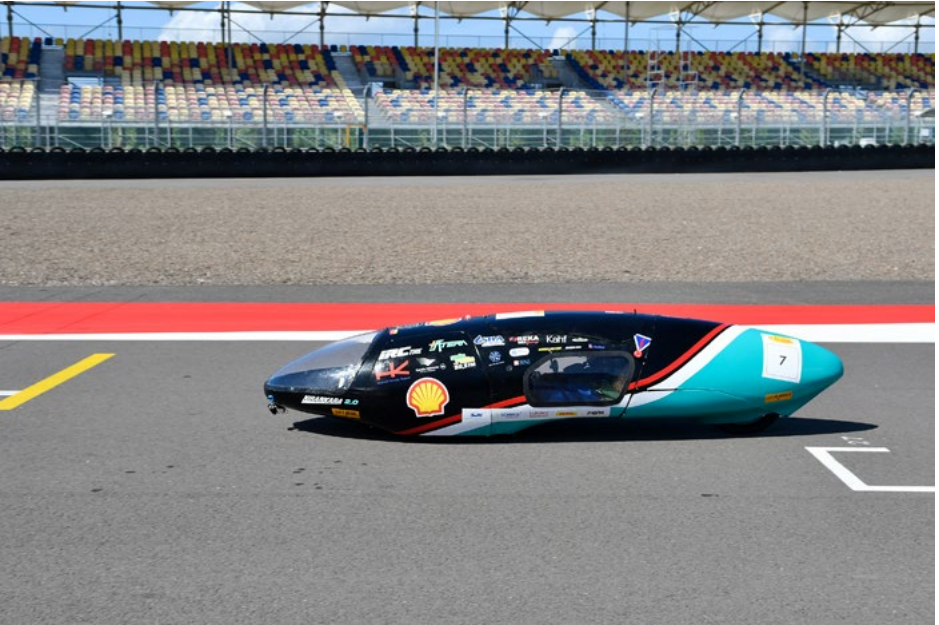
The Arjuna Team from the University of Indonesia and the Bumi Siliwangi 2 Team from the Indonesia University of Education also returned to compete at SEM 2024. The Arjuna Team achieved fourth place in the 2023 regional championship in the Urban Concept category with the battery electric sub-category. The Bumi Siliwangi 2 Team won third place in the hydrogen fuel sub-category of the Prototype category at SEM 2023.

“We are committed to supporting activities that align with the principles of sustainability and technological innovation. Hosting the Shell Eco-marathon at the Pertamina Mandalika International Circuit, within The Mandalika area, is a tangible manifestation of our commitment to supporting environmental sustainability,” said Troy Reza Warokka, Director of Operations, InJourney Tourism Development Corporation (ITDC).

ITDC continues to strive to integrate sustainability principles into all projects and activities across the areas it manages. “We have implemented environmental management practices, including energy efficiency, waste management, and natural resource conservation. This is certainly to realize a better sustainable future,” Troy Warokka added. ✳

**SHELL ECO-MARATHON ASIA-PACIFIC AND THE MIDDLE EAST**

1. The history of the Shell Eco-marathon (SEM) stems from a bet among a group of Shell scientists in 1939 to find out who could drive a car the furthest on one gallon of fuel. Eventually, Shell established the official Shell Eco-marathon event, which was launched in France in 1985.
2. The Shell Eco-marathon aims to encourage innovation in future energy-efficient vehicles.
3. The Shell Eco-marathon first came to Asia with the SEM 2010 event held in Malaysia.
4. Indonesia has participated in the Shell Eco-marathon since 2010.



**Photos:** (Clockwise) Sapuangen from the Sepuluh Nopember Institute of Technology (ITS) won 1st Place in the Urban Concept Category using an internal combustion engine fuel source. The Sapuangen Team repeated their success from the previous Shell Eco-Marathon Asia Pacific and the Middle East in 2023.

The Bengawan Team UNS from Sebelas Maret University achieved the best mileage in the Prototype Category. Bengawan, using an internal combustion engine, managed to achieve 983.3 kilometers per liter (km/l).

Source: Shell Indonesia Documentation





**Photo:** Rusty Wyatt (Team Sharjah), a debutant who became the champion at the F1H2O World Championship Toba 2024. Rusty Wyatt finished ahead of Jonas Andersson (Team Binh Dinh), the 2023 world champion. (Doc. InJourney).

## PERTAMINA F1 POWERBOAT GRAND PRIX 2024

# ESTABLISHING LAKE TOBA AS THE PRIME WATER SPORT TOURISM DESTINATION

**LAKE TOBA**, Toba Regency, North Sumatra Province, once again served as the host for a major global event, the F1 Powerboat, also known as the F1H2O World Championship 2024. Last year marked the inaugural F1H2O event at Lake Toba, making it the only venue in Southeast Asia selected for the F1H2O series in a single season. The F1H2O 2024 series also included a round in neighboring Vietnam, held after the Lake Toba Grand Prix.

The F1H2O 2023 event instilled immense pride in Indonesia, as the Lake Toba Grand Prix was crowned the Best F1H2O Organizer in the World. This designation significantly boosted Indonesia's credibility, confidence, and international calibration.

PT Aviassi Pariwisata Indonesia (InJourney) acted as the promoter for the F1H2O event, branded as the Pertamina F1 Powerboat Grand Prix of Indonesia 2024. The appointed technical organizers were PT Pengembangan Pariwisata Indonesia or InJourney Tourism Development Corporation (ITDC) and PT MGPA Nusantara Jaya. Lake Toba was chosen as the venue for this world-class event because it is a Super Priority Tourism Destination, and its position as a premier Water Sport Tourism Destination will continue to be strengthened.

The opening race of the F1H2O World Championship 2024 series, held on March 2-3, 2024, was initially planned to feature 18 drivers from ten nations. However, Ahmad Al Fahim (Victory Team) ultimately withdrew from the entire racing series. Among the competing jet boat racers were Team Binh Dinh-Vietnam (Sweden), Victory Team (United Arab Emirates), Team Abu Dhabi (United Arab Emirates), China CTIC Team (France), F1 Atlantic Team (Portugal), Red Devil-SMC F1 Team (Finland), Sharjah (United Arab Emirates), Stromoy Racing (Norway), and Maverick Racing (France). The debutant in this jet boat event, Rusty Wyatt (Team Sharjah), claimed first place, finishing ahead of Erik Stark (Victory Team) and Jonas Andersson (Team Binh Dinh), the reigning F1H2O World Championship champion from the 2023 season.

ITDC, as a subsidiary of InJourney, fully supported the organization of the Pertamina F1 Powerboat Grand Prix 2024. "We view this event as a critical moment to solidify Lake Toba's position as a leading water sports tourism destination. We also actively support the development of Lake Toba tourism as one of Indonesia's Super Priority Tourism Destinations. Through this event, we hope to attract interest from both domestic and international tourists, and generate tangible multiplier effects for the local community," said Troy Warokka.



An estimated 70,000 people attended the jet boat event over the two days of racing. ITDC and MGPA, as organizers, meticulously prepared for easy and comfortable access to and from Lake Toba.

“In an effort to facilitate the public’s attendance and enjoyment of the F1 Powerboat Grand Prix 2024, we adjusted the traffic flow engineering system to be more relaxed compared to the previous year. This measure was taken to ensure that all visitors could reach the venue more comfortably, without significant barriers,” said Samsul Purba, Deputy Director of MGPA, who is of Batak Karo descent and was raised in Jandi Meriah Village, Karo Regency, approximately 50 km northwest of Lake Toba.

The opening ceremony was enlivened by diverse cultural performances from various ethnic groups in North Sumatra. Around 250 dancers from the Dairi, Karo, Simalungun, Malay, Central Tapanuli, Malay Nias, and Batak Toba communities delivered vibrant performances. The Pertamina F1 Powerboat was further enhanced by a variety of side events around the competition area, including a Cultural Festival, a Micro, Small, and Medium Enterprise Festival, and various participating food courts. The food court area became a favorite spot for spectators to enjoy both local and international cuisine. ✳

### F1 POWERBOAT GRAND PRIX 2024

1. F1H2O is the F1 version of super-fast motorboat racing (powerboat) under the auspices of the Union Internationale Motonautique (UIM) World Championship. The championship promoter is H2O Racing, thus F1 Powerboat is also popularly known as F1H2O.
2. Each F1H2O season consists of eight races, held across Europe, the Middle East, and Asia. Lake Toba became the first and only location in Southeast Asia and served as the opening series in both 2023 and 2024.
3. The powerboats achieve speeds of up to 140 km/h (sharp turns) and 220 km/h (straight tracks) over the water surface. The race duration for 30 laps averages 45 minutes and does not exceed 60 minutes.
4. The F1H2O Lake Toba track length is 2,218 m; the minimum depth is 20 m; the lake edge height is 2 m.
5. The F1 Powerboat event in Lake Toba, North Sumatra, is organized by ITDC and MGPA under a five-year contract (2023-2027). The F1H2O Lake Toba 2024 event was particularly special as it marked the 300<sup>th</sup> edition since the race was first held in 1984 across 39 countries.
6. Indonesia was named the Best Organizer of the F1 Powerboat (F1H2O) and Aquabike Jetski World Championship events in 2023.



**Photos:** The excitement of the F1 Powerboat 2024 event in Lake Toba, organized by InJourney. This international event was also enlivened by the Solu Bolon competition, a traditional Batak Toba boat race, and a music festival. The positive impact of the event not only boosted Lake Toba tourism but also stimulated economic growth for the surrounding community. (Doc. InJourney)





Photo: MGPA Documentation

**AQUABIKE JETSKI  
WORLD CHAMPIONSHIP 2024**

**LAKE TOBA GAINS GLOBAL  
RECOGNITION WITH AQUABIKE**

**TOWARDS** the end of 2024, a major international event was held at Lake Toba, North Sumatra Province. PT Aviasi Pariwisata Indonesia (Persero), known as InJourney, the State-Owned Enterprise (BUMN) holding company for Tourism, collaborated with its subsidiary, InJourney Tourism Development Corporation (ITDC), to host the Aquabike Jetski World Championship from November 13-17, 2024.

ITDC, as the developer and manager of Super Priority Tourism Destinations (DPSP) in Indonesia, served as the executor for this world-class event. Lake Toba was designated a DPSP in 2019. The Grand Prix of Lake Toba is part of the 2024 Aquabike World Championship event calendar. The Aquabike World Championship has been held since 2011, and the GP of Lake Toba marked the second year the event was held on the world’s largest volcanic lake, following the inaugural event in 2023.

The competition featured over 90 jet ski racers from 30 countries, alongside 10 proud Indonesian racers. Among them was Makaio Wimylie, 19, who secured 20 cup points, placing 7th in the endurance category. The rising young star, Boanerges Brilliant Ratag, only 15 years old, also competed. Brilliant Ratag successfully crowned himself the 1st National Champion of the Aquabike Indonesian Championship 2024, finishing ahead of Makaio Wimylie (2nd Place) and Yoko Hermanto (3rd Place).

The Aquabike Jetski World Championship contested two categories: the Endurance World Championship (Endurance) and the Circuit World Championship (Circuit). The endurance category was held on closed courses in Karo, Dairi, and Simalungun Regencies, where racers navigated a 3 km track with a maximum time limit of one hour. Meanwhile, the circuit category took place at Waterfront City Pangururan, Samosir.

Maya Watono, President Director of InJourney, stated that InJourney, as the BUMN Holding for Aviation and Tourism, is committed to realizing the resurgence of tourism in Indonesia, especially in Super Priority Tourism Destinations. “One of InJourney’s initiatives for the Indonesian aviation and tourism industry is to design and organize tourism attractions and international-scale events such as the F1 Powerboat, MotoGP in Mandalika, and the Aquabike Jetski World Championship 2024,” said Maya.

Hosting the Aquabike Jetski World Championship 2024 across four regencies is InJourney’s effort to revitalize tourism in the Lake Toba area and reinforce its positioning as a water sport tourism destination. During the five-day event, no fewer than 200,000 visitors witnessed the excitement of the Aquabike Jetski World Championship and its various supporting activities.

The expectation is that this world-class sports event will provide an immense and equitable economic impact for the communities surrounding Lake Toba. “We predict that the organization of this event will generate an economic impact of Rp 1.7 trillion over the next few years,” Maya added.

Maya is optimistic that the number of tourists visiting Lake Toba, which was listed among the New York Times’ top 52 destinations in the world, will continue to increase. “There is a significant upward trend in the number of visits to Lake Toba compared to last year. The racers brought their crew and families to visit and vacation in Indonesia,” said Maya Watono.

Raimondo Di San Germano, General Manager of H2O Management, expressed his awe of Lake Toba. “Lake Toba is the best venue with natural charm that boasts many amazing hidden gems, which have become a favorite among the racers,” said Raimondo Di San Germano.

The Aquabike Jetski World Championship 2024 was further enlivened by the presence of the Lake Toba People’s Festival (Pesta Rakyat Danau Toba), held across the four surrounding regencies: Karo, Dairi, Simalungun, and Samosir. The community enthusiastically participated in a series of events, including the Solu Bolon or Dragon Boat competition, and musical entertainment featuring Ada Band, Radja, Wika Salim, and a number of local musicians. ✳



**AQUABIKE JETSKI WORLD CHAMPIONSHIP 2024**

1. The Aquabike World Championship is an international jetski sports series sanctioned as a world championship by the Union Internationale Motonautique (UIM), the World Powerboating Authority based in Monaco, in 1995.
2. Since 2011, Aquabike Promotion (ABP) has been appointed by the UIM as the worldwide promoter. The UIM is recognized by the International Olympic Committee (IOC). UIM is affiliated with 60 national powerboating federations.
3. The Aquabike World Championship features various categories: Runabout GP1, Ski GP1 for men and women, and Freestyle; Circuit, Parallel Slalom, Endurance, Offshore, and Jet Raid, which combine speed, skill, and power.
4. Indonesia has participated in the Aquabike World Championship series since 2023, continuing in 2024. This world-class event is held in Lake Toba and the four regencies around Lake Toba: Karo, Dairi, Simalungun, and Samosir Regencies.



Photos: ITDC-MGPA Documentation





# 04

**268 DAYS  
OF SPORT &  
ENTERTAINMENT  
EVENTS IN 2024**







Photo: MGPA Documentation

# 268 DAYS

## SPORT & ENTERTAINMENT EVENTS IN 2024

A TOTAL 265 DAYS of activity within one year. That is the number of days the Pertamina Mandalika International Circuit calendar was utilized throughout 2024. “The utilization of the Mandalika Circuit in 2024 amounted to 268 days, consisting of 199 days for motorsport events and 69 days for non-motorsport activities. The total number of visitors during 2024 reached 170,000 people, comprising 120,000 MotoGP spectators and 50,000 non-MotoGP attendees,” stated Priandhi Satria, President Director of MGPA.

MGPA hosted four international-level racing events: MotoGP, Asia Road Racing Championship, GT World Challenge Asia, and Porsche Carrera Cup Asia. In addition to these four international-class races, there were various national and local racing events, as well as non-racing activities such as community gatherings, practice sessions, and track days.

The calendar activity days for the Mandalika Circuit are considered exceptionally high. Information regarding the number of racing activity days at circuits worldwide can be referenced on the racingcalendar.net website. For instance, the TT Circuit Assen, Netherlands, which is the oldest circuit and has hosted the most MotoGP races since the first event in 1949 (only absent in 2020), recorded a calendar of just 61 activity days.

Similarly, the activity calendars for neighboring circuits are: Sepang Circuit, Malaysia (53 activity days), Buriram Circuit, Thailand (62 activity days). Suzuka Circuit, Japan, the first circuit in Asia to host MotoGP, had 38 calendar activity days. Another circuit in Asia, Losail, which entered the MotoGP calendar in 2004, only scheduled 19 racing activities throughout 2024. ✳



Following is the breakdown of the 268 activity days at the Mandalika Circuit throughout 2024.

JANUARY 2024: 21 EVENT/ACTIVITIES

No.	Date	Event/Activity Name
1	Jan-01	Lampaq
2	Jan-02	Rufino Porsche
3	Jan-03	Rufino Porsche
4	Jan-05	Track Day R2
5	Jan-06	Track Day R2
6	Jan-07	Track Day R2
7	Jan-11	Radical Track Day
8	Jan-15	Radical Track Day
9	Jan-16	Radical Track Day
10	Jan-16	ARRC Tyre Test
11	Jan-17	ARRC Tyre Test
12	Jan-18	Mandalika Track Walk
13	Jan-19	Angkasa Pura Track Walk
14	Jan-20	Track Day R4
15	Jan-21	Track Day R4
16	Jan-22	Arrive & Drive AGYA
17	Jan-23	Arrive & Drive AGYA
18	Jan-25	Arrive & Drive AGYA
19	Jan-29	Track Day R2
20	Jan-30	Track Day R2
21	Jan-31	Track Day R2

Photo: Radical Track Day 4 Wheels MGPA Documentation)



FEBRUARY 2024: 19 EVENT/ACTIVITIES

No.	Date	Event/Activity Name
22	Feb-01	Mandalika Track Walk
23	Feb-02	Track Day Track Experience
24	Feb-03	Track Day Yamaha Testing & AGYA A&D
25	Feb-03	Track Day Yamaha Testing & AGYA A&D
26	Feb-03	Mandalika Track Experience
27	Feb-03	Mandalika Track Walk
28	Feb-10	Lampaq Circuit Experience
29	Feb-11	Arrive & Drive AGYA
30	Feb-12	Arrive & Drive AGYA
31	Feb-17	Mandalika Track Experience
32	Feb-18	Track Day R2
33	Feb-20	BPK Site Visit
34	Feb-21	Kominfo RI Track Experience
35	Feb-22	Arrive & Drive AGYA
36	Feb-25	Track Day R2
37	Feb-26	Track Day R4 Rufino
38	Feb-27	Track Day R4 Rufino
39	Feb-28	Track Day R4 Rufino
40	Feb-29	Arrive & Drive AGYA



MARCH 2024: 18 EVENT/ACTIVITIES

No.	Date	Event/Activity Name
41	Mar-01	Arrive & Drive AGYA
42	Mar-02	Mandalika Racing Series - Series 1
43	Mar-03	Mandalika Racing Series - Series 1
44	Mar-04	Track Day R2
45	Mar-05	Arrive & Drive AGYA
46	Mar-06	Kominfo Track Experience
47	Mar-07	Track Day R4
48	Mar-08	Arrive & Drive AGYA
49	Mar-09	Arrive & Drive AGYA
50	Mar-17	Track Day AGYA & Radical R4
51	Mar-24	Track Day R2
52	Mar-25	Arrive & Drive Agya
53	Mar-26	Arrive & Drive Agya
54	Mar-27	Arrive & Drive Agya
55	Mar-28	Track Day R2
56	Mar-29	Track Day R2
57	Mar-30	Arrive & Drive Agya and Track Day R2
58	Mar-31	Arrive & Drive Agya and Track Day R2

Photo: Mandalika Racing Series (MGPA Documentation)





APRIL 2024: 29 EVENT/ACTIVITIES

No.	Date	Event/Activity Name
59	Apr-01	AGYA Arrive & Drive Experience Lisa
60	Apr-02	Ramadhan at Lampaq
61	Apr-03	Ramadhan at Lampaq
62	Apr-04	Ramadhan at Lampaq
63	Apr-05	Ramadhan at Lampaq
64	Apr-06	Ramadhan at Lampaq
65	Apr-07	Ramadhan at Lampaq
66	Apr-08	Ramadhan at Lampaq
67	Apr-09	Lampaq at the Ramadhan Post
68	Apr-10	Lampaq at the Ramadhan Post
69	Apr-11	Lampaq at the Ramadhan Post
70	Apr-12	Lampaq at the Ramadhan Post
71	Apr-13	Lampaq at the Ramadhan Post
72	Apr-14	Lampaq at the Ramadhan Post
73	Apr-15	Lampaq at the Ramadhan Post
74	Apr-16	Lampaq at the Ramadhan Post
75	Apr-17	Lampaq at the Ramadhan Post
76	Apr-18	Lampaq at the Ramadhan Post
77	Apr-19	AGYA Arrive & Drive
78	Apr-20	AGYA Arrive & Drive
79	Apr-21	AGYA Arrive & Drive
80	Apr-23	Fatin Adelia Track Experience
81	Apr-24	Mandalika Educational Tourism
82	Apr-25	Fatin Adelia Track Experience
83	Apr-26	Pertamina Lubricant Track Experience
84	Apr-27	Track Day R4
85	Apr-28	JDM FUN DAY
86	Apr-29	JDM FUN DAY
87	Apr-30	JDM FUN DAY



Photo: JDM Funday Participants (MGPA Documentation)

MAY 2024: 27 EVENT/ACTIVITIES

No.	Date	Event/Activity Name
88	May-01	AGYA Arrive & Drive
89	May-02	Cinta Holiday Experience
90	May-04	AGYA Arrive & Drive
91	May-05	Track Day R2
92	May-06	Kaloka Tours Experience
93	May-07	Track Day R4
94	May-09	Educational Tour Yanmu NW Praya
95	May-10	Track Day R2
96	May-11	Track Day R2
97	May-12	Track Day R4
98	May-13	Track Day R2
99	May-14	Lampaq Circuit Experience
100	May-15	Track Day R2 & R4
101	May-16	Track Day R4
102	May-17	Track Day R2
103	May-18	Track Day R2
104	May-19	Track Day R2
105	May-20	Radical Track Day
106	May-22	Track Day R2
107	May-23	Track Day R2
108	May-25	Mandalika Racing Series - Series 2
109	May-26	Mandalika Racing Series - Series 2
110	May-27	AGYA Arrive & Drive
111	May-28	ASITA Track Experience
112	May-29	Lampaq Toque Tours and Travel
113	May-30	Perta Daya Gas Experience
114	May-31	Passione Ferrari Club Challenge



JUNE 2024: 26 EVENT/ACTIVITIES

No.	Date	Event/Activity Name
115	Jun-01	Passione Ferrari Club Challenge
116	Jun-02	Passione Ferrari Club Challenge
117	Jun-03	Track Day R4
118	Jun-04	Track Day R4
119	Jun-05	Track Day R4
120	Jun-06	Ducati Riding Experience
121	Jun-07	Ducati Riding Experience
122	Jun-08	Ducati Riding Experience
123	Jun-09	Ducati Riding Experience
124	Jun-10	Track Day R2
125	Jun-11	AGYA Arrive and Drive
126	Jun-12	AGYA Arrive and Drive
127	Jun-13	Track Day R2
128	Jun-14	Track Day R2
129	Jun-15	Track Day R2
130	Jun-16	Track Day R2
131	Jun-17	AGYA Arrive and Drive
132	Jun-18	Mandalika Track Experience
133	Jun-21	Track Day R4
134	Jun-22	Track Day R4
135	Jun-23	Track Day R2
136	Jun-24	AGYA Arrive and Drive
137	Jun-25	AGYA Arrive and Drive
138	Jun-26	AGYA Arrive and Drive
139	Jun-27	AGYA Arrive and Drive
140	Jun-28	Lampaq Circuit Experience



Photo: Ducati Riding Experience (MGPA Documentation)

JULY 2024: 28 EVENT/ACTIVITIES

No.	Date	Event/Activity Name
141	Jul-02	Shell Eco Marathon 2024
142	Jul-03	Shell Eco Marathon 2024
143	Jul-04	Shell Eco Marathon 2024
144	Jul-05	Shell Eco Marathon 2024
145	Jul-06	Shell Eco Marathon 2024
146	Jul-08	Radical Track Day
147	Jul-09	AGYA Arrive and Drive
148	Jul-10	AGYA Arrive and Drive
149	Jul-11	AGYA Arrive and Drive
150	Jul-12	Bimasakti x Kemenparekraf Shooting
151	Jul-13	Mandalika Racing Series - Series 3
152	Jul-14	Mandalika Racing Series - Series 3
153	Jul-15	Pertamina Shooting
154	Jul-16	Track Day R2
155	Jul-17	Track Day R2
156	Jul-18	Track Day R2
157	Jul-19	Lampaq Circuit Experience
158	Jul-20	bLU cRU Yamaha Sunday Race
159	Jul-21	bLU cRU Yamaha Sunday Race
160	Jul-22	Track Day R2
161	Jul-23	Radical Experience
162	Jul-24	AGYA Arrive & Drive
163	Jul-26	Asia Road Racing Championship (ARRC)
164	Jul-27	Asia Road Racing Championship (ARRC)
165	Jul-28	Asia Road Racing Championship (ARRC)
166	Jul-29	Track Day R2 Commercial Kawasaki
167	Jul-30	AGYA Arrive & Drive and Radical
168	Jul-31	Porsche Track Day



Photo: Bima Sakti - Sheel Eco Marathon (MGPA Documentation)



AUGUST 2024: 27 EVENT/ACTIVITIES

No.	Date	Event/Activity Name
169	Aug-01	Track Day R4
170	Aug-02	Track Day R4
171	Aug-03	Track Day R4
172	Aug-04	AGYA Arrive and Drive
173	Aug-05	Track Day R2
174	Aug-06	Track Day R4
175	Aug-07	Lampaq Circuit Experience
176	Aug-08	AGYA Arrive and Drive
177	Aug-09	Track Day R4
178	Aug-10	Track Day R4
179	Aug-11	Track Day R4
180	Aug-12	Track Day R4
181	Aug-13	AGYA Arrive and Drive
182	Aug-14	AGYA Arrive and Drive
183	Aug-15	PHE Track Experience
184	Aug-16	Lampaq Circuit Experience
185	Aug-18	Track Day R2
186	Aug-20	Lampaq Circuit Experience
187	Aug-22	AGYA Arrive and Drive
188	Aug-24	Mandalika Racing Series - Series 4
189	Aug-25	Mandalika Racing Series - Series 4
190	Aug-26	Mini Cooper Track Day
191	Aug-27	Mini Cooper Track Day
192	Aug-28	Mini Cooper Track Day
193	Aug-29	Mini Cooper Track Day
194	Aug-30	Mandalika Festival of Speed
195	Aug-31	Mandalika Festival of Speed



Photo: Arrive and Drive Agya (MGPA Documentation)



Photo: Track Day 4 Wheels (MGPA Documentation)

SEPTEMBER 2024: 11 EVENT/ACTIVITIES

No.	Date	Event/Activity Name
196	Sep-01	Mandalika Festival of Speed
197	Sep-03	Lampaq Circuit Experience
198	Sep-04	Lampaq Circuit Experience
199	Sep-06	Mandalika Track Experience
200	Sep-07	Mandalika Track Experience
201	Sep-09	Lampaq Circuit Experience
202	Sep-11	ATM Bersama Experience - Members Meeting
203	Sep-13	Mandalika Track Experience
204	Sep-27	Pertamina Grand Prix of Indonesia (MotoGP)
205	Sep-28	Pertamina Grand Prix of Indonesia (MotoGP)
206	Sep-29	Pertamina Grand Prix of Indonesia (MotoGP)



Photo: Ride in Track (MGPA Documentation)





Photos: Mini Jaksel Community at the Mandalika Festival of Speed event (left) and Radical Experience activity (right).

Source: MGPA Documentation.



OCTOBER 2024: 23 EVENT/ACTIVITIES

No.	Date	Event/Activity Name
207	Oct-01	Radical Experience
208	Oct-02	Mandalika Track Experience
209	Oct-09	AGYA Arrive & Drive
210	Oct-10	Radical Experience
211	Oct-11	Mandalika Festival of Speed
212	Oct-12	Mandalika Festival of Speed
213	Oct-13	Mandalika Festival of Speed
214	Oct-14	Radical Experience
215	Oct-15	Mandalika Track Experience
216	Oct-16	Mandalika Track Experience
217	Oct-17	Track Day R2
218	Oct-18	Mandalika Racing Series - Series 5
219	Oct-19	Mandalika Racing Series - Series 5
220	Oct-20	Mandalika Racing Series - Series 5
221	Oct-22	Track Day R2
222	Oct-23	Track Day R4
223	Oct-24	Track Day R4
224	Oct-25	Lampaq Poltekpar
225	Oct-26	bLU cRU Yamaha Sunday Race
226	Oct-27	bLU cRU Yamaha Sunday Race
227	Oct-28	Track Day R2
228	Oct-30	Lampaq Circuit Experience
229	Oct-31	Lampaq Circuit Experience



NOVEMBER 2024: 23 EVENT/ACTIVITIES

No.	Date	Event/Activity Name
230	Nov-01	Mandalika Festival of Speed
231	Nov-02	Mandalika Festival of Speed
232	Nov-03	Mandalika Festival of Speed
233	Nov-04	Mandalika Educational Tourism
234	Nov-05	Lampaq Circuit Experience
235	Nov-06	Track Day R4
236	Nov-07	Track Day R4
237	Nov-08	Lampaq Circuit Experience
238	Nov-09	Lampaq Circuit Experience
239	Nov-11	Hyundai IONIQ 5
240	Nov-12	Hyundai IONIQ 5
241	Nov-13	Hyundai IONIQ 5
242	Nov-14	Hyundai IONIQ 5
243	Nov-15	Hyundai IONIQ 5
244	Nov-16	Hyundai IONIQ 5
245	Nov-17	Hyundai IONIQ 5
246	Nov-20	Track Day R2
247	Nov-21	Track Day R2
248	Nov-22	AGYA Arrive & Drive
249	Nov-24	Track Day R2
250	Nov-26	Radical Experience
251	Nov-29	AGYA Arrive & Drive
252	Nov-30	AGYA Arrive & Drive



Photo: One of the racer’s actions at the Mandalika Festival of Speed (MGPA Documentation)



Photo: Hyundai Ioniq 5 Track Day (MGPA Documentation)





**Photo:** The multi-race event Mandiri Mandalika Festival of Speed (MFoS) 2024 final round was attended by 40 starters. They competed to be the best in three main classes: Porsche Sprint Challenge, BMW M2, and Time Attack.

Source: MGPA Documentation



**Photo:** The Mandalika Circuit hosts various exciting events for racing and automotive enthusiasts: Arrive & Drive, Arrive & Ride, and Lampaq di Sirkuit (Trailer Ride).

Source: MGPA Documentation

DECEMBER 2024: 16 EVENT/ACTIVITIES

No.	Date	Event/Activity Name
253	Dec-01	Arrive and Drive
254	Dec-03	Arrive and Drive
255	Dec-04	Indonesian Ambassador Visit (Australia)
256	Dec-05	Arrive and Drive
257	Dec-06	Mandalika Festival of Speed
258	Dec-07	Mandalika Festival of Speed
259	Dec-08	Mandalika Festival of Speed
260	Dec-09	Radical Experience
261	Dec-12	Lampaq Circuit Experience
262	Dec-14	Lampaq Circuit Experience - Irman HPI
263	Dec-17	Track Day R2
264	Dec-18	Track Day R2
265	Dec-19	Track Day R2
266	Dec-20	AGYA Arrive and Drive
267	Dec-22	Radical Experience
268	Dec-29	Track Day R4



# 05

## ECONOMIC IMPACT AND SUSTAINABILITY CHALLENGES





# WHAT IS THE EXTENT OF THE ECONOMIC IMPACT OF HOSTING MOTOGP AND SUPERBIKE AT THE MANDALIKA CIRCUIT?

“The hosting of MotoGP and Superbike at the Mandalika Circuit generates local and national economic impact. The financial turnover during the events is highly significant in revitalizing tourism and MSMEs.”

**PENYELENGGARAAN** The inaugural organization of the 2022 MotoGP at the Mandalika Circuit, based on a study by Kompas R&D, generated a national economic impact of Rp4.5 trillion and a local economic impact for West Nusa Tenggara Province of Rp3.57 trillion.

Similarly, for the World Superbike (WSBK) Championship, the 2022 WSBK event produced a national economic impact of Rp114.37 billion and a local impact for NTB of Rp89.81 billion. Meanwhile, the national economic impact for the 2023 WSBK event was Rp85.39 billion, with a local economic impact for NTB of Rp66.77 billion.

The decrease in the economic impact of WSBK 2023 compared to WSBK 2022 is estimated to be due to the short interval between the WSBK events in November 2022 and March 2023, which was only four months. The assumption is that a very short gap reduces the potential to attract spectators from outside the region, such as Jakarta and other large cities.

For spectators traveling from outside NTB to watch WSBK live at the Mandalika Circuit, financial preparations are required for viewing tickets, travel expenses, and accommodation.

Another factor is that the WSBK 2023 event at the Mandalika Circuit was an early season series, meaning the world championship title race was still long. This contrasts with the World Superbike Championships in 2021 and 2022 at the Mandalika Circuit, which were the championship-deciding series, resulting in a much higher public enthusiasm from outside the region to attend the 2021 and 2022 WSBK events directly.

In the 2021 WSBK season, the world champion title was clinched by Toprak Razgatlioglu (Yamaha) at this circuit, a source of national pride for Indonesia. Subsequently, in the 2022 season, the Mandalika Circuit again made history with Alvaro Bautista (Ducati) securing the WSBK world champion crown.

The MotoGP and WSBK Championships at the Mandalika Circuit are organized by FIM, Dorna Sport, and the Mandalika Grand Prix Association (MGPA). Up to 2024, Indonesia has hosted MotoGP three times: in 2022, 2023, and 2024. WSBK has also been held three times: in 2021, 2022, and 2023. Unfortunately, the WSBK event in Mandalika was not continued in the 2024 season.



ECONOMIC IMPACT

The multiplier effect resulting from the economic impact of hosting the 2023 World Superbike Championship was also felt by local tourism businesses and MSMEs. On a national scale, airlines also experienced a significant increase in passenger numbers.

Simply put, the multiplier effect is the widespread influence created by an economic activity that leads to an increase in national expenditure, subsequently affecting the rise in income and consumption, both nationally and locally.

In the tourism sector, based on Kompas R&D interviews with starred hotel managers in the Kuta Mandalika area, the occupancy rate reached one hundred percent of the available room capacity during the MotoGP and WSBK events. This was due to racing teams and crew booking rooms in starred hotels in the Kuta Mandalika area long before the MotoGP and Superbike events took place.

Well in advance of the Mandalika MotoGP event, managers of starred hotels in the Mandalika Special Economic Zone (SEZ) stated that rooms were fully booked, having been reserved by MotoGP racing teams long before the 2023 Mandalika MotoGP was held.

Interviews conducted by Kompas R&D with homestay and lodging managers also confirmed this, stating that their rooms were already fully booked by prospective guests for the upcoming MotoGP event.

In the Kompas R&D study, calculations combining secondary data and survey data showed that the potential revenue from spectators staying during WSBK 2023 ranged between Rp113.9 million and Rp1.1 billion. This figure represents the potential income for accommodation businesses in Lombok.

Meanwhile, a Kompas R&D study on the WSBK event in November 2022 found that the potential revenue from spectators attending WSBK 2022 for lodging and accommodation ranged between Rp339.99 million and Rp1.136 billion during the event period.

In the culinary MSME sector, Kompas R&D monitoring identified several favorite dining spots for fans, spectators, and racing teams. On Kuta Mandalika Tourism Road, for example, several restaurants serving European specialties such as pizza and pasta were consistently crowded with racing teams, crew, and international tourists.

For Indonesian cuisine, one of the favorite dining spots for spectators and national automotive stakeholders during the event was “Warung Sulawesi” in the Kuta Mandalika area. This restaurant, which serves typical Indonesian dishes, appeared constantly full during the MotoGP and WSBK events.

ECONOMIC IMPACT OF MANDALIKA MOTOGP

The economic impact of the MotoGP held on March 18–20, 2022, at the Mandalika Circuit was significantly greater than the economic impact of the 2021-2023 World Superbike Championships.

The Kompas R&D study on the economic impact of the 2022 MotoGP at the Mandalika Circuit showed that the estimated total expenditure by spectators reached Rp545.22 billion. The financial turnover generated from the spending of Mandalika MotoGP spectators reached Rp697.88 billion.

In comparison, the WSBK 2022 estimated total spectator expenditure was Rp15.69 billion, resulting in a spectator financial turnover impact of Rp24.38 billion. Furthermore, for the WSBK 2023 event, the estimated total spectator expenditure was Rp12.03 billion, with a spectator financial turnover impact reaching Rp17.44 billion.

The spectator financial turnover reflects the economic activity over the three-day period of the 2022 MotoGP and the 2022-2023 Mandalika WSBK, measured based on spectator spending and excluding expenditure by the racing teams or event organizing costs.

The calculation of the estimated total expenditure is derived from the average expenditure of spectators on MotoGP tickets, accommodation, consumption, local transport, and souvenir purchases, multiplied by the number of spectators according to the tickets sold.



Photo: MSMEs (Micro, Small, and Medium Enterprises) participating in the events held at the Mandalika Circuit.

Source: MGPA Documentation





Photos: MGPA Documentation

## SPECTATOR AND BUSINESS OWNER SURVEYS

Based on Dorna Sport data, the number of spectators at the 2022 MotoGP at the Mandalika Circuit was 102,801 people. For WSBK 2022 in Mandalika, the figure was 51,629 people, while WSBK 2023 saw 59,251 people.

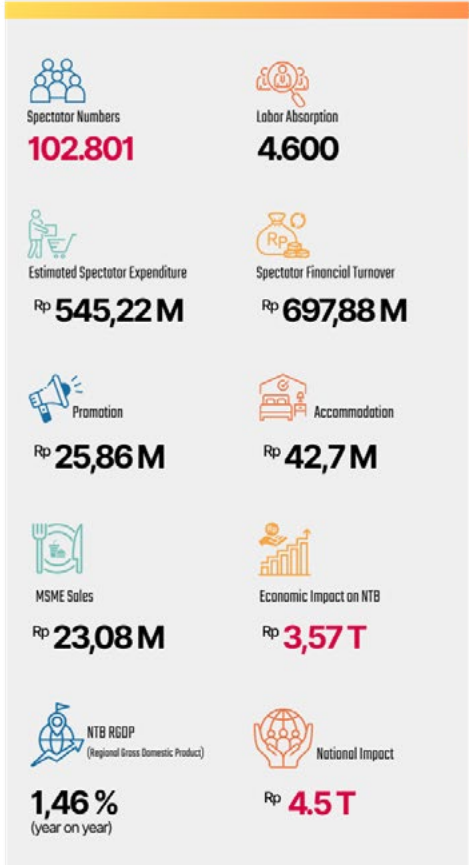
A Kompas R&D survey of WSBK spectators on March 3–5, 2023, proportionally distributed across all grandstand or tribune categories at the Mandalika Circuit, indicated that 41.6 percent of spectators had previously watched the 2022 MotoGP live at the Mandalika Circuit. Meanwhile, 20.8 percent of respondents had watched the 2021 WSBK, and 35.6 percent watched the 2022 WSBK.

The reasons given by spectators for watching WSBK and MotoGP live at the Mandalika Circuit included the distinct sensation experienced when watching directly at the circuit compared to watching on television. Additionally, spectators expressed a sense of pride in witnessing the event firsthand. Another factor was the spectators' genuine enthusiasm for watching the WSBK and MotoGP championships.

Generally, the majority of respondents expressed satisfaction with the organization of the 2023 and 2022 WSBK events. The highest level of satisfaction was related to the aspects of security and cleanliness of the organization.

Kompas R&D also interviewed business actors regarding the 2023 WSBK event. 23.2 percent of MSME and restaurant respondents made special preparations to welcome WSBK 2023, such as intensifying business promotions through social media like Instagram and Facebook.

When comparing the MotoGP and WSBK events, the majority of business actors stated that the impact of MotoGP was significantly greater for increasing their business income. ✳



Source: Findings of Kompas R&D Study on the Economic Impact of the 2022 MotoGP and 2022-2023 WSBK events. The data sources originate from Kompas R&D face-to-face interviews with spectators and business actors during the events. Other data sources are from Bank Indonesia, Central Statistics Agency, Dorna Sport, ITDC, Mandalika Grand Prix Association (MGPA). Data was processed by Kompas R&D quantitatively using the Input-Output and Interregional Input-Output 2016 method.





Photo: MGPA Documentation

## SUSTAINABILITY CHALLENGES

# STRENGTHENING THE MANDALIKA CIRCUIT BRAND TO SUPPORT THE MANDALIKA’S DEVELOPMENT

**A SURPRISING** news item was uploaded by the Bangkok Post on March 3, 2025. The oldest English-language newspaper in Thailand reported, “Govt pulling support for MotoGP in Thailand, says Newin.”

Newin Chidchob is the de facto leader of the Bhumjaithai Party, which is in coalition with the government. However, Newin is involved in a fierce dispute with the coalition leader, the Pheu Thai party, led by Thaksin Shinawatra. According to Newin, who is also the Chairman of the Chang International Circuit in Buriram, the government should not suddenly decide to end its crucial support by not renewing the MotoGP hosting contract. The 2026 Thailand MotoGP would be the last event.

Sorawong Thienthong, the Minister of Tourism and Sports and a Pheu Thai member of parliament, regretted the government’s decision. The Thailand MotoGP, which had been held for the past seven seasons, was government-funded with a budget of 500 million baht per year, or approximately Rp243 billion (at an exchange rate of 1 Baht = Rp487). Sponsorship from the private sector generated at least 300 million baht, or around Rp146 billion. “However, the total financial turnover generated was more than 5 billion baht (approximately Rp2.4 trillion), which boosted businesses and stimulated the economy,” said Sorawong Theinthong.

Newin stated that the 2025 Thailand MotoGP managed to attract 224,634 spectators, setting a new record for the event in Thailand. The 2024 Thailand MotoGP was claimed to have injected approximately 5.04 billion baht into the economies of Buriram and other provinces visited by spectators. MotoGP is also watched by nearly one billion people through live broadcasts in over 200 countries.

This disheartening news is believed to have no impact on the organization of the Indonesian MotoGP in the coming years. The Pertamina Grand Prix of Indonesia or Indonesian MotoGP has been held three times at the Pertamina Mandalika International Circuit: in 2022, 2023, and 2024. The 2025 MotoGP will be held as the 18th series on October 3-5. The Indonesian MotoGP hosting contract was signed between PT Pengembangan Pariwisata Indonesia (ITDC) and Dorna Sports until 2031.



FUNDING SUPPORT

The challenge of organizing MotoGP in the years ahead is certainly not easy. At least several aspects need improvement to ensure the successful execution of the Mandalika MotoGP, not only in terms of the event and the race flow but also in contributing profit to ITDC. Challenges in maintaining the sustainability of the Mandalika MotoGP include funding, spectator numbers, access and transportation connectivity, accommodation, and the development of The Mandalika area.

Throughout the 2022 Mandalika MotoGP, according to a study by Kompas R&D, it provided a national economic impact of Rp4.5 trillion and a local economic impact for NTB of Rp3.57 trillion. This calculation utilized seven economic contribution indicators, ranging from spectator numbers, labor absorption, estimated spectator spending, spectator financial turnover, promotion costs, accommodation, to the sales of food and beverages by micro, small, and medium enterprises (MSMEs).

The economic impact of the 2023 Mandalika MotoGP was also reviewed by the Directorate of Strategic Studies, Deputy for Strategic Policy, Ministry of Tourism and Creative Economy/ Tourism and Creative Economy Agency. In a study titled “Impact of the 2023 Mandalika MotoGP Event” published on the Kemenparekraf.go.id website, spectator expenditure provided an output and value added reaching Rp914 billion. In terms of labor, spectator expenditure contributed to the absorption of up to 24,030 workers at the national level.

In total, the organization of the 2023 MotoGP generated a national economic impact of Rp4.3 trillion. The event also had a positive impact on the increase in tourism-related economic activity in Central Lombok Regency by 13.45 percent and contributed 7.97 percent to NTB’s 2023 Regional Gross Domestic Product (PDRB).

One of the significant burdens of organizing the MotoGP is paying the hosting fee, or the commitment fee paid by the host organizer to Dorna Sports. The MotoGP hosting fee varies for each track, depending on Dorna’s policy and interests. Some tracks pay less because they are considered important markets for Dorna. Aside from the hosting fee, Dorna Sports’ revenue also comes from MotoGP broadcasting rights, sponsorships, penalties/fines, and other incomes.

The Indonesian MotoGP event is burdened with a hosting fee of 12.8 million Euro or approximately Rp224 billion (at an exchange rate of 1 Euro = Rp17,500). Meanwhile, the Sepang Circuit, which has hosted MotoGP since 1999, pays a hosting fee of around 53.2 million Ringgit or approximately Rp191 billion (at an exchange rate of 1 Ringgit = Rp3,600).

“The hosting fee is used, firstly, for logistics costs from the last MotoGP venue, then for shipping logistics from Indonesia back to the next MotoGP venue where it will be held,” explained Samsul Purba.

Secondly, funding for the Dorna MotoGP teams, both for their arrival in Mandalika and for the teams’ travel to the subsequent MotoGP event. The payment of the hosting fee in MotoGP host countries is the responsibility of the government. For example, the hosting fee for the Sepang MotoGP is covered by the Ministry of Youth and Sports (Belia dan Sukan).

Government support, both central and regional, as well as private sponsorship, is needed for the successful global promotion of the Mandalika MotoGP. In any case, the funding for the Mandalika MotoGP event cannot be solely borne by ITDC. Currently, numerous sponsors are contributing to the success of the Mandalika MotoGP event. These sponsors include Wonderful Indonesia (Ministry of Tourism and Creative Economy), Bank Mandiri, Bank BRI, Bank BTN, Jasa Raharja, Bank Syariah Indonesia, Garuda Indonesia, Citilink, Astra Honda Motor, Coca-Cola, Mayora, Hydro Coco, Extra Joss, Unilever Walls, Red Bull, InJourney Aviation Services/ Angkasa Pura Logistik, Kentucky Fried Chicken, and JPX Helmet.



**Photo:** Action of #72 Marco Bezzecchi, using the red and white livery in the 2024 Indonesian MotoGP race as part of Pertamina's dedication to Indonesia. The red and white livery was also used by his teammate in the Pertamina Enduro VR46 team, #49 Fabio Di Giannantonio. Source: MGPA Documentation





## SPECTATOR NUMBERS

According to Dorna records, the number of spectators for the 2022 Mandalika MotoGP was 102,801 people, while the Sepang Malaysia MotoGP recorded 163,567 people and the Thailand MotoGP had 178,463 people. The Misano Italy MotoGP recorded 101,140 spectators, the Silverstone UK MotoGP (100,400 spectators), Phillip Island Australia (91,158 spectators), Motegi Japan (57,482 spectators), and Lusail Qatar had only 17,972 spectators.

Spectator numbers for the Mandalika MotoGP increased to 102,929 people (2023) and 121,252 people (2024). Despite the increase, it is considered not yet significant. For comparison, the attendance for the 2024 Thailand MotoGP exceeded 224 thousand spectators, which is double the number of spectators at the Mandalika MotoGP.

For spectators, the ticket management system—involving ticket exchange locations spread across several spots with a digitalized ticketing system—successfully prevented long queues. During this year's MotoGP, spectators also experienced greater comfort with the vehicle parking areas, as the parking infrastructure is now adequate and extensive.

Based on the 2023 publication by the Central Statistics Agency (BPS) NTB, during the 2022 Mandalika MotoGP event, the number of guests staying in starred hotels (1–5 stars) in NTB was recorded at 65,426 people, of which 2,360 were international guests. Meanwhile, those staying in non-starred hotels were recorded at 55,271 people. The number of hotel guests in March 2022 was higher than the previous month. In February 2022, the number of guests staying in starred hotels in NTB was recorded at 40,893 people, of which 1,203 were international guests.

The BPS data also recorded that the majority of visitors to NTB in March 2022 came from West Java (15.4%), East Java (15%), and DKI Jakarta (11.9%). This data can be further studied to identify targeted strategies for boosting MotoGP spectator numbers, especially from these dominant regions. For example, by providing easier access to transportation and accommodation, or offering other benefits that could reduce the expenditure of MotoGP enthusiasts traveling from outside NTB.



**Photos:** The excitement of watching MotoGP during the pit walk activity (left photo) and spectators in the grandstand (right photo) and during the activity. Source: ITDC and MGPA Documentation.

Meanwhile, to boost international MotoGP attendance, efforts can be enhanced through bilateral or multilateral cooperation with neighboring countries, namely Malaysia and Thailand, which have proven to attract a large number of MotoGP fans. This could involve international cooperation regarding inbound tourism and outbound tourism, specifically related to the Mandalika Circuit destination. This tourism cooperation can also be extended to other countries that host MotoGP events.

According to BPS NTB 2023, the highest number of tourists visiting NTB in 2022 originated from Malaysia, reaching 1,212,574 people. Unfortunately, only 2,360 foreign tourists stayed in hotels/lodgings in NTB in March 2022, during the Mandalika MotoGP event. Tourism cooperation between Indonesia and Malaysia is already well established.

Cooperation between MGPA, as the operator of the Mandalika Circuit, and the operators of the Sepang Circuit, Buriram Circuit, and other circuits with the potential to increase spectator numbers and other benefits, is highly anticipated. Cooperation could involve the management of international racing series that include the Mandalika Circuit, Sepang Circuit, or Buriram Circuit. Collaboration could also take the form of circuit management, such as the exchange of marshal human resources to assist in the success of events and enhance the experience of the marshals.



## ACCOMMODATION

Accommodation is a major expense for MotoGP spectators, following ticket prices and transportation costs. Many spectators complained about soaring accommodation prices, with some hotel and lodging rates increasing 4–10 times the normal price. Some hotels implemented a rate of Rp4.5 million per night, even though their normal daily rate was only Rp550,000 per night.

The Governor's Regulation (Pergub) of West Nusa Tenggara (NTB) Number 9 of 2022 concerning the Provision of Accommodation Services was well-intentioned, aiming to regulate tariff zoning and the upper limit for accommodation service tariffs. Hotel rates were regulated based on Zone 1, allowing for a price increase of up to three times the normal rate. Hotels and lodgings in Zone 2 were only permitted to increase rates by up to two times. Meanwhile, hotels and lodgings in the buffer zone were only allowed to increase the nightly rate once their normal price.

In practice, many hotels and lodgings raised their tariffs beyond the provisions of the NTB Pergub. The NTB Provincial Government subsequently revised the Pergub's provisions regarding the supervision of accommodation tariff increases and the price agreements enforced for every international event in NTB.

The skyrocketing prices of accommodation and transportation during the MotoGP event could deter spectators from attending the event in subsequent years, especially if airline ticket prices are also unregulated, adding to the financial burden on Mandalika MotoGP spectators.

Research conducted by Jason Axellino, Co-Commentator for the 2023 Mandalika MotoGP, could serve as a reference for the need for new policies. The alumnus of the Management and Public Policy Study Program at Gadjah Mada University conducted research on drafting sustainable tourism policies for the 2022 MotoGP event. According to Jason Axellino, the legal umbrella of NTB Governor's Regulation Number 9 of 2022 concerning the Provision of Accommodation Services was deemed ineffective.

The regulation failed to accommodate third parties suspected of significantly increasing the price of accommodation, such as lodging and hotels. Furthermore, the Pergub did not stipulate sanctions for violators and lacked clear guidelines for supervisory purposes. NTB Governor's Regulation N° 9/2022 only regulated price increases for hotels/lodgings by 1, 2, or 3 times the normal rate without clear price standardization.

Regulations should also stipulate service standards for hotels, lodgings, or homestays to ensure they align with adequate hospitality services in the tourism world. Additionally, training to enhance the quality of human resources in the tourism sector, such as drivers, hotel staff, and lodging crews, is also necessary.

## VARIOUS ROUTES TO PERTAMINA MANDALIKA INTERNATIONAL CIRCUIT





## THE MANDALIKA DEVELOPMENT

The points raised by Andry Satrio Nugroho, Head of the Center of Industry, Trade and Investment Institute for Development of Economics and Finance (Indef), require careful attention from MGPA and its parent company, ITDC. According to Andry, the MotoGP event remains the sole trigger for economic activity that yields a significant economic impact in the Mandalika Tourism Special Economic Zone (SEZ) or The Mandalika, since the area was established in 2015. More massive ecosystem development is needed in the Mandalika KEK, particularly in supporting tourism infrastructure and high-quality tourism human resources.

Over the past three years, the development focus for the Mandalika KEK has predominantly remained on hosting the Mandalika MotoGP. While the Mandalika Circuit now has a nearly full annual calendar of activities—with 268 calendar days filled in the 2024 event schedule—

Andry believes that, based on the two MotoGP events in 2022 and 2023, the increased visitation to the Mandalika SEZ during MotoGP events is not yet entirely organic, as ticket purchases are still predominantly dominated by State-Owned Enterprises (BUMNs).

“To organically attract spectators, Mandalika needs to have an attraction and tourism ecosystem as robust as Sepang in Malaysia or Buriram in Thailand. Ecosystem development in the Mandalika SEZ is needed to support the future of Indonesian tourism. In the short term, the impact is not significantly felt, even though it is supported by a number of international events,” Andry stated.

Indef recommends several steps for the development of the Mandalika SEZ. Among them is the regular staging of international events that actively involve the local community and business actors.

Taupikurrahman and Endan Suwandana from the Central Statistics Agency (BPS), in their article titled “Analysis of the Tourism Sector of NTB Province and the Impact of the Mandalika MotoGP” in the 2022 edition of the Jurnal Kepariwisataaan Indonesia, suggested similar actions. Taupikurrahman and Endan Suwandana also recommended the necessity of holding regular international events that involve the local community and business actors in The Mandalika. This is crucial for maintaining the business continuity of The Mandalika area, along with its multiplier effect on the NTB and national economy.

The Mandalika is indeed in need of development. The Mandalika spans 1,175 hectares, which is more than three times the size of The Nusa Dua (350 hectares), the first tourism area managed by ITDC since 1974. Accelerating the development of The Mandalika remains a significant challenge for ITDC and MGPA.

## STRENGTHENING THE BRANDING

In recent years, the name Mandalika has become a very strong brand. The designation Mandalika is closely attached to the Mandalika Circuit, which in turn elevates the Mandalika Special Economic Zone (SEZ) popularly known as The Mandalika.

The problems and challenges faced by MGPA in developing the Mandalika Circuit are essentially the same problems and challenges faced by ITDC in developing The Mandalika. Acceleration is needed in completing the enhancement of basic and supporting tourism infrastructure, utilities, and clean water in The Mandalika. Naturally, this requires substantial capital that can be sourced from investors, both government and private.

The involvement of the community, particularly Central Lombok and the wider NTB and Indonesian populations, also needs to be increased. The Mandalika will remain quiet if the surrounding communities are not involved. The Mandalika, which is currently supported by only 350 employees, requires a significant increase in human resources to manage an area the size of The Mandalika.

The local community has already been widely absorbed into employment at hotels and lodgings in the Mandalika area. Pullman Lombok Mandalika Beach Resort, for example, reports that 91 percent of its approximately 200 employees are local people. This figure is exceptionally high, considering that international chain hotels typically have a local labor absorption rate of only 20 percent.

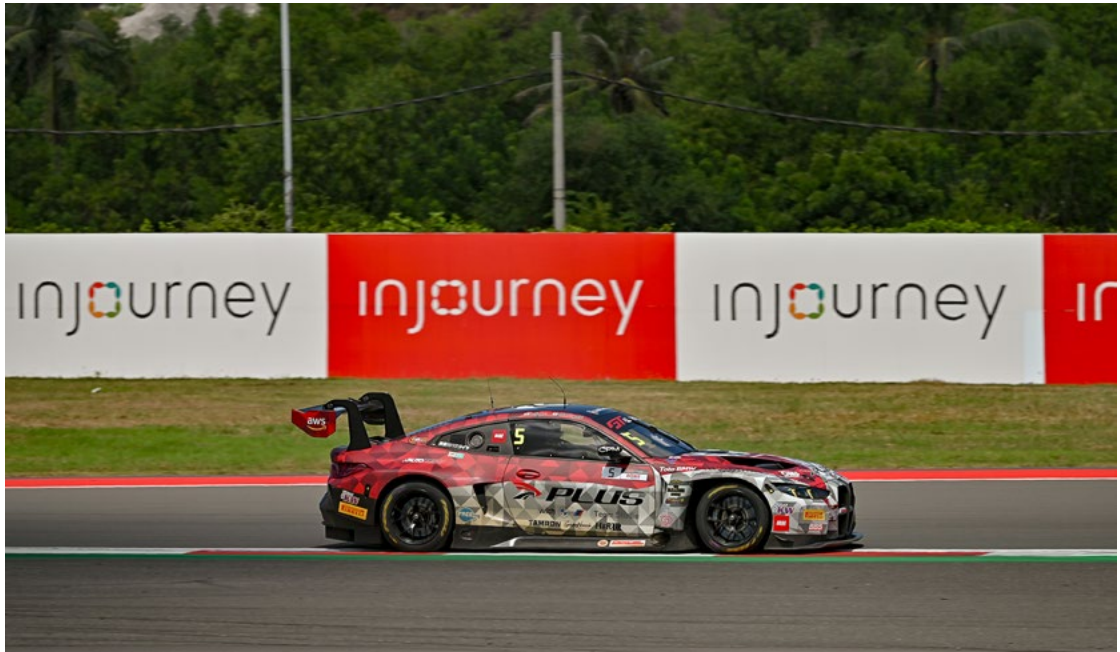
Despite the numerous challenges for the sustainability of the Mandalika MotoGP event in the future, an optimistic attitude must be prioritized. As stated by Erick Thohir, Minister of State-Owned Enterprises (BUMN), the organization of MotoGP is not merely a world-class motorcycle racing event but a tremendous opportunity for Indonesia’s sports tourism sector, with the potential to be a significant foreign exchange contributor for the nation.

“We have the opportunity to capture the world’s attention while providing maximum benefits for the community and local economy, and solidifying the Mandalika Circuit’s position as the ultimate lifestyle sportstainment destination,” said Erick Thohir.

The rapid development of The Mandalika is also contributed by several changes in branding over time. Mandalika once promoted itself as a motorsport tourism destination, then shifted to halal destination. Mandalika also characterized itself with the brand muslim friendly tourism destination. The strength of the Mandalika brand seems to be consolidating with the “sport and entertainment destination” branding, which is currently being maintained. The Mandalika area will continue to be developed as a tourist destination that offers unique experiences combining sport, especially motorsport, with various entertainment.

The in-depth study by ITDC that led to the decision to build the Mandalika Circuit proved to be very accurate. The Mandalika Circuit will continue to have its standards improved to be capable of hosting world-class attractions, which are expected to draw both the Indonesian public and global citizens to Mandalika, Lombok, and Indonesia. ✳





**Photos:** The branding of the Pertamina Mandalika International Circuit as a venue for sport & entertainment events has also raised the profile of the InJourney Tourism Development Corporation (ITDC) and its holding parent company, InJourney.

World-class events at the Mandalika Circuit, including MotoGP, WSBK, and GT World Challenge Asia, have even become a form of nation branding, enhancing Indonesia's positive image. These global events at the Mandalika Circuit represent a form of public diplomacy and a soft power strategy to capture the world's attention, promote tourism, and are hoped to spark an economic impact for the community and the nation.

Source: MGPA Documentation





**Photos:** A number of domestic brands have also strengthened the branding of the Mandalika Circuit by sponsoring racing events in Mandalika. The supporters and sponsors of various racing and entertainment activities in Mandalika have also benefited from the success of MGPA in holding 268 calendar days of activities throughout 2024.

Source: MGPA Documentation



**Photos:** Various foreign brands also participated as sponsors for international activities at the Mandalika Circuit. Among them are ROWE (German lubricant), MOTUL (United States lubricant), and Pirelli, an Italian tire manufacturer.

Source: MGPA Documentation



TOWARDS THE 2025 MOTORSPORT CALENDAR

ESTABLISHING A NEW MILESTONE AND HISTORY FOR INDONESIA MOTORSPORT

**FOR** the first time in the history of Indonesian motorsport, the international car racing event GT World Challenge Asia 2025 was held at the Pertamina Mandalika International Circuit, Lombok, West Nusa Tenggara, from May 9–11, 2025. This event was not only successful but also marked a new milestone for the national racing world. The hope is that the GT World Challenge Asia event will also be able to serve as a catalyst for significant local economic and tourism growth.

High-Determination Race

A total of 68 racers from 21 countries, organized into 34 teams, competed on the 4.3 km track amidst the scenic beaches and hills characteristic of The Mandalika. Thousands of spectators watched live from the grandstands, with a total of more than 9,000 visitors recorded over the three days of the event.

The competition format consisted of two main races lasting 60 minutes plus one lap, with classes including Pro-Am, Silver, and Am. Race 1, held on May 10, was won by Bob Yuan / Leo Ye (Origine Motorsport) in the Pro-Am class, while Race 2 on May 11 presented victory to the pair Wei Lu / Alessio Picariello (Origine Motorsport), driving a Porsche 911 GT3 R (992).

The victory in the AM class was secured by Setiawan Santoso / Andrew Bentley from the EBM team, bringing pride to Indonesia on the international stage. “Today I was able to focus and remain consistent, avoiding mistakes, which allowed me to become the winner in the AM class. I hope to perform even better in Thailand to secure another podium,” said Setiawan Santoso.

The race was fierce under hot weather conditions with overtakes and two safety car interventions, providing an exciting spectacle for the spectators who packed Grand Stand-A.

As part of the Mandalika Festival of Speed (MFoS), several supporting races were also held, such as the BRZ Super Series, Krida Agya One Make Race, and Time Attack. Fitra Eri (Bumidia Racing) and Rio SB (Rizky Motorsport) shared victories in the two Subaru BRZ Super Series races. Meanwhile, Leon Chandra, a racer and tuner from Jakarta, won the Krida Agya OMR after finishing ahead of Ferdian and Rusman Fadhil.

In the Time Attack class, Yasuo Senna Iriawan was dominant, recording the best times in the Radical SR1 class (1:39.974) and the Radical Extreme class (1:33.449), respectively.







**Photos:** The Origine Motorsport team, strengthened by Bob Yuan and Leo Ye, performed consistently and dominantly throughout the race during Race 2 of the GT World Challenge Asia 2025 at the Mandalika Circuit.

Source: MGPA Documentation



Significant Economic and Tourism Impact

This event not only captured the attention of racing fans but also provided a direct impact on the local economy, especially the accommodation, culinary, and MSME sectors. Thousands of people, including international teams, technical crews, media, and spectators from both domestic and international origins, filled hotels and homestays in the Central Lombok region.

More than 500 local workers were involved in the execution of the event, ranging from marshals, cleaning services, and crowd control to medical teams and media center staff. Intensive training was provided beforehand by MGPA to ensure their professionalism and readiness.

Maya Watono, President Director of InJourney, affirmed, “The success of this event was certainly realized due to the support of all parties. This is a crucial moment that strengthens The Mandalika as a leading sport and entertainment tourism destination in Asia.”

Troy Warokka, Commercial Director of ITDC, stated, “This event created a significant multiplier effect, ranging from increased tourists and hotel occupancy to MSME growth and job opportunities for the community.”

Furthermore, the organization of the GT World Challenge Asia 2025 also attracted the interest of foreign investors, evidenced by the signing of a Land Utilization Development Agreement (LUDA) between ITDC and a Singaporean investor, Absolute Racing, to build a Common Luxury Garage & Workshop within the circuit area.

Future Outlook

The GT World Challenge Asia event is part of the SRO Motorsports Group calendar, which had been assessing Mandalika’s readiness since 2022. According to Benjamin Franassovici, Director of SRO Motorsport Asia, “The debut of this series in Indonesia marks the first international motorsport event in Mandalika. This reinforces Asia as a prime destination for GT3 racing.”

Priandhi Satria, President Director of MGPA, expressed his pride in the successful organization, saying, “We express our gratitude to the government, sponsors, and all stakeholders. We hope the presence of this race can become a benchmark for the organization of motorsport races in Indonesia.”

Moreover, following the successful hosting of the GT World Challenge Asia and the first and second series of the National Championship ITCR, Priandhi Satria added that MGPA is exploring the potential for other four-wheeled championships, such as the 24 Hours Le Mans Series and the Porsche Carrera Cup, to strengthen the four-wheeled motorsport ecosystem in Mandalika. ✳







## MGPA CHRONICLES

# ALWAYS FILLED WITH EXCITING, THRILLING, AND RESILIENT STORIES

**BORROWING** the phrase from Allen Feldman, that “events are not what happens; rather, events are something that can be told.” The narrative of Allen Feldman, a professor of anthropology specializing in culture, media, and communication at the Steinhardt School of Culture, Education, and Human Development at New York University, United States, is apt. This is because, in the real world, including the diverse event calendar at the Mandalika Grand Prix Association (MGPA), there are always numerous stories behind the happenings.

This collection of photos, too valuable to discard, is truly worthy of inclusion in the MGPA Yearbook 2024. Although they may not occupy the front or center pages, these photographic documentations hold many narratives of joy, unity, excitement, thrill, and resilience. ✨











PROFILE AND ACHIEVEMENTS  
 INFRA-STRUCTURE  
 MGPA FLAGSHIP EVENT  
 268 DAYS OF IMPLEMENTATION  
 ECONOMIC IMPACT AND CHALLENGES  
 MGPA CHRONICLE

















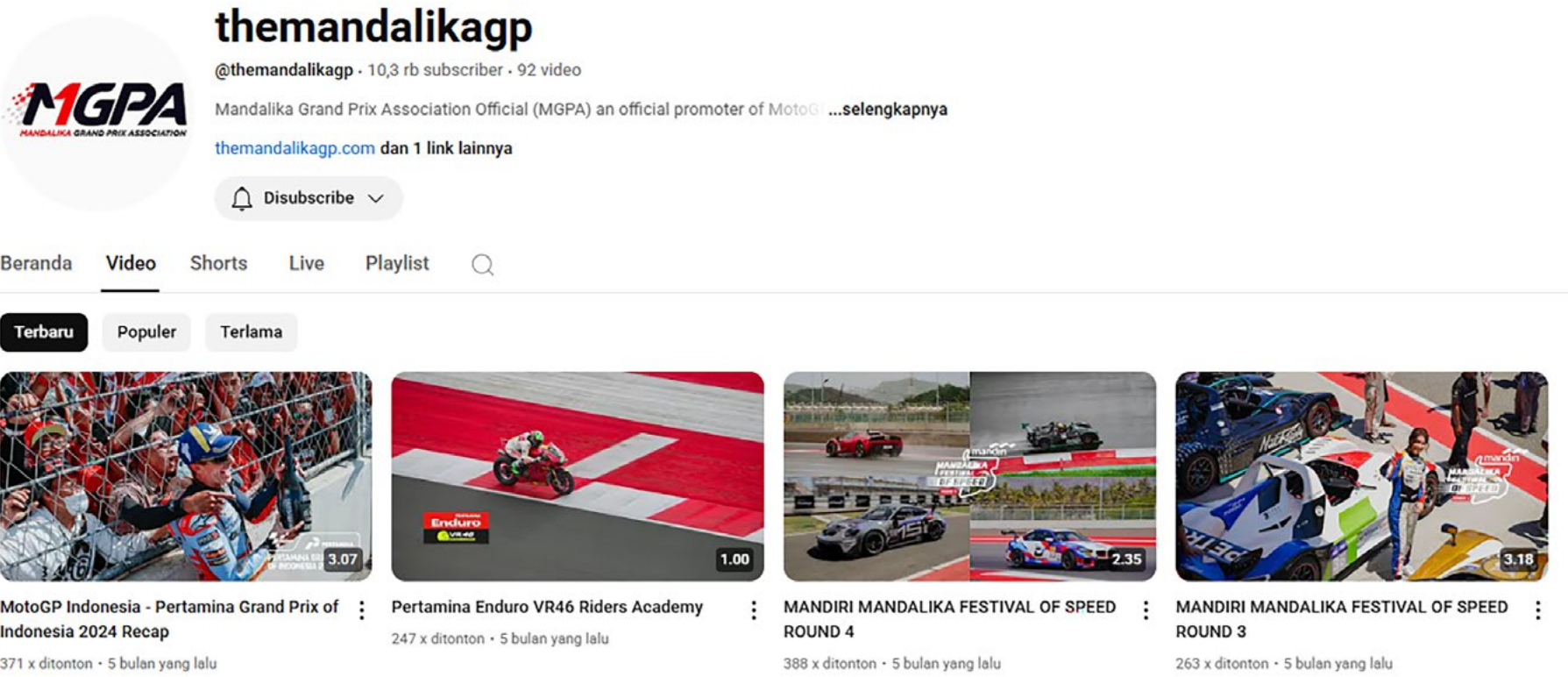
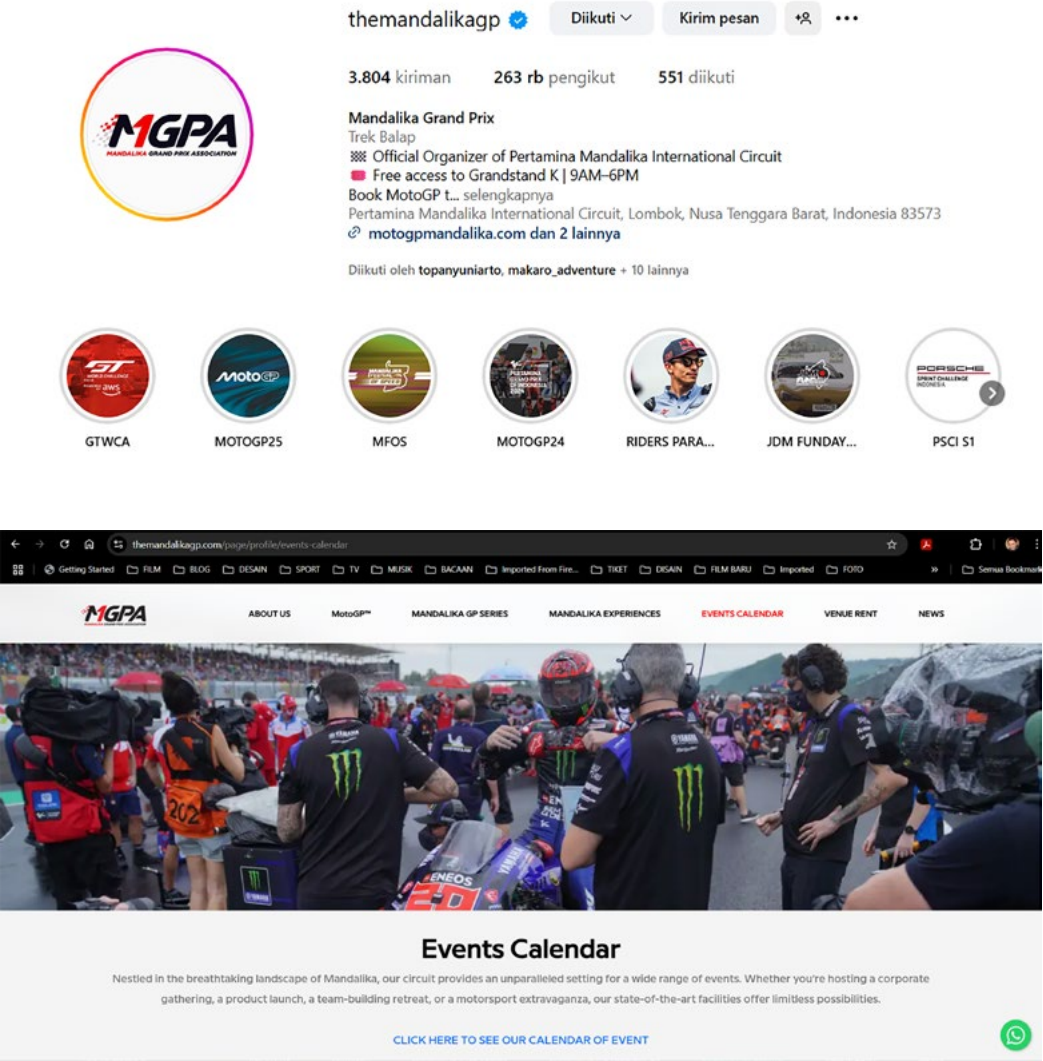
MGPA IN THE MEDIA

IMMORTALIZING VARIOUS  
EVENTS THROUGH INSTAGRAM  
AND YOUTUBE MEDIA

**THE DIVERSE** activities on the event calendar at the Mandalika Grand Prix Association (MGPA) throughout 2024 have also been immortalized across many types of media. This includes not only mainstream media, largely in website format, but also the dynamics and activities of MGPA recorded on various social media platforms, such as Instagram and YouTube channels.

The MGPA YouTube channel, TheMandalikaGP, has live-streamed a number of events held at the Mandalika Circuit. The Pertamina Mandalika International Circuit itself is equipped with 40 cameras positioned at strategic points along the 4.31 km track. However, for the live stream of a race, MGPA utilizes 12 track cameras, 2 moving cameras, and one drone.

“The quality of MGPA’s broadcasts is now on par with live broadcasts of the same class as MotoGP. The difference is that for events organized by MGPA itself, we operate the broadcast using local human resources,” stated Priandhi Satria, President Director of MGPA, proudly.







**themandalikagp** Sarinah Mall, Thamrin

MotoGP Special Price Only at Sarinah! Get your tickets to the Pertamina Grand Prix of Indonesia 2025 starting from just Rp200,000 by visiting the MotoGP booth at Sarinah Jakarta, from 28 July to 3 August 2025.

Special prices available for all categories:  
VIP Hospitality – Premium Grandstand – Regular Grandstand

Limited availability

Secure your ticket and experience the thrill of world-class racing at the Pertamina Mandalika International Circuit this October! 🏁

#MotoGPMandalika #MotoGP2025 #SarinahJakarta #MandalikaCircuit #IndonesianGP

3 hari

baimisp Zona E G H I ada ada atapnya min.?

3 hari 1 suka Balas

Lihat balasan (2)

Disukai oleh topanyuniarto dan 995 lainnya

3 hari yang lalu

Tambahkan komentar...



**gtworldchallengeasia** dan 5 lainnya Mandalika International Circuit

Terima kasih, Lombok! to 🙏 Pengalaman pertama kami di Mandalika benar-benar luar biasa. Sirkuitnya, tempatnya, orang-orangnya, semuanya luar biasa!

Sampai jumpa lagi tahun depan!

Thank you Lombok to 🙏 We LOVED our first experience of Mandalika: the circuit, location and people have all left a lasting impression on the championship. So, same again next year?!

#GTWorldAsia #GTWorld

11 ming

topanyuniarto Keren foto-fotonya 📸 🙌

11 ming Balas

kasianto\_putra\_sudarso Kalau di liat sirkuit kurang lebar apa gmn ya?

11 ming 4 suka Balas

Lihat balasan (17)

Disukai oleh topanyuniarto dan 12.292 lainnya

12 Mei

Tambahkan komentar...



**injourney.id** dan 2 lainnya Audio asli

to Indonesia Raya berkumandang ke seluruh dunia 🇮🇩 Apresiasi Presiden @jokowi atas megahnya upacara pembukaan 🙌 Wajah haru para penonton melihat sajian kekayaan budaya nusantara

Upacara pembukaan Pertamina Grand Prix of Mandalika 2024 kemarin punya semuanya. Penampilan kolosal, suara emas @noviabachmid, hingga teriakan semangat dan tepuk tangan 120.000 penonton yang memadati #IndonesianGP 🙌

Simak highlights-nya di video ini, ya!

#ThrillingMandalika #IgniteYourThrills #injourney #destinasilangka #kulturwisata lokal #hiddenjourney #BanggaBerwisataDiIndonesia #DiIndonesiaAja #AviasiPariwisataIndonesia #BUMNuntukIndonesia #wisataIndonesia #travel #Indonesia #traveling

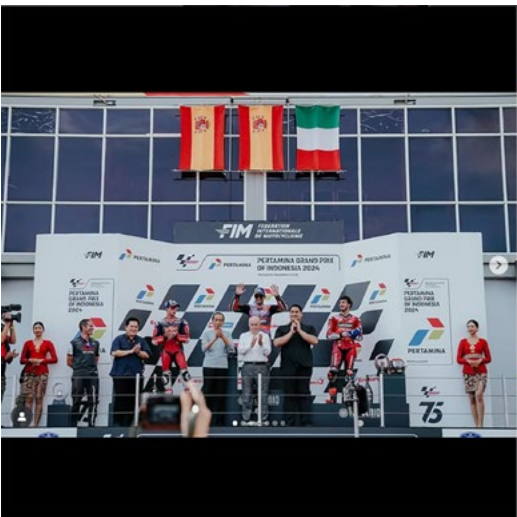
43 ming

adriya sudivartana Martin khidmat hanget nantecan isara

Disukai oleh topanyuniarto dan 2.160 lainnya

2 Oktober 2024

Tambahkan komentar...



**themandalikagp** dan 3 lainnya

themandalikagp Congratulations to all the podium winners at the Pertamina Grand Prix of Indonesia! 🏆 🙌 What an incredible race!

#IndonesianGP #ThrillingMandalika #igniteyourthrills #pertaminagrandprixofindonesia #wonderfulindonesia

44 ming Lihat terjemahan

blueofshoot 📸 📸 📸

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roobijjtmka Pilsa kali ini keren, jadi bangga

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43 ming Balas

angie\_k.d omg its me 📸

43 ming Balas Lihat terjemahan

Disukai oleh samsmakaro dan 24.075 lainnya

29 September 2024

Tambahkan komentar...



**injourney.id** dan themandalikagp Audio asli

injourney.id 27–29 September mendatang, deru mesin MotoGP akan kembali ke #IndonesianGP di Pertamina Mandalika International Circuit 🏁

Tapi, #JourneyPeople masih pada inget ga sama 5 momen paling memorable dari seri balap tahun lalu? 🙌

Tonton sampe selesai dan tulis momen favorit kamu di kolom komentar! 🙌

#thrillingmandalika #injourney #destinasilangka #kulturwisata lokal #hiddenjourney #BanggaBerwisataDiIndonesia #DiIndonesiaAja #AviasiPariwisataIndonesia #BUMNuntukIndonesia #wisataIndonesia #travel #Indonesia #traveling

57 ming

penghunjalan0\_0 Jagoan mu main pasir @aldyrenaldy\_94 mau boker kah 🙌

57 ming Balas

Disukai oleh topanyuniarto dan 546 lainnya

25 Juni 2024

Tambahkan komentar...



**themandalikagp** 10,3 rb subscriber

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Beranda Video Shorts **Live** Playlist 

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[● LIVE] JDM Fun Day Vol. 3. & BRZ Super Series Round 5-6 - Day 2

7,2 rb x ditonton • Streaming 7 hari yang lalu



[● LIVE] JDM Fun Day Vol. 3 & BRZ Super Series Round 5-6 - Day 1

9,3 rb x ditonton • Streaming 8 hari yang lalu



[● LIVE] Mandalika Festival of Speed (MFoS) 2025 Round 2 - Day 2

11 rb x ditonton • Streaming 2 minggu yang lalu



[● LIVE] Mandalika Festival of Speed (MFoS) 2025 Round 2 - Day 1

14 rb x ditonton • Streaming 2 minggu yang lalu



Mandalika Festival Of Speed (MFOS) Vol. 4 | DAY 2

3,4 rb x ditonton • Streaming 7 bulan yang lalu



Mandalika Festival Of Speed (MFOS) Vol. 4 | DAY 1

3 rb x ditonton • Streaming 7 bulan yang lalu



Aquabike World Championship - Day 5 | Race 2 & 3

489 x ditonton • Streaming 8 bulan yang lalu



Aquabike World Championship - Day 4 | Paralel Slalom & Freestyle

162 x ditonton • Streaming 8 bulan yang lalu



[● LIVE] Pertamina Mandalika Racing Series (MRS) 2025 Round 2 - Day 2

68 rb x ditonton • Streaming 1 bulan yang lalu



[● LIVE] Pertamina Mandalika Racing Series (MRS) 2025 Round 2 - Day 1

23 rb x ditonton • Streaming 1 bulan yang lalu



GT World Challenge Asia by AWS & Mandalika Festival of Speed (MFOS) 2025 ...

103 rb x ditonton • Streaming 2 bulan yang lalu



GT World Challenge Asia by AWS and Mandalika Festival of Speed (MFOS) 2025...

140 rb x ditonton • Streaming 2 bulan yang lalu



Aquabike World Championship - Day 4 | Qualifying & Race 1

445 x ditonton • Streaming 8 bulan yang lalu



Aquabike World Championship - Day 3 | Simalungun Cup

184 x ditonton • Streaming 8 bulan yang lalu



Aquabike World Championship - Day 2 | Dairi Cup

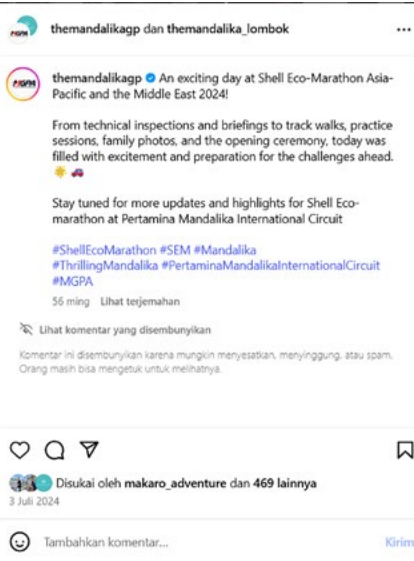
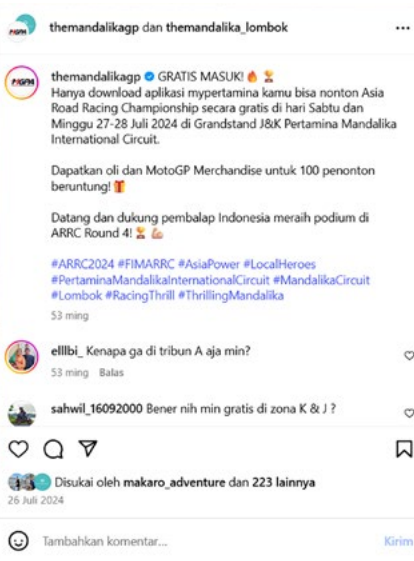
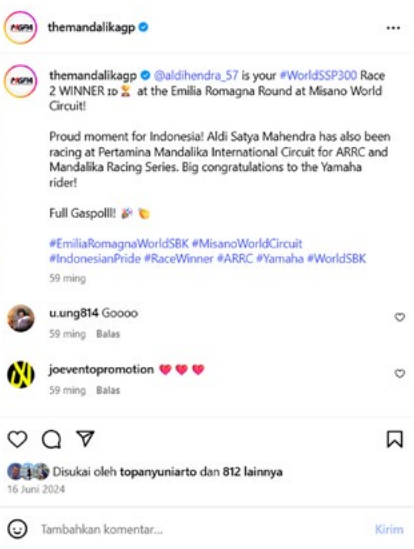
424 x ditonton • Streaming 8 bulan yang lalu



Mandalika Festival Of Speed (MFOS) Vol. 3 | DAY 2

4,3 rb x ditonton • Streaming 9 bulan yang lalu









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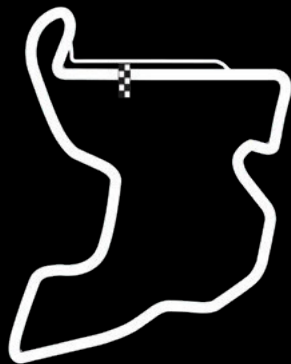


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