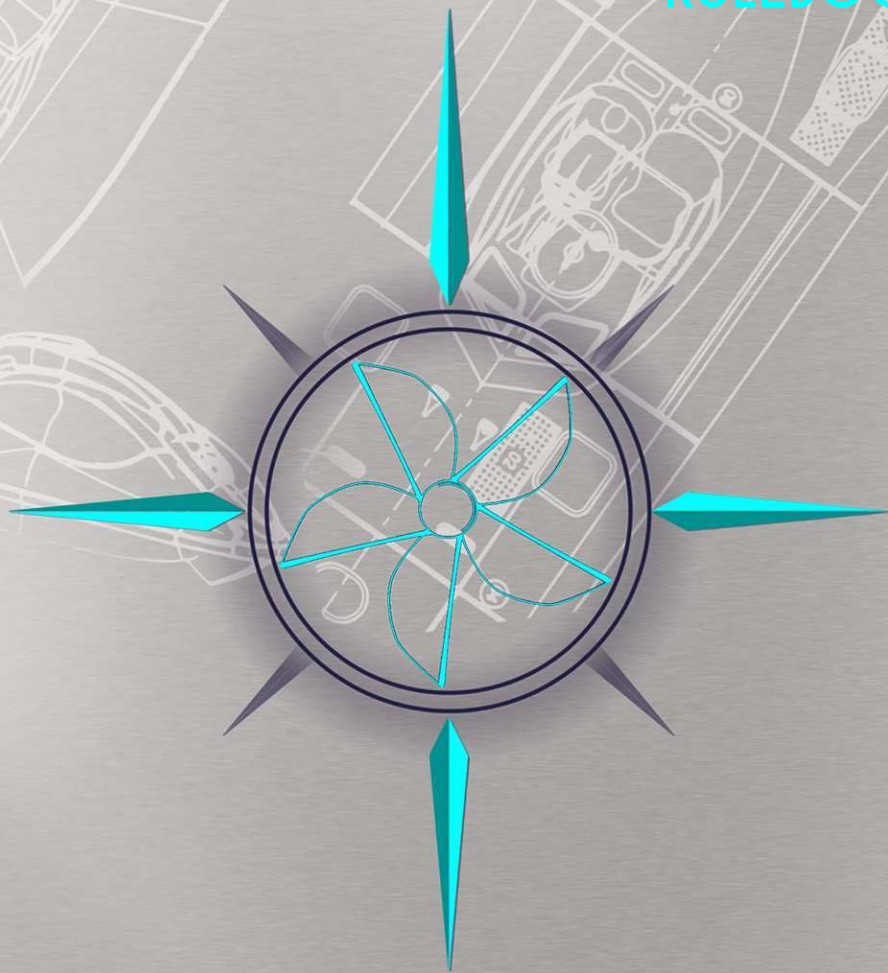


2020 OFFSHORE RULEBOOK





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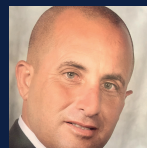


Mathilda
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Sweden

V2



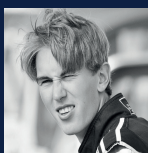
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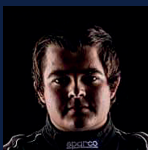


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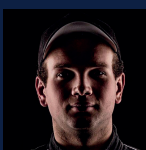


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OFFSHORE RULES 2020

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CODE OF ETHICS

2020

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1. PREAMBLE

The UIM is committed to the highest standards of conduct in sport *Administration* and *Competition*. To meet this commitment, the UIM has developed a *Code* of Ethics to express the core values of both the organization and the sport of Powerboating. Such values and ethics underpin the UIM's policies, procedures and rules. Observance of the *Code* is vital to the integrity of Powerboating. The UIM *Code* of Ethics is inspired to the ethical principles of the Olympic Movement of which the UIM is member.

The UIM *Code* of Ethics comprises five pillars. It imposes obligations in terms of respect and responsibility to competitors, teams, promoters, participants and all other UIM accredited *Persons*.

This *Code* shall apply to all UIM members (either national federation or any other similar affiliated entity), UIM staff, *Persons* elected or appointed to any position within the organization of the UIM or the Continental Organizations, and other individuals engaged in UIM activities, including *Drivers*, competitors, team managers, team members etc. (collectively referred to herein as "Participants"). It shall also apply to consultants and contractually-connected *Persons*/firms, including those representing or serving UIM.

Unless otherwise specified, infringements are punishable regardless of whether they have been committed deliberately or negligently.

Acts amounting to attempted infringements are also punishable. In the case of acts amounting to attempted infringements, the Executive Committee may reduce the sanction envisaged for the actual infringement accordingly. It will determine the extent of the mitigation as it sees fit; it shall not go below the general lower limit of the fine applicable to the concerned infringement.

The fact that a natural *Person* is not anymore a member of the UIM or has left a member of the UIM neither cancel out liability nor prevents from carrying out disciplinary proceedings. The same provision applies to legal *Persons* members of the UIM.

THE ETHICAL PILLARS OF THE UIM

1.1 Equality

Discrimination and harassment against others on grounds of race, disability, marital status, sex, sexuality, age, political or religious conviction are not condoned in Powerboating.

All forms of harassment, be they physical, mental, professional or sexual, are strictly prohibited. Powerboating promotes the inclusion of men and women equally.

1.2 Fair Play

Fair play is the guiding principle in the sport of Powerboating. All Participants taking part in Powerboating shall behave with fairness and honesty.

All Participants shall operate within and abide by the rules of the sport.

All doping practices at all levels are strictly prohibited. The provisions against doping in the Anti-Doping *Code* shall be scrupulously observed. Powerboating is committed to be a drug free sport.

1.3 Respect

Powerboating shall be characterised by mutual respect and self-responsibility. All Participants involved in powerboating shall be treated with dignity.

The contribution that people make to the sport shall be recognised.

In pursuing the sport's goals, the governance of Powerboating shall be mindful of the physical and psychological well-being of its members.

Violence and abusive behaviour are not tolerated.

1.4 Integrity

All *Persons* subject to this *Code* shall *Use* due care and diligence in fulfilling their roles for, and on behalf of, the UIM or Powerboating in general.

Decisions by the UIM will be made in accordance with established procedures, objectively, fairly and with honesty and integrity.

Conflicts of interest must be avoided.

1.4.1 Conflicts of interest

In discharging their duties to UIM, all Participants shall act for the benefit of UIM when making decisions that affect, or may affect, UIM and to do so without reference to their own personal interests, either financial or otherwise.

When performing an activity for UIM or before being elected or appointed, the candidate or *Participant* shall disclose to the Executive Committee any personal interests that could be linked with their prospective UIM activities. The Executive Committee may draw the attention of the candidate or *Participant* to potential conflicts of interest that it identifies.

Participants shall avoid any situation that could lead to conflicts of interest. Potential conflicts of interest arise:

- a) if Participants have, or appear to have, private or personal interests that detract from their ability to perform their duties with integrity in an independent and purposeful manner. Private or personal interests include gaining any possible advantage for the *Persons* bound by this *Code* themselves, their family, relatives, friends and acquaintances;
- b) if the opinion or decision of an Official, acting alone or within an organisation, is influenced by, or may be reasonably considered as liable to be influenced by relations that such Official has, has had or is on the point of having, with another *Person* or organisation that would be affected by the *Person's* opinion or decision;
- c) if an Official is also involved in the executive day to day running of Continental/*National* federations of powerboating sports.

In the following non-exhaustive list of examples, the circumstances in which a conflict of interests could arise are personal and/or material involvement (salary, shareholding, various benefits) with:

- a) suppliers of the party concerned;
- b) sponsors, broadcasters, various contracting parties;
- c) organisations liable to benefit from the assistance of the party concerned (including subsidy, approval clause or election).

Participants shall not perform their duties in matters with an existing or potential conflict of interest. Should a conflict of interest, or the appearance of a conflict of interest, arise, or if there is a danger of such conflict arising, the individual concerned must refrain from taking any further part in the handling of the matter. If it is unclear whether such a conflict of interest exists in any given situation, the matter may be submitted to the Ethics Panel.

If an objection is made concerning an existing or potential conflict of interest of a *Participant*, it shall be reported immediately to the Ethics Panel for appropriate measures.

If an Official neglects to declare a situation of a potential conflict of interest, any interested party in the UIM may refer the matter to the Executive Committee. When such a situation regards the President or any member of the Executive Committee, the member concerned shall abstain from taking part in the meetings of the Executive Committee where his position is to be adjudged, without prejudice of his right of defence.

1.4.2 Corruption

No *Participant* shall, directly or indirectly, solicit, accept or offer any concealed remuneration, commission, gifts, benefit or service of any nature connected with their participation in powerboating activities or with their function as an Official.

No *Participant* shall, directly or indirectly bribe or *Attempt* to bribe third parties or urge or incite others to do so in order to gain an advantage for them or a third party.

No *Participant* shall solicit or accept benefits, entertainment or gifts in exchange for, or as a condition of, the exercise of their duties, or as an inducement for performing an act associated with their duties or responsibilities, except that gifts, hospitality or other benefits associated with their official duties and responsibilities may be accepted if such gifts, hospitality or other benefits:

- a) are within the bounds of propriety, a normal expression of courtesy, or within the normal standards of hospitality;
- b) would not bring suspicion on the Official's objectivity and impartiality; and c) would not compromise the integrity of UIM.

No *Participant* may be involved with any company, association, firm or *Person* whose activity is inconsistent with the objectives or interests of UIM. If it is unclear, whether this kind of a connection exists in any given situation, the matter shall be submitted to the Executive Committee for a decision.

1.4.3 Betting

Anyone subject to this *Code* shall not bet on Powerboating either directly or indirectly and shall not *Use* any privileged, sensitive or inside information they may have in order to profit or facilitate third *Persons* to profit from such information.

Anyone subject to this *Code* shall not perform corrupt practices relating to the sport of Powerboating, including improperly influencing either the course of an *Event* (partially or entirely) or the outcomes and results of an *Event* or race.

Anyone subject to this *Code* is forbidden from having stakes, either actively or passively, in any entity or, organization that promotes, brokers, arranges or conducts such activities or transactions.

Anyone subject to this *Code* shall exercise due care and diligence in fulfilling their roles for, or on behalf of UIM and not disclose information received if such disclosure is made maliciously in order to damage the interests of UIM or to obtain an unjust advantage or profit.

No UIM staff, governance bodies and other committee or commission member shall make adverse comments on a policy adopted by the UIM once the UIM decision has been taken.

1.5 Environment

The UIM is committed to raise environmental performance of power boating and make our sport a vector of environmental protection and sustainable development.

UIM looks to youth to breed a future for sportsmanship and safety while nurturing a passion and respect for water and its environment.

The UIM will promote the optimal *Use* of resources and materials, efficient logistics and transport, reduction of polluting discharges to water and emissions to air.

2. GENERAL CONDUCT REGULATIONS

2.1 Basic rules

All Participants shall show commitment to an ethical attitude while fulfilling their task. They shall pledge to behave in accordance with the ethical pillars of the UIM.

Participants may not abuse their position as part of their function in any way, especially to take advantage of their function for private aims or gains.

2.2 Representational duties

Participants shall represent UIM honestly, respectably and with integrity.

2.3 Conduct towards government and private organizations

In dealings with government institutions, national and International organizations, associations and groupings, Participants shall, in addition to observing the basic rules of art.2.1, remain politically neutral, in accordance with the principles and objectives of UIM and act in a manner compatible with their function and integrity.

2.4 Ban on discrimination

Participants may not act in a discriminatory manner, especially with regard to ethnicity, race, culture, politics, religion, gender or language.

2.5 Eligibility and dismissal

Only those *Persons* who demonstrate a high degree of ethics and integrity and pledge to observe the provisions of this *Code* without reservation are eligible to serve as UIM officials. Anyone who do not comply with these conditions are either no longer eligible or shall be removed from office.

2.6 Protection of personal rights

During the course of their activities, Participants shall ensure that the personal rights of those *Persons* whom they contact and with whom they deal are protected, respected and safeguarded.

2.7 Loyalty and confidentiality

While performing their duties, participants shall remain loyal to UIM. Depending on their function, any information divulged to officials during the course of their duties shall be treated as confidential. Any information or opinions shall be passed on in accordance with the principles and objectives of UIM.

3. PROCEEDINGS

The UIM Executive Committee shall have exclusive jurisdiction on any infringement of the rules contemplated in this *Code*. Anyone who has interest can refer to the UIM Executive Committee the infringement of this *Code* of Ethics. Proceedings before the UIM Executive Committee shall be without particular formalities, provided that the right of defence and the principles of fair process are always respected.

The UIM Executive Committee appoints an investigator, who may, but not necessarily has to a member of the Executive Committee. The Investigator shall investigate the case and deliver to the UIM Executive Committee a written report. Such report shall be sent to the party or the parties concerned, with an invitation to submit defensive briefs and appear before the Executive Committee at the discussion hearing.

At the discussion hearing parties may be assisted by an attorney. The Executive Committee members and the appointed Investigator may attend the hearing also by video or tele-conference.

The infringements of the rules of this *Code* shall be sanctioned as follows:

- i) First violation, up to six months suspension and up to Euro 5,000 fine;
- ii) Second violation, from six months up to two years suspension and from Euro 5,000 up to Euro 10,000 fine;
- iii) Third violation, life ban and Euro 15,000 fine;
- iv) Highly serious infringements shall be sanctioned with no less than a two years suspension and then Euro 15,000 fine.

Should the infringement be committed by a consultant or any other contracted party of the UIM, the relevant contract shall be immediately terminated *de iure*.

Should the infringement be committed to obtain an illicit benefit, including sport outcomes, the relevant results, such as titles, prizes etc. shall not be awarded or revoked if already awarded.

The Executive Committee may reduce the sanctions envisaged for each actual infringement in accordance with the extent of the mitigation as it sees fit. In any *Event* the sanction shall not go below the general lower limit of the fine applicable to the concerned infringement.

The parties to the proceedings shall keep strictly confidential and shall not disclose any information received or appraised during the proceedings. The decision taken by the UIM Executive Committee shall be published on the UIM website. The sanctioned party shall have 21 days as of the publication of the decision on the UIM website to appeal the decision before the Court of Arbitration for Sport in Lausanne.

4. ENFORCEMENT

This *Code* of Ethics is an integral and binding part of the UIM By-Laws and has entered into force and is fully effective since approval by the General Assembly on 26th October 2014.



ANTI-DOPING RULES

2020

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INTRODUCTION

Preface

At the UIM General Assembly the UIM accepted the revised (2015) UIM Anti-Doping Rules based on the 2015 World Anti-Doping Code. These Anti-Doping Rules are adopted and implemented in accordance with UIM's responsibilities under the Code, and in furtherance of UIM's continuing efforts to eradicate doping in sport.

These Anti-Doping Rules are sport rules governing the conditions under which sport is played. Aimed at enforcing anti-doping principles in a global and harmonized manner, they are distinct in nature from criminal and civil laws, and are not intended to be subject to or limited by any national requirements and legal standards applicable to criminal or civil proceedings. When reviewing the facts and the law of a given case, all courts, arbitral tribunals and other adjudicating bodies should be aware of and respect the distinct nature of these Anti-Doping Rules implementing the Code and the fact that these rules represent the consensus of a broad spectrum of stakeholders around the world as to what is necessary to protect and ensure fair sport.

Fundamental Rationale for the Code and UIM's Anti-Doping Rules

Anti-doping programs seek to preserve what is intrinsically valuable about sport. This intrinsic value is often referred to as "the spirit of sport". It is the essence of Olympism, the pursuit of human excellence through the dedicated perfection of each *Person's* natural talents. It is how we play true. The spirit of sport is the celebration of the human spirit, body and mind, and is reflected in values we find in and through sport, including:

- Ethics, fair play and honesty
- Health
- Excellence in performance
- Character and education
- Fun and joy
- Teamwork
- Dedication and commitment
- Respect for rules and laws
- Respect for self and other Participants
- Courage
- Community and solidarity

Doping is fundamentally contrary to the spirit of sport.

Scope of these Anti-Doping Rules

These Anti-Doping Rules shall apply to UIM and to each of its *National Associations*. They also apply to the following *Drivers*, *Driver Support Personnel* and other *Persons*, each of whom is deemed, as a condition of his/her membership, accreditation and/or participation in the sport, to have agreed to be bound by these Anti-Doping Rules, and to have submitted to the authority of UIM to enforce these Anti-Doping Rules and to the jurisdiction of the hearing panels specified in Article 8 and Article 13 to hear and determine cases and appeals brought under these Anti-Doping Rules:

- a. all *Drivers* and *Driver Support Personnel* who are members of UIM, or of any *National Association*, or of any member or affiliate organization of any *National Association* (including any clubs, teams, associations or leagues);
- b. all *Drivers* and *Driver Support Personnel* participating in such capacity in *Events*, *Competitions* and other activities organized, convened, authorized or recognized by UIM, or any *National Association*, or any member or affiliate organization of any *National Association* (including any clubs, teams, associations or leagues), wherever held;

- c. any other *Driver* or *Driver Support Personnel* or other *Person* who, by virtue of an accreditation, a licence or other contractual arrangement, or otherwise, is subject to the jurisdiction of UIM, or of any *National Association*, or of any member or affiliate organization of any *National Association* (including any clubs, teams, associations or leagues), for purposes of anti-doping; To be eligible for participation in *International Events*, a competitor must have a Powerboat Racing UIM licence issued by his or her *National Association*. The UIM licence will only be issued to competitors who have personally signed the Appendix 3 consent form, in the actual form approved by the UIM. All forms from *Minors* must be counter-signed by their legal guardians. and
- d. *Drivers* who are not regular members of UIM or of one of its *National Associations* but who want to be eligible to compete in a particular *International Event*. UIM may include such *Drivers* in its *Registered Testing Pool* so that they are required to provide information about their whereabouts for purposes of *Testing* under these Anti-Doping Rules for at least one month prior to the *International Event* in question.

Within the overall pool of *Drivers* set out above who are bound by and required to comply with these Anti-Doping Rules, the following *Drivers* shall be considered to be *International-Level Drivers* for purposes of these Anti-Doping Rules, and therefore the specific provisions in these Anti-Doping Rules applicable to *International-Level Drivers* (as regards *Testing* but also as regards *TUEs*, whereabouts information, results management, and appeals) shall apply to such *Drivers*:

- a. *Drivers* who are part of the UIM *Registered Testing Pool*;
- b. *Drivers* who have an UIM International license.

ARTICLE 1 - DEFINITION OF DOPING

Doping is defined as the occurrence of one or more of the anti-doping rule violations set forth in Article 2.1 through Article 2.10 of these Anti-Doping Rules.

ARTICLE 2 - ANTI-DOPING RULE VIOLATIONS

The purpose of Article 2 is to specify the circumstances and conduct which constitute anti-doping rule violations. Hearings in doping cases will proceed based on the assertion that one or more of these specific rules have been violated.

Drivers or other *Persons* shall be responsible for knowing what constitutes an anti-doping rule violation and the substances and methods which have been included on the *Prohibited List*.

The following constitute anti-doping rule violations:

2.1 Presence of a Prohibited Substance or its Metabolites or Markers in an Driver's Sample

2.1.1 It is each *Driver's* personal duty to ensure that no *Prohibited Substance* enters his or her body. *Drivers* are responsible for any *Prohibited Substance* or its *Metabolites* or *Markers* found to be present in their *Samples*. Accordingly, it is not necessary that intent, *Fault*, negligence or knowing *Use* on the *Driver's* part be demonstrated in order to establish an anti-doping rule violation under Article 2.1.

[Comment to Article 2.1.1: An anti-doping rule violation is committed under this Article without regard to a Driver's Fault. This rule has been referred to in various CAS decisions as "Strict Liability". A Driver's Fault is taken into consideration in determining the Consequences of this anti-doping rule violation under Article 10. This principle has consistently been upheld by CAS.]

2.1.2 Sufficient proof of an anti-doping rule violation under Article 2.1 is established by any of the following: presence of a *Prohibited Substance* or its *Metabolites* or *Markers* in the *Driver's A Sample* where the *Driver* waives analysis of the *B Sample* and the *B Sample* is not analyzed; or, where the *Driver's B Sample* is analyzed and the analysis of the *Driver's B Sample* confirms the presence of the *Prohibited Substance* or its *Metabolites* or *Markers* found in the *Driver's A Sample*; or, where the *Driver's B Sample* is split into two bottles and the analysis of the second bottle confirms the presence of the *Prohibited Substance* or its *Metabolites* or *Markers* found in the first bottle.

[Comment to Article 2.1.2: The Anti-Doping Organization with results management responsibility may, at its discretion, choose to have the B Sample analyzed even if the Driver does not request the analysis of the B Sample.]

2.1.3 Excepting those substances for which a quantitative threshold is specifically identified in the *Prohibited List*, the presence of any quantity of a *Prohibited Substance* or its *Metabolites* or *Markers* in a *Driver's Sample* shall constitute an anti-doping rule violation.

2.1.4 As an exception to the general rule of Article 2.1, the *Prohibited List* or *International Standards* may establish special criteria for the evaluation of *Prohibited Substances* that can also be produced endogenously.

2.2 Use or Attempted Use by a Driver of a Prohibited Substance or a Prohibited Method

[Comment to Article 2.2: It has always been the case that Use or Attempted Use of a Prohibited Substance or Prohibited Method may be established by any reliable means. As noted in the Comment to Article 3.2, unlike the proof required to establish an anti-doping rule violation under Article 2.1, Use or Attempted Use may also be established by other reliable means such as admissions by the Driver, witness statements, documentary evidence, conclusions drawn from longitudinal profiling, including data collected as part of the Driver Biological Passport, or other analytical information which does not otherwise satisfy all the requirements to establish "Presence" of a Prohibited Substance under Article 2.1. For example, Use may be established based upon reliable analytical data from the analysis of an A Sample (without confirmation from an analysis of a B Sample) or from the analysis of a B Sample alone where the Anti-Doping Organization provides a satisfactory explanation for the lack of confirmation in the other Sample.]

2.2.1 It is each *Driver's* personal duty to ensure that no *Prohibited Substance* enters his or her body and that no *Prohibited Method* is Used. Accordingly, it is not necessary that intent, *Fault*, negligence or knowing Use on the *Driver's* part be demonstrated in order to establish an anti-doping rule violation for Use of a *Prohibited Substance* or a *Prohibited Method*.

2.2.2 The success or failure of the Use or Attempted Use of a *Prohibited Substance* or *Prohibited Method* is not material. It is sufficient that the *Prohibited Substance* or *Prohibited Method* was Used or Attempted to be Used for an anti-doping rule violation to be committed.

[Comment to Article 2.2.2: Demonstrating the "Attempted Use" of a Prohibited Substance or a Prohibited Method requires proof of intent on the Driver's part. The fact that intent may be required to prove this particular anti-doping rule violation does not undermine the Strict Liability principle established for violations of Article 2.1 and violations of Article 2.2 in respect of Use of a Prohibited Substance or Prohibited Method.]

A Driver's "Use" of a Prohibited Substance constitutes an anti-doping rule violation unless such substance is not prohibited Out-of-Competition and the Driver's Use takes place Out-of-Competition. (However, the presence of a Prohibited Substance or its Metabolites or Markers in a Sample collected In-Competition is a violation of Article 2.1 regardless of when that substance might have been administered).]

2.3 Evading, Refusing or Failing to Submit to Sample Collection

Evading *Sample* collection, or without compelling justification refusing or failing to submit to *Sample* collection after notification as authorized in these Anti-Doping Rules or other applicable anti-doping rules.

[Comment to Article 2.3: For example, it would be an anti-doping rule violation of "evading Sample collection" if it were established that a Driver was deliberately avoiding a Doping Control official to evade notification or Testing. A violation of "failing to submit to Sample collection" may be based on either intentional or negligent conduct of the Driver, while "evading" or "refusing" Sample collection contemplates intentional conduct by the Driver.]

2.4 Whereabouts Failures

Any combination of three missed tests and/or filing failures, as defined in the *International Standard for Testing and Investigations*, within a twelve-month period by a *Driver* in a *Registered Testing Pool*.

2.5 Tampering or Attempted Tampering with any part of Doping Control

Conduct which subverts the *Doping Control* process but which would not otherwise be included in the definition of *Prohibited Methods*. *Tampering* shall include, without limitation, intentionally interfering or attempting to interfere with a *Doping Control* official, providing fraudulent information to an *Anti-Doping Organization*, or intimidating or attempting to intimidate a potential witness.

[Comment to Article 2.5: For example, this Article would prohibit altering identification numbers on a Doping Control form during Testing, breaking the B bottle at the time of B Sample analysis, or altering a Sample by the addition

of a foreign substance. Offensive conduct towards a Doping Control official or other Person involved in Doping Control which does not otherwise constitute Tampering shall be addressed in the disciplinary rules of sport organizations.]

2.6 Possession of a Prohibited Substance or a Prohibited Method

2.6.1 Possession by an *Driver In-Competition* of any *Prohibited Substance* or any *Prohibited Method*, or Possession by an *Driver Out-of-Competition* of any *Prohibited Substance* or any *Prohibited Method* which is prohibited *Out-of-Competition* unless the *Driver* establishes that the Possession is consistent with a Therapeutic Use Exemption ("TUE") granted in accordance with Article 4.4 or other acceptable justification.

2.6.2 Possession by an *Driver Support Person In-Competition* of any *Prohibited Substance* or any *Prohibited Method*, or Possession by an *Driver Support Person Out-of-Competition* of any *Prohibited Substance* or any *Prohibited Method* which is prohibited *Out-of-Competition* in connection with an *Driver*, *Competition* or training, unless the *Driver Support Person* establishes that the Possession is consistent with a TUE granted to an *Driver* in accordance with Article 4.4 or other acceptable justification.

[Comment to Articles 2.6.1 and 2.6.2: Acceptable justification would not include, for example, buying or Possessing a Prohibited Substance for purposes of giving it to a friend or relative, except under justifiable medical circumstances where that Person had a physician's prescription, e.g., buying Insulin for a diabetic child.]

[Comment to Article 2.6.2: Acceptable justification would include, for example, a team doctor carrying Prohibited Substances for dealing with acute and emergency situations.]

2.7 Trafficking or Attempted Trafficking in any Prohibited Substance or Prohibited Method

2.8 Administration or Attempted Administration to any Driver In-Competition of any Prohibited Substance or Prohibited Method, or Administration or Attempted Administration to any Driver Out-of-Competition of any Prohibited Substance or any Prohibited Method that is prohibited Out-of-Competition.

2.9 Complicity

Assisting, encouraging, aiding, abetting, conspiring, covering up or any other type of intentional complicity involving an anti-doping rule violation, *Attempted* anti-doping rule violation or violation of Article 10.12.1 by another *Person*.

2.10 Prohibited Association

Association by an *Driver* or other *Person* subject to the authority of an *Anti-Doping Organization* in a professional or sport-related capacity with any *Driver Support Person* who:

2.10.1 If subject to the authority of an *Anti-Doping Organization*, is serving a period of *Ineligibility*; or

2.10.2 If not subject to the authority of an *Anti-Doping Organization* and where *Ineligibility* has not been addressed in a results management process pursuant to the *Code*, has been convicted or found in a criminal, disciplinary or professional proceeding to have engaged in conduct which would have constituted a violation of anti-doping rules if *Code*-compliant rules had been applicable to such *Person*. The disqualifying status of such *Person* shall be in force for the longer of six years from the criminal, professional or disciplinary decision or the duration of the criminal, disciplinary or professional sanction imposed; or

2.10.3 Is serving as a front or intermediary for an individual described in Article 2.10.1 or 2.10.2.

In order for this provision to apply, it is necessary that the *Driver* or other *Person* has previously been advised in writing by an *Anti-Doping Organization* with jurisdiction over the *Driver* or other *Person*, or by WADA, of the *Driver Support Person's* disqualifying status and the potential Consequence of prohibited association and that the *Driver* or other *Person* can reasonably avoid the association. The *Anti-Doping Organization* shall also Use reasonable efforts to advise the *Driver Support Person* who is the subject of the notice to the *Driver* or other *Person* that the *Driver Support Person* may, within 15 days, come forward to the *Anti-Doping Organization* to explain that the criteria described in Articles 2.10.1 and 2.10.2 do not apply to him or her. (Notwithstanding Article 17, this Article applies even when the *Driver Support Person's* disqualifying conduct occurred prior to the effective date provided in Article 20.7.)

The burden shall be on the *Driver* or other *Person* to establish that any association with *Driver Support Personnel* described in Article 2.10.1 or 2.10.2 is not in a professional or sport-related capacity.

Anti-Doping Organizations that are aware of *Driver Support Personnel* who meet the criteria described in Article 2.10.1, 2.10.2, or 2.10.3 shall submit that information to WADA.

[Comment to Article 2.10: Drivers and other Persons must not work with coaches, trainers, physicians or other Driver Support Personnel who are Ineligible on account of an anti-doping rule violation or who have been criminally convicted or professionally disciplined in relation to doping. Some examples of the types of association which are prohibited include: obtaining training, strategy, technique, nutrition or medical advice; obtaining therapy, treatment or prescriptions; providing any bodily products for analysis; or allowing the Driver Support Person to serve as an agent or representative. Prohibited association need not involve any form of compensation.]

ARTICLE 3 - PROOF OF DOPING

3.1 Burdens and Standards of Proof

UIM shall have the burden of establishing that an anti-doping rule violation has occurred. The standard of proof shall be whether UIM has established an anti-doping rule violation to the comfortable satisfaction of the hearing panel bearing in mind the seriousness of the allegation which is made. This standard of proof in all cases is greater than a mere balance of probability but less than proof beyond a reasonable doubt. Where these Anti-Doping Rules place the burden of proof upon the *Driver* or other *Person* alleged to have committed an anti-doping rule violation to rebut a presumption or establish specified facts or circumstances, the standard of proof shall be by a balance of probability.

[Comment to Article 3.1: This standard of proof required to be met by UIM is comparable to the standard which is applied in most countries to cases involving professional misconduct.]

3.2 Methods of Establishing Facts and Presumptions

Facts related to anti-doping rule violations may be established by any reliable means, including admissions. The following rules of proof shall be applicable in doping cases:

[Comment to Article 3.2: For example, UIM may establish an anti-doping rule violation under Article 2.2 based on the Driver's admissions, the credible testimony of third Persons, reliable documentary evidence, reliable analytical data from either an A or B Sample as provided in the Comments to Article 2.2, or conclusions drawn from the profile of a series of the Driver's blood or urine Samples, such as data from the Driver Biological Passport.]

3.2.1 Analytical methods or decision limits approved by WADA after consultation within the relevant scientific community and which have been the subject of peer review are presumed to be scientifically valid. Any *Driver* or other *Person* seeking to rebut this presumption of scientific validity shall, as a condition precedent to any such challenge, first notify WADA of the challenge and the basis of the challenge. CAS on its own initiative may also inform WADA of any such challenge. At WADA's request, the CAS panel shall appoint an appropriate scientific expert to assist the panel in its evaluation of the challenge. Within 10 days of WADA's receipt of such notice, and WADA's receipt of the CAS file, WADA shall also have the right to intervene as a party, appear amicus curiae, or otherwise provide evidence in such proceeding.

3.2.2 WADA-accredited laboratories, and other laboratories approved by WADA, are presumed to have conducted *Sample* analysis and custodial procedures in accordance with the *International Standard* for Laboratories. The *Driver* or other *Person* may rebut this presumption by establishing that a departure from the *International Standard* for Laboratories occurred which could reasonably have caused the *Adverse Analytical Finding*. If the *Driver* or other *Person* rebuts the preceding presumption by showing that a departure from the *International Standard* for Laboratories occurred which could reasonably have caused the *Adverse Analytical Finding*, then UIM shall have the burden to establish that such departure did not cause the *Adverse Analytical Finding*.

[Comment to Article 3.2.2: The burden is on the Driver or other Person to establish, by a balance of probability, a departure from the International Standard for Laboratories that could reasonably have caused the Adverse Analytical Finding. If the Driver or other Person does so, the burden shifts to UIM to prove to the comfortable satisfaction of the hearing panel that the departure did not cause the Adverse Analytical Finding.]

3.2.3 Departures from any other *International Standard* or other anti-doping rule or policy set forth in the *Code* or these Anti-Doping Rules which did not cause an *Adverse Analytical Finding* or other anti-doping rule violation shall not invalidate such evidence or results. If the *Driver* or other *Person* establishes a departure from another

International Standard or other anti-doping rule or policy which could reasonably have caused an anti-doping rule violation based on an *Adverse Analytical Finding* or other anti-doping rule violation, then UIM shall have the burden to establish that such departure did not cause the *Adverse Analytical Finding* or the factual basis for the anti-doping rule violation.

3.2.4 The facts established by a decision of a court or professional disciplinary tribunal of competent jurisdiction which is not the subject of a pending appeal shall be irrebuttable evidence against the *Driver* or other *Person* to whom the decision pertained of those facts unless the *Driver* or other *Person* establishes that the decision violated principles of natural justice.

3.2.5 The hearing panel in a hearing on an anti-doping rule violation may draw an inference adverse to the *Driver* or other *Person* who is asserted to have committed an anti-doping rule violation based on the *Driver's* or other *Person's* refusal, after a request made in a reasonable time in advance of the hearing, to appear at the hearing (either in *Person* or telephonically as directed by the hearing panel) and to answer questions from the hearing panel or UIM.

ARTICLE 4 - THE PROHIBITED LIST

4.1 Incorporation of the *Prohibited List*

These Anti-Doping Rules incorporate the *Prohibited List*, which is published and revised by WADA as described in Article 4.1 of the *Code*.

[Comment to Article 4.1: The current *Prohibited List* is available on WADA's website at www.WADA-ama.org.]

4.2 Prohibited Substances and Prohibited Methods Identified on the *Prohibited List*

4.2.1 *Prohibited Substances* and *Prohibited Methods*

Unless provided otherwise in the *Prohibited List* and/or a revision, the *Prohibited List* and revisions shall go into effect under these Anti-Doping Rules three months after publication by WADA, without requiring any further action by UIM or its *National Associations*. All *Drivers* and other *Persons* shall be bound by the *Prohibited List*, and any revisions thereto, from the date they go into effect, without further formality. It is the responsibility of all *Drivers* and other *Persons* to familiarize themselves with the most up-to-date version of the *Prohibited List* and all revisions thereto.

4.2.2 *Specified Substances*

For purposes of the application of Article 10, all *Prohibited Substances* shall be *Specified Substances* except substances in the classes of anabolic agents and hormones and those stimulants and hormone antagonists and modulators so identified on the *Prohibited List*. The category of *Specified Substances* shall not include *Prohibited Methods*.

[Comment to Article 4.2.2: The *Specified Substances* identified in Article 4.2.2 should not in any way be considered less important or less dangerous than other doping substances. Rather, they are simply substances which are more likely to have been consumed by a *Driver* for a purpose other than the enhancement of sport performance.]

4.3 WADA's Determination of the *Prohibited List*

WADA's determination of the *Prohibited Substances* and *Prohibited Methods* that will be included on the *Prohibited List*, the classification of substances into categories on the *Prohibited List*, and the classification of a substance as prohibited at all times or *In-Competition* only, is final and shall not be subject to challenge by an *Driver* or other *Person* based on an argument that the substance or method was not a masking agent or did not have the potential to enhance performance, represent a health risk or violate the spirit of sport.

4.4 Therapeutic Use Exemptions ("TUEs")

4.4.1 The presence of a *Prohibited Substance* or its *Metabolites* or *Markers*, and/or the *Use* or *Attempted Use*, *Possession* or *Administration* or *Attempted Administration* of a *Prohibited Substance* or *Prohibited Method*, shall not be considered an anti-doping rule violation if it is consistent with the provisions of a *TUE* granted in accordance with the *International Standard* for Therapeutic Use Exemptions.

4.4.2 If an *International-Level Driver* (as defined in the Scope of these Anti-Doping Rules) is using a *Prohibited Substance* or a *Prohibited Method* for therapeutic reasons:

4.4.2.1 Where the *Driver* already has a *TUE* granted by his or her *National Anti-Doping Organization* for the substance or method in question, that *TUE* is automatically valid for *International-Level Competition* provided that such *TUE* decision has been reported in accordance with Article 5.4 of the *International Standard* for Therapeutic Use Exemption and is therefore available for review by WADA.

[Comment to Article 4.4.2.1: Further to Articles 5.6 and 7.1(a) of the International Standard for Therapeutic Use Exemptions, UIM may publish notice on its website [insert website address] that it will automatically recognize TUE decisions (or categories of such decisions, e.g., as to particular substances or methods) made by National Anti-Doping Organizations. If a Driver's TUE falls into a category of automatically recognized TUEs, then he/she does not need to apply to UIM for recognition of that TUE.]

If UIM refuses to recognize a TUE granted by a National Anti-Doping Organization only because medical records or other information are missing that are needed to demonstrate satisfaction of the criteria in the International Standard for Therapeutic Use Exemptions, the matter should not be referred to WADA. Instead, the file should be completed and re-submitted to UIM.]

4.4.2.2 If the *Driver* does not already have a *TUE* granted by his/her *National Anti-Doping Organization* for the substance or method in question, the *Driver* must apply directly to UIM for a *TUE* in accordance with the process set out in the *International Standard* for Therapeutic Use Exemptions, using the form posted on UIM website at <http://www.uim.sport/>. If UIM denies the *Driver's* application, it must notify the *Driver* promptly, with reasons. If UIM grants the *Driver's* application, it shall notify not only the *Driver* but also his/her *National Anti-Doping Organization*. If the *National Anti-Doping Organization* considers that the *TUE* granted by UIM does not meet the criteria set out in the *International Standard* for Therapeutic Use Exemptions, it has 21 days from such notification to refer the matter to WADA for review in accordance with Article 4.4.6. If the *National Anti-Doping Organization* refers the matter to WADA for review, the *TUE* granted by UIM remains valid for *International-Level Competition* and *Out-of-Competition Testing* (but is not valid for national-level *Competition*) pending WADA's decision. If the *National Anti-Doping Organization* does not refer the matter to WADA for review, the *TUE* granted by UIM becomes valid for national-level *Competition* as well when the 21-day review deadline expires.

[Comment to Article 4.4.2: UIM may agree with a National Anti-Doping Organization that the National Anti-Doping Organization will consider TUE applications on behalf of UIM.]

4.4.3 If UIM chooses to test a *Driver* who is not an *International-Level Driver*, UIM shall recognize a *TUE* granted to that *Driver* by his or her *National Anti-Doping Organization*. If UIM chooses to test a *Driver* who is not an *International-Level* or a *National-Level Driver*, UIM shall permit that *Driver* to apply for a retroactive *TUE* for any *Prohibited Substance* or *Prohibited Method* that he/she is using for therapeutic reasons.

4.4.4 An application to UIM for grant of a *TUE* should be made as soon as the need arises. For substances prohibited *In-Competition* only, the *Driver* should apply for a *TUE* at least 30 days before the *Driver's* next *Competition* unless it is an emergency or exceptional situation.

A *Driver* may only be granted retroactive approval for his/her Therapeutic Use of a *Prohibited Substance* or *Prohibited Method* (i.e., a retroactive *TUE*) if:

- Emergency treatment or treatment of an acute medical condition was necessary; or
- Due to other exceptional circumstances, there was insufficient time or opportunity for the *Driver* to submit, or for the *TUE* Committee to consider, an application for the *TUE* prior to *Sample* collection; or
- The applicable rules required the *Driver* or permitted the *Driver* (see *Code* Article 4.4.5) to apply for a retroactive *TUE*; or
- It is agreed, by WADA and by the *Anti-Doping Organization* to whom the application for a retroactive *TUE* is or would be made, that fairness requires the grant of a retroactive *TUE*.

UIM shall appoint a standing panel of at least 3 physicians to consider applications for the grant or recognition of *TUEs* (the "*TUE* Committee"). Upon UIM's receipt of a *TUE* request, the UIM's Anti-Doping Administrator or its delegate shall appoint the *TUE* Committee which will consider such request. The *TUE* Committee shall promptly evaluate and decide upon the application in accordance with the relevant

provisions of the *International Standard* for Therapeutic Use Exemptions and the eventual specific UIM protocols posted on its website. Subject to Article 4.4.6 of these Rules, its decision shall be the final decision of UIM, and shall be reported to WADA and other relevant *Anti-Doping Organizations*, including the *Driver's National Anti-Doping Organization*, through ADAMS, in accordance with the *International Standard* for Therapeutic Use Exemptions.

[Comment to Article 4.4.4: The submission of false or misleadingly incomplete information in support of a TUE application (including but not limited to the failure to advise of the unsuccessful outcome of a prior application to another Anti-Doping Organization for such a TUE) may result in a charge of Tampering or Attempted Tampering under Article 2.5.]

A Driver should not assume that his/her application for grant or recognition of a TUE (or for renewal of a TUE) will be granted. Any Use or Possession or Administration of a Prohibited Substance or Prohibited Method before an application has been granted is entirely at the Driver's own risk.]

4.4.5 Expiration, Cancellation, Withdrawal or Reversal of a TUE

4.4.5.1 A TUE granted pursuant to these Anti-Doping Rules: (a) shall expire automatically at the end of any term for which it was granted, without the need for any further notice or other formality; (b) may be cancelled if the *Driver* does not promptly comply with any requirements or conditions imposed by the TUE Committee upon grant of the TUE; (c) may be withdrawn by the TUE Committee if it is subsequently determined that the criteria for grant of a TUE are not in fact met; or (d) may be reversed on review by WADA or on appeal.

4.4.5.2 In such *Event*, the *Driver* shall not be subject to any *Consequences* based on his/her *Use* or *Possession* or *Administration* of the *Prohibited Substance* or *Prohibited Method* in question in accordance with the TUE prior to the effective date of expiry, cancellation, withdrawal or reversal of the TUE. The review pursuant to Article 7.2 of any subsequent *Adverse Analytical Finding* shall include consideration of whether such finding is consistent with *Use* of the *Prohibited Substance* or *Prohibited Method* prior to that date, in which *Event* no anti-doping rule violation shall be asserted.

4.4.6 Reviews and Appeals of TUE Decisions

4.4.6.1 WADA shall review any decision by UIM to grant a TUE that is referred to WADA by the *Driver's National Anti-Doping Organization*. WADA may review any other TUE decisions at any time, whether upon request by those affected or on its own initiative. If the TUE decision being reviewed meets the criteria set out in the *International Standard* for Therapeutic Use Exemptions, WADA will not interfere with it. If the TUE decision does not meet those criteria, WADA will reverse it.

4.4.6.2 Any TUE decision by UIM (or by a *National Anti-Doping Organization* where it has agreed to consider the application on behalf of UIM) that is not reviewed by WADA, or that is reviewed by WADA but is not reversed upon review, may be appealed by the *Driver* and/or the *Driver's National Anti-Doping Organization* exclusively to CAS, in accordance with Article 13.

Comment to Article 4.4.6.2: In such cases, the decision being appealed is the UIM's TUE decision, not WADA's decision not to review the TUE decision or (having reviewed it) not to reverse the TUE decision. However, the deadline to appeal the TUE decision does not begin to run until the date that WADA communicates its decision. In any Event, whether the decision has been reviewed by WADA or not, WADA shall be given notice of the appeal so that it may participate if it sees fit.

4.4.6.3 A decision by WADA to reverse a TUE decision may be appealed by the *Driver*, the *National Anti-Doping Organization* and/or UIM exclusively to CAS, in accordance with Article 13.

4.4.6.4 A failure to take action within a reasonable time on a properly submitted application for grant or recognition of a TUE or for review of a TUE decision shall be considered a denial of the application.

ARTICLE 5 - TESTING AND INVESTIGATIONS

5.1 Purpose of Testing and Investigations

Testing and investigations shall only be undertaken for anti-doping purposes. They shall be conducted in conformity with the provisions of the *International Standard* for Testing and Investigations and the eventual specific protocols of UIM supplementing that *International Standard*.

5.1.1 Testing shall be undertaken to obtain analytical evidence as to the *Driver's* compliance (or non-compliance) with the strict *Code* prohibition on the presence/Use of a *Prohibited Substance* or *Prohibited Method*. Test distribution planning, *Testing*, post- *Testing* activity and all related activities conducted by UIM shall be in conformity with the *International Standard for Testing* and Investigations. UIM shall determine the number of finishing placement tests, random tests and target tests to be performed, in accordance with the criteria established by the *International Standard for Testing* and Investigations. All provisions of the *International Standard for Testing* and Investigations shall apply automatically in respect of all such *Testing*

5.1.2 Investigations shall be undertaken:

5.1.2.1 in relation to *Atypical Findings*, *Atypical Passport Findings* and *Adverse Passport Findings*, in accordance with Articles 7.4 and 7.5 respectively, gathering intelligence or evidence (including, in particular, analytical evidence) in order to determine whether an anti-doping rule violation has occurred under Article 2.1 and/or Article 2.2; and

5.1.2.2 in relation to other indications of potential anti-doping rule violations, in accordance with Articles 7.6 and 7.7, gathering intelligence or evidence (including, in particular, non-analytical evidence) in order to determine whether an anti-doping rule violation has occurred under any of Articles 2.2 to 2.10.

5.1.3 UIM may obtain, assess and process anti-doping intelligence from all available sources, to inform the development of an effective, intelligent and proportionate test distribution plan, to plan *Target Testing*, and/or to form the basis of an investigation into a possible anti-doping rule violation(s).

5.2 Authority to conduct Testing

5.2.1 Subject to the jurisdictional limitations for *Event Testing* set out in Article 5.3 of the *Code*, UIM shall have *In-Competition* and *Out-of-Competition Testing* authority over all of the *Drivers* specified in the Introduction to these Anti-Doping Rules (under the heading "Scope").

5.2.2 UIM may require any *Driver* over whom it has *Testing* authority (including any *Driver* serving a period of *Ineligibility*) to provide a *Sample* at any time and at any place.

Comment to Article 5.2.2: Unless the Driver has identified a 60-minute time-slot for Testing between the hours of 11pm and 6am, or has otherwise consented to Testing during that period, UIM will not test a Driver during that period unless it has a serious and specific suspicion that the Driver may be engaged in doping. A challenge to whether UIM had sufficient suspicion for Testing in that period shall not be a defense to an anti-doping rule violation based on such test or attempted test.

5.2.3 WADA shall have *In-Competition* and *Out-of-Competition Testing* authority as set out in Article 20.7.8 of the *Code*.

5.2.4 If UIM delegates or contracts any part of *Testing* to a *National Anti-Doping Organization* (directly or through a *National Association*), that *National Anti-Doping Organization* may collect additional *Samples* or direct the laboratory to perform additional types of analysis at the *National Anti-Doping Organization's* expense. If additional *Samples* are collected or additional types of analysis are performed, UIM shall be notified.

5.3 Event Testing

5.3.1 Except as provided in Article 5.3 of the *Code*, only a single organization should be responsible for initiating and directing *Testing* at *Event Venues* during an *Event Period*. At *International Events*, as defined in Appendix 1 of these anti-doping rules, the collection of *Samples* shall be initiated and directed by UIM (or any other International organization which is the ruling body for the *Event*). At the request of UIM (or any other International organization which is the ruling body for an *Event*), any *Testing* during the *Event Period* outside of the *Event Venues* shall be coordinated with UIM (or the relevant ruling body of the *Event*).

5.3.2 If an *Anti-Doping Organization* which would otherwise have *Testing* authority but is not responsible for initiating and directing *Testing* at an *Event* desires to conduct *Testing* of *Drivers* at the *Event Venues* during the *Event Period*, the *Anti-Doping Organization* shall first confer with UIM (or any other International organization which is the ruling body of the *Event*) to obtain permission to conduct and coordinate such *Testing*. If the *Anti-Doping Organization* is not satisfied with the response from UIM (or any other International organization which is the ruling body of the *Event*), the *Anti-Doping Organization* may ask WADA for permission to conduct *Testing* and to determine how to coordinate such *Testing*, in accordance

with the procedures set out in the *International Standard for Testing* and Investigations. WADA shall not grant approval for such *Testing* before consulting with and informing UIM (or any other International organization which is the ruling body for the *Event*). WADA's decision shall be final and not subject to appeal. Unless otherwise provided in the authorization to conduct *Testing* such tests shall be considered *Out-of-Competition* tests. Results management for any such test shall be the responsibility of the Anti-Doping Organization initiating the test unless provided otherwise in the rules of the ruling body of the *Event*.

5.4 Test Distribution Planning

Consistent with the *International Standard for Testing* and Investigations, and in coordination with other *Anti-Doping Organizations* conducting *Testing* on the same *Drivers*, UIM shall develop and implement an effective, intelligent and proportionate test distribution plan that prioritizes appropriately between disciplines, categories of *Drivers*, types of *Testing*, types of *Samples* collected, and types of *Sample* analysis, all in compliance with the requirements of the *International Standard for Testing* and Investigations. UIM shall provide WADA upon request with a copy of its current test distribution plan.

UIM shall ensure that *Driver Support Personnel* and/or any other *Person* with a conflict of interest are not involved in test distribution plan for their *Drivers* or in the process of selection of *Drivers* for *Testing*

5.5 Coordination of Testing

Where reasonably feasible, *Testing* shall be coordinated through ADAMS or another system approved by WADA in order to maximize the effectiveness of the combined *Testing* effort and to avoid unnecessary repetitive *Testing*.

5.6 Driver Whereabouts Information

5.6.1 UIM may identify a *Registered Testing Pool* of those *Drivers* who are required to comply with the whereabouts requirements of Annex I to the *International Standard for Testing* and Investigations, and shall make available through ADAMS, a list which identifies those *Drivers* included in its *Registered Testing Pool* either by name or by clearly defined, specific criteria. UIM shall coordinate with *National Anti-Doping Organizations* the identification of such *Drivers* and the collection of their whereabouts information. UIM shall review and update as necessary its criteria for including *Drivers* in its *Registered Testing Pool*, and shall revise the membership of its *Registered Testing Pool* from time to time as appropriate in accordance with the set criteria. *Drivers* shall be notified before they are included in a *Registered Testing Pool* and when they are removed from that pool. Each *Driver* in the *Registered Testing Pool* shall do the following, in each case in accordance with Annex I to the *International Standard for Testing* and Investigations: (a) advise UIM of his/her whereabouts on a quarterly basis; (b) update that information as necessary so that it remains accurate and complete at all times; and (c) make him/herself available for *Testing* at such whereabouts.

5.6.2 For purposes of Article 2.4, a *Driver's* failure to comply with the requirements of the *International Standard for Testing* and Investigations shall be deemed a filing failure or a missed test (as defined in the *International Standard for Testing* and Investigations) where the conditions set forth in the *International Standard for Testing* and Investigations for declaring a filing failure or missed test are met.

5.6.3 A *Driver* in UIM's *Registered Testing Pool* shall continue to be subject to the obligation to comply with the whereabouts requirements of Annex I to the *International Standard for Testing* and Investigations unless and until (a) the *Driver* gives written notice to UIM that he/she has retired or (b) UIM has informed him or her that he/she no longer satisfies the criteria for inclusion in UIM's *Registered Testing Pool*.

5.6.4 Whereabouts information relating to a *Driver* shall be shared (through ADAMS) with WADA and other *Anti-Doping Organizations* having authority to test that *Driver*; shall be maintained in strict confidence at all times, shall be used exclusively for the purposes set out in Article 5.6 of the *Code*, and shall be destroyed in accordance with the *International Standard for the Protection of Privacy and Personal Information* once it is no longer relevant for these purposes.

5.6.5 Each *National Association* shall Use its best efforts to ensure that *Drivers* in the UIM's *Registered Testing Pool* submit whereabouts information as required. However, the ultimate responsibility for providing whereabouts information rests with each *Driver*.

5.6.6. Testing Pool

UIM may identify a *Testing Pool* of those *Drivers* who are required to comply with the UIM whereabouts requirements. A list which identifies those *Drivers* either by name or by clearly defined, specific criteria shall be made available through the UIM website.

Drivers shall be notified through their *National Federations* before they are included in the *Testing Pool* and when they are removed from that pool. Each *Driver* in the *Testing Pool* shall provide to UIM or to the concerned *National Federation* at least the following information:

- a) An up-to-date mailing and e-mail address,
- b) Training whereabouts (including usual training venue/s addresses and usual timing of the training) and
- c) All national team activities (including training, camps and matches with accurate schedules and addresses)

The *Drivers* included in the *Testing Pool* shall provide the information on a regular basis, by the relevant deadline communicated by the UIM or by its *National Federations*. The collecting of whereabouts shall be coordinated with the *National Federation* and the *National Anti-Doping Organisation* and the UIM may delegate the responsibility to collect *Testing Pool Driver* whereabouts information to its *National Federations*.

More information about UIM *Testing Pools* and the current whereabouts requirements can be found on the UIM website.

5.7 Selection of Drivers to be Tested

5.7.1 At its *International Competitions* or *Events*, UIM shall determine the number of finishing tests, random tests and target tests to be performed.

5.7.2 In order to ensure that *Testing* is conducted on a No Advance Notice *Testing* basis, the *Driver* selection decisions shall only disclosed in advance of *Testing* to those who need to know in order for such *Testing* to be conducted.

5.7.3 At minimum the following *Drivers* shall be tested for each *Competition* at an *International Event*:

Each *Driver* finishing in one of the top three placements in random disciplines in the *Competition*, plus one other *Driver* in the *Competition* selected at random.

5.8 Retired Drivers Returning to Competition

5.8.1 A *Driver* in UIM's *Registered Testing Pool* who has given notice of retirement to UIM may not resume competing in *International Events* or *National Events* until he/she has given UIM written notice of his/her intent to resume competing and has made him/herself available for *Testing* for a period of six months before returning to *Competition*, including (if requested) complying with the whereabouts requirements of Annex I to the *International Standard for Testing and Investigations*. WADA, in consultation with UIM and the *Driver's National Anti-Doping Organization*, may grant an exemption to the six-month written notice rule where the strict application of that rule would be manifestly unfair to a *Driver*. This decision may be appealed under Article 13. Any competitive results obtained in violation of this Article 5.7.1 shall be Disqualified.

5.8.2 If a *Driver* retires from sport while subject to a period of *Ineligibility*, the *Driver* shall not resume competing in *International Events* or *National Events* until the *Driver* has given six months prior written notice (or notice equivalent to the period of *Ineligibility* remaining as of the date the *Driver* retired, if that period was longer than six months) to UIM and to his/her *National Anti-Doping Organization* of his/her intent to resume competing and has made him/herself available for *Testing* for that notice period, including (if requested) complying with the whereabouts requirements of Annex I to the *International Standard for Testing and Investigations*.

5.8.3 An *Driver* who is not in UIM's *Registered Testing Pool* who has given notice of retirement to UIM may not resume competing unless he/she notifies UIM and his/her *National Anti-Doping Organization* at least six months before he/she wishes to return to *Competition* and makes him/herself available for unannounced *Out-of-Competition Testing*, including (if requested) complying with the whereabouts requirements of Annex I to the *International Standard for Testing and Investigations*, during the period before actual return to *Competition*.

5.9 Independent Observer Program

UIM and the organizing committees for UIM Events, as well as the *National Associations* and the organizing committees for *National Events*, shall authorize and facilitate the *Independent Observer Program* at such *Events*.

ARTICLE 6 - ANALYSIS OF SAMPLES

Samples shall be analyzed in accordance with the following principles:

6.1 Use of Accredited and Approved Laboratories

For purposes of Article 2.1, *Samples* shall be analyzed only in laboratories accredited or otherwise approved by WADA. The choice of the WADA-accredited or WADA-approved laboratory used for the *Sample* analysis shall be determined exclusively by UIM.

Comment to Article 6.1: Violations of Article 2.1 may be established only by Sample analysis performed by a laboratory accredited or otherwise approved by WADA. Violations of other Articles may be established using analytical results from other laboratories so long as the results are reliable.

6.2 Purpose of Analysis of Samples

6.2.1 *Samples* shall be analyzed to detect *Prohibited Substances* and *Prohibited Methods* and other substances as may be directed by WADA pursuant to the Monitoring Program described in Article 4.5 of the *Code*; or to assist UIM in profiling relevant parameters in an *Driver's* urine, blood or other matrix, including DNA or genomic profiling; or for any other legitimate anti-doping purpose. *Samples* may be collected and stored for future analysis.

[Comment to Article 6.2.1: For example, relevant profile information could be used to direct Target Testing or to support an anti-doping rule violation proceeding under Article 2.2, or both.]

6.2.2 UIM shall ask laboratories to analyze *Samples* in conformity with Article 6.4 of the *Code* and Article 4.7 of the *International Standard* for Testing and Investigations.

6.3 Research on Samples

No *Sample* may be used for research without the *Driver's* written consent. *Samples* used for purposes other than Article 6.2 shall have any means of identification removed such that they cannot be traced back to a particular *Driver*.

6.4 Standards for Sample Analysis and Reporting

Laboratories shall analyze *Samples* and report results in conformity with the *International Standard* for Laboratories. To ensure effective *Testing*, the Technical Document referenced at Article 5.4.1 of the *Code* will establish risk assessment-based *Sample* analysis menus appropriate for particular sports and sport disciplines, and laboratories shall analyze *Samples* in conformity with those menus, except as follows:

6.4.1 UIM may request that laboratories analyze its *Samples* using more extensive menus than those described in the Technical Document.

6.4.2 UIM may request that laboratories analyze its *Samples* using less extensive menus than those described in the Technical Document only if it has satisfied WADA that, because of the particular circumstances of its sport, as set out in its test distribution plan, less extensive analysis would be appropriate.

6.4.3 As provided in the *International Standard* for Laboratories, laboratories at their own initiative and expense may analyze *Samples* for *Prohibited Substances* or *Prohibited Methods* not included on the *Sample* analysis menu described in the Technical Document or specified by the *Testing* authority. Results from any such analysis shall be reported and have the same validity and consequence as any other analytical result.

[Comment to Article 6.4: The objective of this Article is to extend the principle of "intelligent Testing" to the Sample analysis menu so as to most effectively and efficiently detect doping. It is recognized that the

resources available to fight doping are limited and that increasing the Sample analysis menu may, in some sports and countries, reduce the number of Samples which can be analyzed.]

6.5 Further Analysis of Samples

Any *Sample* may be stored and subsequently subjected to further analysis for the purposes set out in Article 6.2: (a) by WADA at any time; and/or (b) by UIM at any time before both the A and B *Sample* analytical results (or A *Sample* result where B *Sample* analysis has been waived or will not be performed) have been communicated by UIM to the *Driver* as the asserted basis for an Article 2.1 anti-doping rule violation. Such further analysis of *Samples* shall conform with the requirements of the *International Standard* for Laboratories and the *International Standard* for *Testing* and Investigations.

ARTICLE 7 - RESULTS MANAGEMENT

7.1 Responsibility for Conducting Results Management

7.1.1 The circumstances in which UIM shall take responsibility for conducting results management in respect of anti-doping rule violations involving *Drivers* and other *Persons* under its jurisdiction shall be determined by reference to and in accordance with Article 7 of the *Code*.

7.1.2 The UIM Anti-Doping Administrator or its delegate will conduct the review discussed in articles 7.2, 7.3, 7.4, 7.5 and 7.6. The review prescribed in article 7.7 should be conducted by a Doping Review Panel consisting of a Chair (who may be the UIM Anti-Doping Administrator or its delegate) and at least 2 other members with experience in anti-doping.

7.2 Review of Adverse Analytical Findings From Tests Initiated by UIM

Results management in respect of the results of tests initiated by UIM (including tests performed by WADA pursuant to agreement with UIM) shall proceed as follows:

7.2.1 The results from all analyses must be sent to UIM in encoded form, in a report signed by an authorized representative of the laboratory. All communication must be conducted confidentially and in conformity with *ADAMS*.

7.2.2 Upon receipt of an *Adverse Analytical Finding*, UIM Anti-Doping Administrator or its delegate shall conduct a review to determine whether: (a) an applicable *TUE* has been granted or will be granted as provided in the *International Standard* for Therapeutic Use Exemptions, or (b) there is any apparent departure from the *International Standard* for *Testing* and Investigations or *International Standard* for Laboratories that caused the *Adverse Analytical Finding*.

7.2.3 If the review of an *Adverse Analytical Finding* under Article 7.2.2 reveals an applicable *TUE* or departure from the *International Standard* for *Testing* and Investigations or the *International Standard* for Laboratories that caused the *Adverse Analytical Finding*, the entire test shall be considered negative and the *Driver*, the *Driver's National Anti-Doping Organization* and WADA shall be so informed.

7.3 Notification After Review Regarding Adverse Analytical Findings

7.3.1 If the review of an *Adverse Analytical Finding* under Article 7.2.2 does not reveal an applicable *TUE* or entitlement to a *TUE* as provided in the *International Standard* for Therapeutic Use Exemptions, or departure from the *International Standard* for *Testing* and Investigations or the *International Standard* for Laboratories that caused the *Adverse Analytical Finding*, UIM Anti-Doping Administrator or its delegate shall promptly notify the *Driver*, and simultaneously the *Driver's National Anti-Doping Organization* and WADA, in the manner set out in Article 14.1, of: (a) the *Adverse Analytical Finding*; (b) the anti-doping rule violated; (c) the *Driver's* right to promptly request the analysis of the B *Sample* or, failing such request, that the B *Sample* analysis may be deemed waived; (d) the scheduled date, time and place for the B *Sample* analysis if the *Driver* or UIM chooses to request an analysis of the B *Sample*; (e) the opportunity for the *Driver* and/or the *Driver's* representative to attend the B *Sample* opening and analysis in accordance with the *International Standard* for Laboratories if such analysis is requested; (f) the *Driver's* right to request copies of the A and B *Sample* laboratory documentation package which includes information as required by the *International Standard* for Laboratories; (g) the *Driver's* right to request a hearing or, failing such request within the deadline specified in the notification, that the hearing may be deemed waived; (h) the

opportunity for the *Driver* to provide written explanation about the overall circumstances of the case or to dispute (within a specific deadline indicated in the notification) the UIM assertion that an anti-doping rule violation has occurred; (i) the imposition of a mandatory *Provisional Suspension* (in cases described in article 7.9.1); (j) the imposition of the optional *Provisional Suspension* in cases where UIM decides to impose it in accordance with art. 7.9.2; (k) the opportunity to accept voluntarily a *Provisional Suspension* pending the resolution of the matter, in all cases where a *Provisional Suspension* has not been imposed; (l) the *Driver's* opportunity to promptly admit the anti-doping rule violation and consequently request the reduction in the period of *Ineligibility* as described in art 10.6.3; and (m) the *Driver's* opportunity to cooperate and provide *Substantial Assistance* in discovering or establishing Anti-Doping Rule Violations as described in art 10.6.1.

If UIM decides not to bring forward the *Adverse Analytical Finding* as an anti-doping rule violation, it shall so notify the *Driver*, the *Driver's National Anti-Doping Organization* and WADA.

7.3.2 Where requested by the *Driver* or UIM Anti-Doping Administrator or its delegate, arrangements shall be made to analyze the B *Sample* in accordance with the *International Standard* for Laboratories. A *Driver* may accept the A *Sample* analytical results by waiving the requirement for B *Sample* analysis. UIM may nonetheless elect to proceed with the B *Sample* analysis.

7.3.3 The *Driver* and/or his representative shall be allowed to be present at the analysis of the B *Sample*. Also, a representative of UIM as well as a representative of the *Driver's National Association* shall be allowed to be present.

7.3.4 If the B *Sample* analysis does not confirm the A *Sample* analysis, then (unless UIM takes the case forward as an anti-doping rule violation under Article 2.2) the entire test shall be considered negative and the *Driver*, the *Driver's National Anti-Doping Organization* and WADA shall be so informed.

7.3.5 If the B *Sample* analysis confirms the A *Sample* analysis, the findings shall be reported to the *Driver*, the *Driver's National Anti-Doping Organization* and to WADA.

7.4 Review of Atypical Findings

7.4.1 As provided in the *International Standard* for Laboratories, in some circumstances laboratories are directed to report the presence of *Prohibited Substances*, which may also be produced endogenously, as *Atypical Findings*, i.e., as findings that are subject to further investigation.

7.4.2 Upon receipt of an *Atypical Finding*, UIM Anti-Doping Administrator or its delegate shall conduct a review to determine whether: (a) an applicable *TUE* has been granted or will be granted as provided in the *International Standard* for Therapeutic Use Exemptions, or (b) there is any apparent departure from the *International Standard* for Testing and Investigations or *International Standard* for Laboratories that caused the *Atypical Finding*.

7.4.3 If the review of an *Atypical Finding* under Article 7.4.2 reveals an applicable *TUE* or a departure from the *International Standard* for Testing and Investigations or the *International Standard* for Laboratories that caused the *Atypical Finding*, the entire test shall be considered negative and the *Driver*, the *Driver's National Anti-Doping Organization* and WADA shall be so informed.

7.4.4 If that review does not reveal an applicable *TUE* or a departure from the *International Standard* for Testing and Investigations or the *International Standard* for Laboratories that caused the *Atypical Finding*, UIM Anti-Doping Administrator or its delegate shall conduct the required investigation or cause it to be conducted. After the investigation is completed, either the *Atypical Finding* will be brought forward as an *Adverse Analytical Finding*, in accordance with Article 7.3.1, or else the *Driver*, the *Driver's National Anti-Doping Organization* and WADA shall be notified that the *Atypical Finding* will not be brought forward as an *Adverse Analytical Finding*.

7.4.5 UIM Anti-Doping Administrator or its delegate will not provide notice of an *Atypical Finding* until it has completed its investigation and has decided whether it will bring the *Atypical Finding* forward as an *Adverse Analytical Finding* unless one of the following circumstances exists:

7.4.5.1 If UIM Anti-Doping Administrator or its delegate determines the B *Sample* should be analyzed prior to the conclusion of its investigation, it may conduct the B *Sample* analysis after notifying the *Driver*, with such notice to include a description of the *Atypical Finding* and the information described in Article 7.3.1(d)-(f).

7.4.5.2 If UIM is asked (a) by a Major *Event* Organization shortly before one of its *International Events*, or (b) by a sport organization responsible for meeting an imminent deadline for selecting

team members for an *International Event*, to disclose whether any *Driver* identified on a list provided by the Major *Event Organization* or sport organization has a pending *Atypical Finding*. UIM shall so advise the Major *Event Organization* or sports organization after first providing notice of the *Atypical Finding* to the *Driver*.

7.5 Review of Atypical Passport Findings and Adverse Passport Findings

Review of *Atypical Passport Findings* and *Adverse Passport Findings* shall take place as provided in the *International Standard for Testing and Investigations* and *International Standard for Laboratories*. At such time as UIM Anti-Doping Administrator or its delegate is satisfied that an anti-doping rule violation has occurred, it shall promptly give the *Driver* (and simultaneously the *Driver's National Anti-Doping Organization* and WADA) notice of the anti-doping rule violation asserted and the basis of that assertion.

7.6 Review of Whereabouts Failures

The UIM Anti-Doping Administrator or its delegate shall review potential filing failures and missed tests, as defined in the *International Standard for Testing and Investigations*, in respect of *Drivers* who file their whereabouts information with UIM, in accordance with Annex I to the *International Standard for Testing and Investigations*. At such time as the UIM Anti-Doping Administrator or its delegate is satisfied that an Article 2.4 anti-doping rule violation has occurred, it shall promptly give the *Driver* (and simultaneously the *Driver's National Anti-Doping Organization* and WADA) notice that it is asserting a violation of Article 2.4 and the basis of that assertion.

7.7 Review of Other Anti-Doping Rule Violations Not Covered by Articles 7.2-7.6

The UIM Doping Review Panel shall conduct any follow-up investigation required into a possible anti-doping rule violation not covered by Articles 7.2- 7.6. At such time as the UIM Doping Review Panel is satisfied that an anti-doping rule violation has occurred, it shall promptly give the *Driver* or other *Person* (and simultaneously the *Driver's* or other *Person's National Anti-Doping Organization* and WADA) notice of the anti-doping rule violation asserted and the basis of that assertion.

7.8 Identification of Prior Anti-Doping Rule Violations

Before giving a *Driver* or other *Person* notice of an asserted anti-doping rule violation as provided above, UIM shall refer to ADAMS and contact WADA and other relevant *Anti-Doping Organizations* to determine whether any prior anti-doping rule violation exists.

7.9 Provisional Suspensions

7.9.1 Mandatory *Provisional Suspension*: If analysis of an *A Sample* has resulted in an *Adverse Analytical Finding* for a *Prohibited Substance* that is not a *Specified Substance*, or for a *Prohibited Method*, and a review in accordance with Article 7.2.2 does not reveal an applicable *TUE* or departure from the *International Standard for Testing and Investigations* or the *International Standard for Laboratories* that caused the *Adverse Analytical Finding*, a *Provisional Suspension* shall be imposed upon or promptly after the notification described in Articles 7.2, 7.3 or 7.5.

7.9.2 Optional *Provisional Suspension*: In case of an *Adverse Analytical Finding* for a *Specified Substance*, or in the case of any other anti-doping rule violations not covered by Article 7.9.1, UIM Anti-Doping Administrator or its delegate may impose a *Provisional Suspension* on the *Driver* or other *Person* against whom the anti-doping rule violation is asserted at any time after the review and notification described in Articles 7.2–7.7 and prior to the final hearing as described in Article 8.

7.9.3 Where a *Provisional Suspension* is imposed pursuant to Article 7.9.1 or Article 7.9.2, the *Driver* or other *Person* shall be given either: (a) an opportunity for a *Provisional Hearing* either before or on a timely basis after imposition of the *Provisional Suspension*, upon request by the *Driver* or other *Person*; or (b) an opportunity for an expedited final hearing in accordance with Article 8 on a timely basis after imposition of the *Provisional Suspension*. Where the *Driver* or other *Person* requests a *Provisional Hearing*, the hearing panel will be an ad-hoc panel, the UIM *Provisional Suspension Panel* appointed by UIM. The UIM *Provisional Suspension Panel* is composed by three members (one Chair and two members) with experience in anti-doping. One of the three members shall be a lawyer.

Furthermore, the *Driver* or other *Person* has a right to appeal from the *Provisional Suspension* in accordance with Article 13.2 (save as set out in Article 7.9.3.1).

7.9.3.1 The *Provisional Suspension* may be lifted if the *Driver* or other *Person* demonstrates to the hearing panel that the violation is likely to have involved a *Contaminated Product*. A hearing panel's decision not to lift a mandatory *Provisional Suspension* on account of the *Driver's* assertion regarding a *Contaminated Product* shall not be appealable.

7.9.3.2 The *Provisional Suspension* shall be imposed (or shall not be lifted) unless the *Driver* or other *Person* establishes that: (a) the assertion of an anti-doping rule violation has no reasonable prospect of being upheld, e.g., because of a patent flaw in the case against the *Driver* or other *Person*; or (b) the *Driver* or other *Person* has a strong arguable case that he/she bears *No Fault or Negligence* for the anti-doping rule violation(s) asserted, so that any period of *Ineligibility* that might otherwise be imposed for such a violation is likely to be completely eliminated by application of Article 10.4; or (c) some other facts exist that make it clearly unfair, in all of the circumstances, to impose a *Provisional Suspension* prior to a final hearing in accordance with Article 8. This ground is to be construed narrowly, and applied only in truly exceptional circumstances. For example, the fact that the *Provisional Suspension* would prevent the *Driver* or other *Person* participating in a particular *Competition* or *Event* shall not qualify as exceptional circumstances for these purposes.

7.9.4 If a *Provisional Suspension* is imposed based on an *A Sample Adverse Analytical Finding* and subsequent analysis of the *B Sample* does not confirm the *A Sample* analysis, then the *Driver* shall not be subject to any further *Provisional Suspension* on account of a violation of Article 2.1. In circumstances where the *Driver* (or the *Driver's* team) has been removed from a *Competition* based on a violation of Article 2.1 and the subsequent *B Sample* analysis does not confirm the *A Sample* finding, then if it is still possible for the *Driver* or team to be reinserted, without otherwise affecting the *Competition*, the *Driver* or team may continue to take part in the *Competition*. In addition, the *Driver* or team may thereafter take part in other *Competitions* in the same *Event*.

7.9.5 In all cases where a *Driver* or other *Person* has been notified of an anti-doping rule violation but a *Provisional Suspension* has not been imposed on him or her, the *Driver* or other *Person* shall be offered the opportunity to accept a *Provisional Suspension* voluntarily pending the resolution of the matter.

Comment to Article 7.9: Drivers and other Persons shall receive credit for a Provisional Suspension against any period of Ineligibility which is ultimately imposed. See Articles 10.11.3.1 and 10.11.3.2.

7.10 Resolution Without a hearing

7.10.1 Agreement between parties

At any time during the results management process the *Driver* or other *Person* may agree with UIM on the *Consequences* which are either mandated by the *Code* or which the UIM Anti-Doping Administrator or its delegate considers appropriate where discretion as to *Consequences* exists under these Rules and the *Code*. The agreement shall state the full reasons for any period of *Ineligibility* agreed upon, including (if applicable) a justification for why the discretion as to *Consequences* was applied.

Such agreement shall be deemed to be a decision made under these Anti-Doping Rules within the meaning of Article 13. The decision will be reported to the parties with a right to appeal under Article 13.2.3 as provided in Article 14.2.2 and shall be published in accordance with Article 14.3.2.

7.10.2 Waiver of hearing

A *Driver* or other *Person* against whom an anti-doping rule violation is asserted may waive a hearing expressly.

Alternatively, if the *Driver* or other *Person* against whom an anti-doping rule violation is asserted fails to request the hearing and/or to dispute that assertion within the deadline specified in the notice sent by the UIM Anti-Doping Administrator or its delegate asserting the violation, then he/she shall be deemed to have waived a hearing.

7.10.3 Process in case of *Driver's* waiving of hearing

In cases where Article 7.10.2 applies, a hearing before a hearing panel shall not be required. Instead UIM's Doping Administrator or its delegate will refer the case to the UIM Doping Hearing Panel for adjudication, transmitting all the available documents of the case.

The UIM's Doping Hearing Panel is composed by at least three members (one Chair and two members) nominated by UIM.

The UIM's Doping Hearing Panel shall promptly issue a written decision (in accordance with Article 8.2) confirming the commission of the anti-doping rule violation and the *Consequences* imposed as a result, and setting out the full reasons for any period of *Ineligibility* imposed, including (if applicable) a justification for why the maximum potential period of *Ineligibility* was not imposed. The UIM shall send copies of that decision to other *Anti-Doping Organizations* with a right to appeal under Article 13.2.3, and shall Publicly Disclose that decision in accordance with Article 14.3.2.

7.11 Notification of Results Management Decisions

In all cases where UIM has asserted the commission of an anti-doping rule violation, withdrawn the assertion of an anti-doping rule violation, imposed a *Provisional Suspension*, or agreed with a *Driver* or other *Person* on the imposition of *Consequences* without a hearing, UIM shall give notice thereof in accordance with Article 14.2.1 to other *Anti-Doping Organizations* with a right to appeal under Article 13.2.3.

7.12 Retirement from Sport

If a *Driver* or other *Person* retires while UIM is conducting the results management process, UIM retains jurisdiction to complete its results management process. If a *Driver* or other *Person* retires before any results management process has begun, and UIM would have had results management authority over the *Driver* or other *Person* at the time the *Driver* or other *Person* committed an anti-doping rule violation, UIM has authority to conduct results management in respect of that anti-doping rule violation.

[Comment to Article 7.12: Conduct by a Driver or other Person before the Driver or other Person was subject to the jurisdiction of any Anti-Doping Organization would not constitute an anti-doping rule violation but could be a legitimate basis for denying the Driver or other Person membership in a sports organization.]

ARTICLE 8 - RIGHT TO A FAIR HEARING

8.1 Principles for a Fair hearing

8.1.1 When UIM sends a notice to a *Driver* or other *Person* asserting an anti-doping rule violation, and there is no agreement in accordance with Article 7.10.1 or the *Driver* or other *Person* does not waive a hearing in accordance with Article 7.10.2, then the case shall be referred to the UIM Doping Hearing Panel for hearing and adjudication.

8.1.2 Hearings shall be scheduled and completed within a reasonable time. Where a *Provisional Suspension* has been imposed or otherwise accepted by the *Driver* or other *Person* the hearings should be expedited, in all cases the hearing should be held within 6 months from the notification of the *Driver* or other *Person* that an anti-doping rule violation is being asserted. Hearings held in connection with *Events* that are subject to these Anti-Doping Rules may be conducted by an expedited process where permitted by the hearing panel.

Comment to Article 8.1.2: For example, a hearing could be expedited on the eve of a major *Event* where the resolution of the anti-doping rule violation is necessary to determine the *Driver's* eligibility to participate in the *Event*, or during an *Event* where the resolution of the case will affect the validity of the *Driver's* results or continued participation in the *Event*.

8.1.3 The UIM Doping Hearing Panel shall determine the procedure to be followed at the hearing. The hearing process shall respect the following principles:

- a) the right of each party to be represented by counsel (at the party's own expenses) or to be accompanied by a *Person* chosen by each party;
- b) the right to respond to the asserted anti-doping rule violation and make submissions with respect to the resulting *Consequences*;
- c) the right of each party to present evidence, including the right to call and question witnesses; and,
- d) the *Driver's* or other *Person's* right to an interpreter at the hearing.

The UIM's Doping Hearing Panel shall have jurisdiction to determine which party shall bear the responsibility for the cost of the interpreter.

8.1.4 WADA and the *National Association of the Driver* or other *Person* may attend the hearing as observers. In any *Event*, UIM shall keep WADA fully apprised as to the status of pending cases and the result of all hearings.

8.1.5 The UIM Doping Hearing Panel shall act in a fair and impartial manner towards all parties at all times.

8.2 Decisions

8.2.1 The UIM Doping Hearing Panel shall issue a written decision within 30 days from the date of the end of the hearing or from the date the case has been referred to the panel when the hearing has been waived in accordance with art 7.10.2. The decision shall include the full reasons for the decision and for any period of *Ineligibility* imposed, including (if applicable) a justification for why the greatest potential *Consequences* were not imposed.

The decision shall be written in English.

8.2.2 The decision may be appealed to the CAS as provided in Article 13. Copies of the decision shall be provided to the *Driver* or other *Person* and to other *Anti-Doping Organizations* with a right to appeal under Article 13.2.3.

8.2.3 If no appeal is brought against the decision, then (a) if the decision is that an anti-doping rule violation was committed, the decision shall be Publicly Disclosed as provided in Article 14.3.2; but (b) if the decision is that no anti-doping rule violation was committed, then the decision shall only be Publicly Disclosed with the consent of the *Driver* or other *Person* who is the subject of the decision. UIM shall *Use* reasonable efforts to obtain such consent, and if consent is obtained, shall Publicly Disclose the decision in its entirety or in such redacted form as the *Driver* or other *Person* may approve.

The principles contained at Article 14.3.6 shall be applied in cases involving a *Minor*.

8.3 Single hearing Before CAS

Cases asserting anti-doping rule violations may be heard directly at CAS, with no requirement for a prior hearing, with the consent of the *Driver*, UIM, WADA, and any other *Anti-Doping Organization* that would have had a right to appeal a first instance hearing decision to CAS.

Comment to Article 8.3: Where all of the parties identified in this Article are satisfied that their interests will be adequately protected in a single hearing, there is no need to incur the extra expense of two hearings. An Anti-Doping Organization that wants to participate in the CAS hearing as a party or as an observer may condition its approval of a single hearing on being granted that right.

ARTICLE 9 - AUTOMATIC DISQUALIFICATION OF INDIVIDUAL RESULTS

An anti-doping rule violation in *Individual Sports* in connection with an *In-Competition* test automatically leads to *Disqualification* of the result obtained in that *Competition* with all resulting *Consequences*, including forfeiture of any medals, points and prizes.

[Comment to Article 9: For *Team Sports*, any awards received by individual players will be *Disqualified*. However, *Disqualification* of the team will be as provided in Article 11. In sports which are not *Team Sports* but where awards are given to teams, *Disqualification* or other disciplinary action against the team when one or more team members have committed an anti-doping rule violation shall be as provided in the applicable rules of the International Federation.]

ARTICLE 10 - SANCTIONS ON INDIVIDUALS

10.1 *Disqualification* of Results in the *Event* during which an Anti-Doping Rule Violation Occurs

An anti-doping rule violation occurring during or in connection with an *Event* may, upon the decision of the ruling body of the *Event*, lead to *Disqualification* of all of the *Driver's* individual results obtained in that *Event* with all *Consequences*, including forfeiture of all medals, points and prizes, except as provided in Article 10.1.1.

Factors to be included in considering whether to Disqualify other results in an *Event* might include, for example, the seriousness of the *Driver's* anti-doping rule violation and whether the *Driver* tested negative in the other *Competitions*.

[Comment to Article 10.1: Whereas Article 9 Disqualifies the result in a single *Competition* in which the *Driver* tested positive (e.g., the 100 meter backstroke), this Article may lead to Disqualification of all results in all races during the *Event* (e.g., the FINA World Championships).]

10.1.1 If the *Driver* establishes that he or she bears *No Fault or Negligence* for the violation, the *Driver's* individual results in the other *Competitions* shall not be Disqualified, unless the *Driver's* results in *Competitions* other than the *Competition* in which the anti-doping rule violation occurred were likely to have been affected by the *Driver's* anti-doping rule violation.

10.2 Ineligibility for Presence, Use or Attempted Use, or Possession of a Prohibited Substance or Prohibited Method

The period of *Ineligibility* for a violation of Articles 2.1, 2.2 or 2.6 shall be as follows, subject to potential reduction or suspension pursuant to Articles 10.4, 10.5 or 10.6:

10.2.1 The period of *Ineligibility* shall be four years where:

10.2.1.1 The anti-doping rule violation does not involve a *Specified Substance*, unless the *Driver* or other *Person* can establish that the anti-doping rule violation was not intentional.

10.2.1.2 The anti-doping rule violation involves a *Specified Substance* and UIM can establish that the anti-doping rule violation was intentional.

10.2.2 If Article 10.2.1 does not apply, the period of *Ineligibility* shall be two years.

10.2.3 As used in Articles 10.2 and 10.3, the term “intentional” is meant to identify those *Drivers* who cheat. The term therefore requires that the *Driver* or other *Person* engaged in conduct which he or she knew constituted an anti-doping rule violation or knew that there was a significant risk that the conduct might constitute or result in an anti-doping rule violation and manifestly disregarded that risk. An anti-doping rule violation resulting from an *Adverse Analytical Finding* for a substance which is only prohibited *In-Competition* shall be rebuttably presumed to be not intentional if the substance is a *Specified Substance* and the *Driver* can establish that the *Prohibited Substance* was Used *Out-of-Competition*. An anti-doping rule violation resulting from an *Adverse Analytical Finding* for a substance which is only prohibited *In-Competition* shall not be considered intentional if the substance is not a *Specified Substance* and the *Driver* can establish that the *Prohibited Substance* was Used *Out-of-Competition* in a context unrelated to sport performance.

10.3 Ineligibility for Other Anti-Doping Rule Violations

The period of *Ineligibility* for anti-doping rule violations other than as provided in Article 10.2 shall be as follows, unless Articles 10.5 or 10.6 are applicable:

10.3.1 For violations of Article 2.3 or Article 2.5, the period of *Ineligibility* shall be four years unless, in the case of failing to submit to *Sample* collection, the *Driver* can establish that the commission of the anti-doping rule violation was not intentional (as defined in Article 10.2.3), in which case the period of *Ineligibility* shall be two years.

10.3.2 For violations of Article 2.4, the period of *Ineligibility* shall be two years, subject to reduction down to a minimum of one year, depending on the *Driver's* degree of *Fault*. The flexibility between two years and one year of *Ineligibility* in this Article is not available to *Drivers* where a pattern of last-minute whereabouts changes or other conduct raises a serious suspicion that the *Driver* was trying to avoid being available for *Testing*.

10.3.3 For violations of Article 2.7 or 2.8, the period of *Ineligibility* shall be a minimum of four years up to lifetime *Ineligibility*, depending on the seriousness of the violation. An Article 2.7 or Article 2.8 violation involving a *Minor* shall be considered a particularly serious violation and, if committed by *Driver Support Personnel* for violations other than for *Specified Substances*, shall result in lifetime *Ineligibility* for *Driver Support Personnel*. In addition, significant violations of Article 2.7 or 2.8 which may also violate non-sporting laws and regulations, shall be reported to the competent administrative, professional or judicial authorities.

[Comment to Article 10.3.3: Those who are involved in doping *Drivers* or covering up doping should be subject to sanctions which are more severe than the *Drivers* who test positive. Since the authority of sport organizations is generally limited to *Ineligibility* for accreditation, membership and other sport benefits,

reporting Driver Support Personnel to competent authorities is an important step in the deterrence of doping.]

10.3.4 For violations of Article 2.9, the period of *Ineligibility* imposed shall be a minimum of two years, up to four years, depending on the seriousness of the violation.

10.3.5 For violations of Article 2.10, the period of *Ineligibility* shall be two years, subject to reduction down to a minimum of one year, depending on the *Driver* or other *Person's* degree of *Fault* and other circumstances of the case.

[Comment to Article 10.3.5: Where the "other Person" referenced in Article 2.10 is an entity and not an individual, that entity may be disciplined as provided in Article 12.]

10.4 Elimination of the Period of *Ineligibility* where there is No Fault or Negligence

If a *Driver* or other *Person* establishes in an individual case that he or she bears *No Fault or Negligence*, then the otherwise applicable period of *Ineligibility* shall be eliminated.

[Comment to Article 10.4: This Article and Article 10.5.2 apply only to the imposition of sanctions; they are not applicable to the determination of whether an anti-doping rule violation has occurred. They will only apply in exceptional circumstances, for example where a Driver could prove that, despite all due care, he or she was sabotaged by a competitor. Conversely, No Fault or Negligence would not apply in the following circumstances: (a) a positive test resulting from a mislabeled or contaminated vitamin or nutritional supplement (Drivers are responsible for what they ingest (Article 2.1.1) and have been warned against the possibility of supplement contamination); (b) the Administration of a Prohibited Substance by the Driver's personal physician or trainer without disclosure to the Driver (Drivers are responsible for their choice of medical personnel and for advising medical personnel that they cannot be given any Prohibited Substance); and (c) sabotage of the Driver's food or drink by a spouse, coach or other Person within the Driver's circle of associates (Drivers are responsible for what they ingest and for the conduct of those Persons to whom they entrust access to their food and drink). However, depending on the unique facts of a particular case, any of the referenced illustrations could result in a reduced sanction under Article 10.5 based on No Significant Fault or Negligence.]

10.5 Reduction of the Period of *Ineligibility* based on No Significant Fault or Negligence

10.5.1 Reduction of Sanctions for *Specified Substances* or *Contaminated Products* for Violations of Article 2.1, 2.2 or 2.6.

10.5.1.1 *Specified Substances*

Where the anti-doping rule violation involves a *Specified Substance*, and the *Driver* or other *Person* can establish *No Significant Fault or Negligence*, then the period of *Ineligibility* shall be, at a minimum, a reprimand and no period of *Ineligibility*, and at a maximum, two years of *Ineligibility*, depending on the *Driver's* or other *Person's* degree of *Fault*.

10.5.1.2 *Contaminated Products*

In cases where the *Driver* or other *Person* can establish *No Significant Fault or Negligence* and that the detected *Prohibited Substance* came from a *Contaminated Product*, then the period of *Ineligibility* shall be, at a minimum, a reprimand and no period of *Ineligibility*, and at a maximum, two years *Ineligibility*, depending on the *Driver's* or other *Person's* degree of *Fault*.

[Comment to Article 10.5.1.2: In assessing that Driver's degree of Fault, it would, for example, be favorable for the Driver if the Driver had declared the product which was subsequently determined to be contaminated on his or her Doping Control form.]

10.5.2 Application of *No Significant Fault or Negligence* beyond the Application of Article 10.5.1

If a *Driver* or other *Person* establishes in an individual case where Article 10.5.1 is not applicable that he or she bears *No Significant Fault or Negligence*, then, subject to further reduction or elimination as provided in Article 10.6, the otherwise applicable period of *Ineligibility* may be reduced based on the *Driver* or other *Person's* degree of *Fault*, but the reduced period of *Ineligibility* may not be less than one-half of the period of *Ineligibility* otherwise applicable. If the otherwise applicable period of *Ineligibility* is a lifetime, the reduced period under this Article may be no less than eight years.

[Comment to Article 10.5.2: Article 10.5.2 may be applied to any anti-doping rule violation except those Articles where intent is an element of the anti-doping rule violation (e.g., Article 2.5, 2.7, 2.8 or 2.9) or an element of a particular sanction (e.g., Article 10.2.1) or a range of Ineligibility is already provided in an Article based on the Driver or other Person's degree of Fault.]

10.6 Elimination, Reduction, or Suspension of Period of Ineligibility or other Consequences for Reasons Other than Fault

10.6.1 Substantial Assistance in Discovering or Establishing Anti-Doping Rule Violations

10.6.1.1 UIM may, prior to a final appellate decision under Article 13 or the expiration of the time to appeal, suspend a part of the period of *Ineligibility* imposed in an individual case in which it has results management authority where the *Driver* or other *Person* has provided *Substantial Assistance* to an *Anti-Doping Organization*, criminal authority or professional disciplinary body which results in: (i) the *Anti-Doping Organization* discovering or bringing forward an anti-doping rule violation by another *Person*, or (ii) which results in a criminal or disciplinary body discovering or bringing forward a criminal offense or the breach of professional rules committed by another *Person* and the information provided by the *Person* providing *Substantial Assistance* is made available to UIM. After a final appellate decision under Article 13 or the expiration of time to appeal, UIM may only suspend a part of the otherwise applicable period of *Ineligibility* with the approval of *WADA*. The extent to which the otherwise applicable period of *Ineligibility* may be suspended shall be based on the seriousness of the anti-doping rule violation committed by the *Driver* or other *Person* and the significance of the *Substantial Assistance* provided by the *Driver* or other *Person* to the effort to eliminate doping in sport. No more than three-quarters of the otherwise applicable period of *Ineligibility* may be suspended. If the otherwise applicable period of *Ineligibility* is a lifetime, the non-suspended period under this Article must be no less than eight years. If the *Driver* or other *Person* fails to continue to cooperate and to provide the complete and credible *Substantial Assistance* upon which a suspension of the period of *Ineligibility* was based, UIM shall reinstate the original period of *Ineligibility*. If UIM decides to reinstate a suspended period of *Ineligibility* or decides not to reinstate a suspended period of *Ineligibility*, that decision may be appealed by any *Person* entitled to appeal under Article 13.

10.6.1.2 To further encourage *Drivers* and other *Persons* to provide *Substantial Assistance* to *Anti-Doping Organizations*, at the request of UIM or at the request of the *Driver* or other *Person* who has (or has been asserted to have) committed an anti-doping rule violation, *WADA* may agree at any stage of the results management process, including after a final appellate decision under Article 13, to what it considers to be an appropriate suspension of the otherwise-applicable period of *Ineligibility* and other *Consequences*. In exceptional circumstances, *WADA* may agree to suspensions of the period of *Ineligibility* and other *Consequences* for *Substantial Assistance* greater than those otherwise provided in this Article, or even no period of *Ineligibility*, and/or no return of prize money or payment of fines or costs. *WADA's* approval shall be subject to reinstatement of sanction, as otherwise provided in this Article. Notwithstanding Article 13, *WADA's* decisions in the context of this Article may not be appealed by any other *Anti-Doping Organization*.

10.6.1.3 If UIM suspends any part of an otherwise applicable sanction because of *Substantial Assistance*, then notice providing justification for the decision shall be provided to the other *Anti-Doping Organizations* with a right to appeal under Article 13.2.3 as provided in Article 14.2. In unique circumstances where *WADA* determines that it would be in the best interest of anti-doping, *WADA* may authorize UIM to enter into appropriate confidentiality agreements limiting or delaying the disclosure of the *Substantial Assistance* agreement or the nature of *Substantial Assistance* being provided.

[Comment to Article 10.6.1: The cooperation of Drivers, Driver Support Personnel and other Persons who acknowledge their mistakes and are willing to bring other anti-doping rule violations to light is important to clean sport. This is the only circumstance under the Code where the suspension of an otherwise applicable period of Ineligibility is authorized.]

10.6.2 Admission of an Anti-Doping Rule Violation in the Absence of Other Evidence

Where a *Driver* or other *Person* voluntarily admits the commission of an anti-doping rule violation before having received notice of a *Sample* collection which could establish an anti-doping rule violation (or, in the case of an anti-doping rule violation other than Article 2.1, before receiving first notice of the admitted violation pursuant to Article 7) and that admission is the only reliable evidence of the violation at the time

of admission, then the period of *Ineligibility* may be reduced, but not below one-half of the period of *Ineligibility* otherwise applicable.

[Comment to Article 10.6.2: This Article is intended to apply when a Driver or other Person comes forward and admits to an anti-doping rule violation in circumstances where no Anti-Doping Organization is aware that an anti-doping rule violation might have been committed. It is not intended to apply to circumstances where the admission occurs after the Driver or other Person believes he or she is about to be caught. The amount by which Ineligibility is reduced should be based on the likelihood that the Driver or other Person would have been caught had he/she not come forward voluntarily.]

10.6.3 Prompt Admission of an Anti-Doping Rule Violation after being Confronted with a Violation Sanctionable under Article 10.2.1 or Article 10.3.1

A *Driver* or other *Person* potentially subject to a four-year sanction under Article 10.2.1 or 10.3.1 (for evading or refusing *Sample Collection* or *Tampering with Sample Collection*), by promptly admitting the asserted anti-doping rule violation after being confronted by UIM, and also upon the approval and at the discretion of both WADA and UIM, may receive a reduction in the period of *Ineligibility* down to a minimum of two years, depending on the seriousness of the violation and the *Driver* or other *Person's* degree of *Fault*.

10.6.4 Application of Multiple Grounds for Reduction of a Sanction

Where a *Driver* or other *Person* establishes entitlement to reduction in sanction under more than one provision of Article 10.4, 10.5 or 10.6, before applying any reduction or suspension under Article 10.6, the otherwise applicable period of *Ineligibility* shall be determined in accordance with Articles 10.2, 10.3, 10.4, and 10.5. If the *Driver* or other *Person* establishes entitlement to a reduction or suspension of the period of *Ineligibility* under Article 10.6, then the period of *Ineligibility* may be reduced or suspended, but not below one-fourth of the otherwise applicable period of *Ineligibility*.

[Comment to Article 10.6.4: The appropriate sanction is determined in a sequence of four steps. First, the hearing panel determines which of the basic sanctions (Articles 10.2, 10.3, 10.4, or 10.5) apply to the particular anti-doping rule violation. Second, if the basic sanction provides for a range of sanctions, the hearing panel must determine the applicable sanction within that range according to the Driver or other Person's degree of Fault. In a third step, the hearing panel establishes whether there is a basis for elimination, suspension, or reduction of the sanction (Article 10.6). Finally, the hearing panel decides on the commencement of the period of Ineligibility under Article 10.11. Several examples of how Article 10 is to be applied are found in Appendix 2.]

10.7 Multiple Violations

10.7.1 For a *Driver* or other *Person's* second anti-doping rule violation, the period of *Ineligibility* shall be the greater of:

- a) six months;
- b) one-half of the period of *Ineligibility* imposed for the first anti-doping rule violation without taking into account any reduction under Article 10.6; or
- c) twice the period of *Ineligibility* otherwise applicable to the second anti-doping rule violation treated as if it were a first violation, without taking into account any reduction under Article 10.6.

The period of *Ineligibility* established above may then be further reduced by the application of Article 10.6.

10.7.2 A third anti-doping rule violation will always result in a lifetime period of *Ineligibility*, except if the third violation fulfills the condition for elimination or reduction of the period of *Ineligibility* under Article 10.4 or 10.5, or involves a violation of Article 2.4. In these particular cases, the period of *Ineligibility* shall be from eight years to lifetime *Ineligibility*.

10.7.3 An anti-doping rule violation for which a *Driver* or other *Person* has established *No Fault* or *Negligence* shall not be considered a prior violation for purposes of this Article.

10.7.4 Additional Rules for Certain Potential Multiple Violations

10.7.4.1 For purposes of imposing sanctions under Article 10.7, an anti-doping rule violation will only be considered a second violation if UIM can establish that the *Driver* or other *Person* committed the second anti-doping rule violation after the *Driver* or other *Person* received notice pursuant to Article 7, or after UIM made reasonable efforts to give notice of the first anti-doping rule violation. If UIM

cannot establish this, the violations shall be considered together as one single first violation, and the sanction imposed shall be based on the violation that carries the more severe sanction.

10.7.4.2 If, after the imposition of a sanction for a first anti-doping rule violation, UIM discovers facts involving an anti-doping rule violation by the *Driver* or other *Person* which occurred prior to notification regarding the first violation, then UIM shall impose an additional sanction based on the sanction that could have been imposed if the two violations had been adjudicated at the same time. Results in all *Competitions* dating back to the earlier anti-doping rule violation will be Disqualified as provided in Article 10.8.

10.7.5 Multiple Anti-Doping Rule Violations during Ten-Year Period

For purposes of Article 10.7, each anti-doping rule violation must take place within the same ten-year period in order to be considered multiple violations.

10.8 Disqualification of Results in Competitions Subsequent to Sample Collection or Commission of an Anti-Doping Rule Violation

In addition to the automatic *Disqualification* of the results in the *Competition* which produced the positive *Sample* under Article 9, all other competitive results of the *Driver* obtained from the date a positive *Sample* was collected (whether *In-Competition* or *Out-of-Competition*), or other anti-doping rule violation occurred, through the commencement of any *Provisional Suspension* or *Ineligibility* period, shall, unless fairness requires otherwise, be Disqualified with all of the resulting *Consequences* including forfeiture of any medals, points and prizes.

[Comment to Article 10.8: Nothing in these Anti-Doping Rules precludes clean Drivers or other Persons who have been damaged by the actions of a Person who has committed an anti-doping rule violation from pursuing any right which they would otherwise have to seek damages from such Person.]

10.9 Allocation of CAS Cost Awards and Forfeited Prize Money

The priority for repayment of CAS cost awards and forfeited prize money shall be: first, payment of costs awarded by CAS; and second, reimbursement of the expenses of UIM.

10.10 Financial Consequences

Where a *Driver* or other *Person* commits an anti-doping rule violation, UIM may, in its discretion and subject to the principle of proportionality, elect to a) recover from the *Driver* or other *Person* costs associated with the anti-doping rule violation, regardless of the period of *Ineligibility* imposed and/or b) fine the *Driver* or other *Person* in an amount up to \$_1000____ U.S. Dollars, only in cases where the maximum period of *Ineligibility* otherwise applicable has already been imposed.

The imposition of a financial sanction or the UIM's recovery of costs shall not be considered a basis for reducing the *Ineligibility* or other sanction which would otherwise be applicable under these Anti-Doping Rules or the *Code*.

10.11 Commencement of Ineligibility Period

Except as provided below, the period of *Ineligibility* shall start on the date of the final hearing decision providing for *Ineligibility* or, if the hearing is waived or there is no hearing, on the date *Ineligibility* is accepted or otherwise imposed.

10.11.1 Delays Not Attributable to the Driver or other Person

Where there have been substantial delays in the hearing process or other aspects of *Doping Control* not attributable to the *Driver* or other *Person*, UIM may start the period of *Ineligibility* at an earlier date commencing as early as the date of *Sample* collection or the date on which another anti-doping rule violation last occurred. All competitive results achieved during the period of *Ineligibility*, including retroactive *Ineligibility*, shall be Disqualified.

[Comment to Article 10.11.1: In cases of anti-doping rule violations other than under Article 2.1, the time required for an Anti-Doping Organization to discover and develop facts sufficient to establish an anti-doping rule violation may be lengthy, particularly where the Driver or other Person has taken affirmative action to avoid detection. In these circumstances, the flexibility provided in this Article to start the sanction at an earlier date should not be used.]

10.11.2 Timely Admission

Where the *Driver* or other *Person* promptly (which, in all events, for a *Driver* means before the *Driver* competes again) admits the anti-doping rule violation after being confronted with the anti-doping rule violation by UIM, the period of *Ineligibility* may start as early as the date of *Sample* collection or the date on which another anti-doping rule violation last occurred. In each case, however, where this Article is applied, the *Driver* or other *Person* shall serve at least one-half of the period of *Ineligibility* going forward from the date the *Driver* or other *Person* accepted the imposition of a sanction, the date of a hearing decision imposing a sanction, or the date the sanction is otherwise imposed. This Article shall not apply where the period of *Ineligibility* has already been reduced under Article 10.6.3.

10.11.3 Credit for *Provisional Suspension* or Period of *Ineligibility* Served

10.11.3.1 If a *Provisional Suspension* is imposed and respected by the *Driver* or other *Person*, then the *Driver* or other *Person* shall receive a credit for such period of *Provisional Suspension* against any period of *Ineligibility* which may ultimately be imposed. If a period of *Ineligibility* is served pursuant to a decision that is subsequently appealed, then the *Driver* or other *Person* shall receive a credit for such period of *Ineligibility* served against any period of *Ineligibility* which may ultimately be imposed on appeal.

10.11.3.2 If a *Driver* or other *Person* voluntarily accepts a *Provisional Suspension* in writing from UIM and thereafter respects the *Provisional Suspension*, the *Driver* or other *Person* shall receive a credit for such period of voluntary *Provisional Suspension* against any period of *Ineligibility* which may ultimately be imposed. A copy of the *Driver* or other *Person*'s voluntary acceptance of a *Provisional Suspension* shall be provided promptly to each party entitled to receive notice of an asserted anti-doping rule violation under Article 14.1.

[Comment to Article 10.11.3.2: A Driver's voluntary acceptance of a Provisional Suspension is not an admission by the Driver and shall not be used in any way as to draw an adverse inference against the Driver.]

10.11.3.3 No credit against a period of *Ineligibility* shall be given for any time period before the effective date of the *Provisional Suspension* or voluntary *Provisional Suspension* regardless of whether the *Driver* elected not to compete or was suspended by his or her team.

10.11.3.4 In *Team Sports*, where a period of *Ineligibility* is imposed upon a team, unless fairness requires otherwise, the period of *Ineligibility* shall start on the date of the final hearing decision providing for *Ineligibility* or, if the hearing is waived, on the date *Ineligibility* is accepted or otherwise imposed. Any period of team *Provisional Suspension* (whether imposed or voluntarily accepted) shall be credited against the total period of *Ineligibility* to be served.

[Comment to Article 10.11: Article 10.11 makes clear that delays not attributable to the Driver, timely admission by the Driver and Provisional Suspension are the only justifications for starting the period of Ineligibility earlier than the date of the final hearing decision.]

10.12 Status During *Ineligibility*

10.12.1 Prohibition Against Participation During *Ineligibility*

No *Driver* or other *Person* who has been declared *Ineligible* may, during the period of *Ineligibility*, participate in any capacity in a *Competition* or activity (other than authorized anti-doping education or rehabilitation programs) authorized or organized by UIM or any *National Association* or a club or other member organization of UIM or any *National Association*, or in *Competitions* authorized or organized by any professional league or any International or national level *Event* organization or any elite or national-level sporting activity funded by a governmental agency.

An *Driver* or other *Person* subject to a period of *Ineligibility* longer than four years may, after completing four years of the period of *Ineligibility*, participate as a *Driver* in local sport events not sanctioned or otherwise under the jurisdiction of a *Code Signatory* or member of a *Code Signatory*, but only so long as the local sport *Event* is not at a level that could otherwise qualify such *Driver* or other *Person* directly or indirectly to compete in (or accumulate points toward) a national championship or *International Event*, and does not involve the *Driver* or other *Person* working in any capacity with *Minors*.

A *Driver* or other *Person* subject to a period of *Ineligibility* shall remain subject to *Testing*.

[Comment to Article 10.12.1: For example, subject to Article 10.12.2 below, an *Ineligible Driver* cannot participate in a training camp, exhibition or practice organized by his or her National Association or a club which is a member of that National Association or which is funded by a governmental agency. Further, an *Ineligible Driver* may not compete in a non-Signatory professional league (e.g., the National Hockey League, the National Basketball Association, etc.), Events organized by a non-Signatory International Event organization or a non-Signatory national-level Event organization without triggering the Consequences set forth in Article 10.12.3. The term “activity” also includes, for example, administrative activities, such as serving as an official, director, officer, employee, or volunteer of the organization described in this Article. Ineligibility imposed in one sport shall also be recognized by other sports (see Article 15.1, Mutual Recognition).]

10.12.2 Return to Training

As an exception to Article 10.12.1, a *Driver* may return to train with a team or to Use the facilities of a club or other member organization of UIM's member organization during the shorter of: (1) the last two months of the *Driver's* period of *Ineligibility*, or (2) the last one-quarter of the period of *Ineligibility* imposed.

[Comment to Article 10.12.2: In many *Team Sports* and some *Individual Sports* (e.g., ski jumping and gymnastics), a *Driver* cannot effectively train on his/her own so as to be ready to compete at the end of the *Driver's* period of *Ineligibility*. During the training period described in this Article, an *Ineligible Driver* may not compete or engage in any activity described in Article 10.12.1 other than training.]

10.12.3 Violation of the Prohibition of Participation During *Ineligibility*

Where a *Driver* or other *Person* who has been declared *Ineligible* violates the prohibition against participation during *Ineligibility* described in Article 10.12.1, the results of such participation shall be Disqualified and a new period of *Ineligibility* equal in length up to the original period of *Ineligibility* shall be added to the end of the original period of *Ineligibility*. The new period of *Ineligibility* may be adjusted based on the *Driver* or other *Person's* degree of *Fault* and other circumstances of the case. The determination of whether a *Driver* or other *Person* has violated the prohibition against participation, and whether an adjustment is appropriate, shall be made by the *Anti-Doping Organization* whose results management led to the imposition of the original period of *Ineligibility*. This decision may be appealed under Article 13.

Where a *Driver Support Person* or other *Person* assists a *Person* in violating the prohibition against participation during *Ineligibility*, UIM shall impose sanctions for a violation of Article 2.9 for such assistance.

10.12.4 Withholding of Financial Support during *Ineligibility*

In addition, for any anti-doping rule violation not involving a reduced sanction as described in Article 10.4 or 10.5, some or all sport-related financial support or other sport-related benefits received by such *Person* will be withheld by UIM and its *National Associations*.

10.13 Automatic Publication of Sanction

A mandatory part of each sanction shall include automatic publication, as provided in Article 14.3.

[Comment to Article 10: Harmonization of sanctions has been one of the most discussed and debated areas of anti-doping. Harmonization means that the same rules and criteria are applied to assess the unique facts of each case. Arguments against requiring harmonization of sanctions are based on differences between sports including, for example, the following: in some sports the *Drivers* are professionals making a sizable income from the sport and in others the *Drivers* are true amateurs; in those sports where a *Driver's* career is short, a standard period of *Ineligibility* has a much more significant effect on the *Driver* than in sports where careers are traditionally much longer. A primary argument in favor of harmonization is that it is simply not right that two *Drivers* from the same country who test positive for the same *Prohibited Substance* under similar circumstances should receive different sanctions only because they participate in different sports. In addition, flexibility in sanctioning has often been viewed as an unacceptable opportunity for some sporting organizations to be more lenient with dopers. The lack of harmonization of sanctions has also frequently been the source of jurisdictional conflicts between International Federations and National Anti-Doping Organizations.]

ARTICLE 11 - CONSEQUENCES TO TEAMS

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ARTICLE 12 - SANCTIONS AND COSTS ASSESSED AGAINST SPORTING BODIES

- 12.1** UIM has the authority to withhold some or all funding or other non-financial support to *National Federations* that are not in compliance with these Anti-Doping Rules.
- 12.2** *National Associations* shall be obligated to reimburse UIM for all costs (including but not limited to laboratory fees, hearing expenses and travel) related to a violation of these Anti-Doping Rules committed by a *Driver* or other *Person* affiliated with that *National Association*.
- 12.3** UIM may elect to take additional disciplinary action against *National Associations* with respect to recognition, the eligibility of its officials and *Drivers* to participate in *International Events* and fines based on the following:
- 12.3.1** Four or more violations of these Anti-Doping Rules (other than violations involving Article 2.4) are committed by *Drivers* or other *Persons* affiliated with a *National Association* within a 12-month period in *Testing* conducted by UIM or *Anti-Doping Organizations* other than the *National Association* or its *National Anti-Doping Organization*. In such *Event* UIM may in its discretion elect to: (a) ban all officials from that *National Association* for participation in any UIM activities for a period of up to two years and/or (b) fine the *National Association* in an amount up to 10000 Euros. (For purposes of this Rule, any fine paid pursuant to Rule 12.3.2 shall be credited against any fine assessed.)
- 12.3.1.1 If four or more violations of these Anti-Doping Rules (other than violations involving Articles 2.4) are committed in addition to the violations described in Article 12.3.1 by *Drivers* or other *Persons* affiliated with a *National Association* within a 12-month period in *Testing* conducted by UIM or *Anti-Doping Organizations* other than the *National Association* or its *National Anti-Doping Organization*, then UIM may suspend that *National Association's* membership for a period of up to 4 years.
- 12.3.2** More than one *Driver* or other *Person* from a *National Association* commits an Anti-Doping Rule violation during an *International Event*. In such *Event* UIM may fine that *National Association* in an amount up to 10000 Euros.
- 12.3.3** A *National Association* has failed to make diligent efforts to keep the IF informed about an *Driver's* whereabouts after receiving a request for that information from UIM. In such *Event* UIM may fine the *National Association* in an amount up to 10000 Euros per *Driver* in addition to all of the UIM costs incurred in *Testing* that *National Association's Drivers*.

ARTICLE 13 APPEALS

13.1 Decisions Subject to Appeal

Decisions made under these Anti-Doping Rules may be appealed as set forth below in Article 13.2 through 13.7 or as otherwise provided in these Anti-Doping Rules, the *Code* or the *International Standards*. Such decisions shall remain in effect while under appeal unless the appellate body orders otherwise. Before an appeal is commenced, any post-decision review provided in the *Anti-Doping Organization's* rules must be exhausted, provided that such review respects the principles set forth in Article 13.2.2 below (except as provided in Article 13.1.3).

13.1.1 Scope of Review Not Limited

The scope of review on appeal includes all issues relevant to the matter and is expressly not limited to the issues or scope of review before the initial decision maker.

13.1.2 CAS Shall Not Defer to the Findings Being Appealed

In making its decision, CAS need not give deference to the discretion exercised by the body whose decision is being appealed.

[Comment to Article 13.1.2: CAS proceedings are de novo. Prior proceedings do not limit the evidence or carry weight in the hearing before CAS.]

13.1.3 WADA Not Required to Exhaust Internal Remedies

Where WADA has a right to appeal under Article 13 and no other party has appealed a final decision within UIM's process, WADA may appeal such decision directly to CAS without having to exhaust other remedies in UIM's process.

[Comment to Article 13.1.3: Where a decision has been rendered before the final stage of UIM's process (for example, a first hearing) and no party elects to appeal that decision to the next level of UIM's process (e.g., the Managing Board), then WADA may bypass the remaining steps in UIM's internal process and

appeal directly to CAS.]

13.2 Appeals from Decisions Regarding Anti-Doping Rule Violations, Consequences, Provisional Suspensions, Recognition of Decisions and Jurisdiction

A decision that an anti-doping rule violation was committed, a decision imposing *Consequences* or not imposing *Consequences* for an anti-doping rule violation, or a decision that no anti-doping rule violation was committed; a decision that an anti-doping rule violation proceeding cannot go forward for procedural reasons (including, for example, prescription); a decision by WADA not to grant an exception to the six month notice requirement for a retired *Driver* to return to *Competition* under Article 5.7.1; a decision by WADA assigning results management under Article 7.1 of the *Code*; a decision by UIM not to bring forward an *Adverse Analytical Finding* or an *Atypical Finding* as an anti-doping rule violation, or a decision not to go forward with an anti-doping rule violation after an investigation under Article 7.7; a decision to impose a *Provisional Suspension* as a result of a *Provisional Hearing*; UIM's failure to comply with Article 7.9; a decision that UIM lacks jurisdiction to rule on an alleged anti-doping rule violation or its *Consequences*; a decision to suspend, or not suspend, a period of *Ineligibility* or to reinstate, or not reinstate, a suspended period of *Ineligibility* under Article 10.6.1; a decision under Article 10.12.3; and a decision by UIM not to recognize another *Anti-Doping Organization's* decision under Article 15, may be appealed exclusively as provided in Articles 13.2 – 13.7.

13.2.1 Appeals Involving *International-Level Drivers* or *International Events*

In cases arising from participation in an *International Event* or in cases involving *International-Level Drivers*, the decision may be appealed exclusively to CAS.

[*Comment to Article 13.2.1: CAS decisions are final and binding except for any review required by law applicable to the annulment or enforcement of arbitral awards.*]

13.2.2 Appeals Involving Other *Drivers* or Other *Persons*

In cases where Article 13.2.1 is not applicable, the decision may be appealed to a national-level appeal body, being an independent and impartial body established in accordance with rules adopted by the *National Anti-Doping Organization* having jurisdiction over the *Driver* or other *Person*. The rules for such appeal shall respect the following principles: a timely hearing; a fair and impartial hearing panel; the right to be represented by counsel at the *Person's* own expense; and a timely, written, reasoned decision. If the *National Anti-Doping Organization* has not established such a body, the decision may be appealed to CAS in accordance with the provisions applicable before such court.

13.2.3 *Persons* Entitled to Appeal

In cases under Article 13.2.1, the following parties shall have the right to appeal to CAS: (a) the *Driver* or other *Person* who is the subject of the decision being appealed; (b) the other party to the case in which the decision was rendered; (c) UIM; (d) the *National Anti-Doping Organization* of the *Person's* country of residence or countries where the *Person* is a national or license holder; (e) the International *Olympic Committee* or International Paralympic Committee, as applicable, where the decision may have an effect in relation to the Olympic Games or Paralympic Games, including decisions affecting eligibility for the Olympic Games or Paralympic Games; and (f) WADA.

In cases under Article 13.2.2, the parties having the right to appeal to the national-level appeal body shall be as provided in the *National Anti-Doping Organization's* rules but, at a minimum, shall include the following parties: (a) the *Driver* or other *Person* who is the subject of the decision being appealed; (b) the other party to the case in which the decision was rendered; (c) UIM; (d) the *National Anti-Doping Organization* of the *Person's* country of residence; (e) the International *Olympic Committee* or International Paralympic Committee, as applicable, where the decision may have an effect in relation to the Olympic Games or Paralympic Games, including decisions affecting eligibility for the Olympic Games or Paralympic Games; and (f) WADA. For cases under Article 13.2.2, WADA, the International *Olympic Committee*, the International Paralympic Committee, and UIM shall also have the right to appeal to CAS with respect to the decision of the national-level appeal body. Any party filing an appeal shall be entitled to assistance from CAS to obtain all relevant information from the *Anti-Doping Organization* whose decision is being appealed and the information shall be provided if CAS so directs.

Notwithstanding any other provision herein, the only *Person* who may appeal from a *Provisional Suspension*

is the *Driver* or other *Person* upon whom the *Provisional Suspension* is imposed.

13.2.4 Cross Appeals and other Subsequent Appeals Allowed

Cross appeals and other subsequent appeals by any respondent named in cases brought to CAS under the *Code* are specifically permitted. Any party with a right to appeal under this Article 13 must file a cross appeal or subsequent appeal at the latest with the party's answer.

[Comment to Article 13.2.4: This provision is necessary because since 2011, CAS rules no longer permit a Driver the right to cross appeal when an Anti-Doping Organization appeals a decision after the Driver's time for appeal has expired. This provision permits a full hearing for all parties.]

13.3 Failure to Render a Timely Decision

Where, in a particular case, UIM fails to render a decision with respect to whether an anti-doping rule violation was committed within a reasonable deadline set by WADA, WADA may elect to appeal directly to CAS as if UIM had rendered a decision finding no anti-doping rule violation. If the CAS hearing panel determines that an anti-doping rule violation was committed and that WADA acted reasonably in electing to appeal directly to CAS, then WADA's costs and attorney fees in prosecuting the appeal shall be reimbursed to WADA by UIM.

[Comment to Article 13.3: Given the different circumstances of each anti-doping rule violation investigation and results management process, it is not feasible to establish a fixed time period for UIM to render a decision before WADA may intervene by appealing directly to CAS. Before taking such action, however, WADA will consult with UIM and give UIM an opportunity to explain why it has not yet rendered a decision.]

13.3.1 Failure of National Association to Render a Timely Decision

Where, in a particular case, a UIM affiliated *National Association* fails to render a decision with respect to whether an anti-doping rule violation (for which the *National Association* is the competent Results Management Authority) was committed within a reasonable deadline set by UIM, UIM may decide to assume jurisdiction for the matters and conduct Results Management Authority in accordance with these Anti-Doping Rules.

Should this occur, the *National Association* is liable for the costs incurred by UIM for the management of the case.

13.4 Appeals Relating to TUEs

TUE decisions may be appealed exclusively as provided in Article 4.4.

13.5 Notification of Appeal Decisions

Any *Anti-Doping Organization* that is a party to an appeal shall promptly provide the appeal decision to the *Driver* or other *Person* and to the other *Anti-Doping Organizations* that would have been entitled to appeal under Article 13.2.3 as provided under Article 14.2.

13.6 Appeal from Decisions Pursuant to Article 12

Decisions by UIM pursuant to Article 12 may be appealed exclusively to CAS by the *National Association*.

13.7 Time for Filing Appeals

13.7.1 Appeals to CAS

The time to file an appeal to CAS shall be twenty-one days from the date of receipt of the decision by the appealing party. The above notwithstanding, the following shall apply in connection with appeals filed by a party entitled to appeal but which was not a party to the proceedings that led to the decision being appealed:

- a) Within fifteen days from notice of the decision, such party/ies shall have the right to request a copy of the case file from the body that issued the decision;
- b) If such a request is made within the fifteen-day period, then the party making such request shall have twenty-one days from receipt of the file to file an appeal to CAS.

The above notwithstanding, the filing deadline for an appeal filed by WADA shall be the later of:

- a) Twenty-one days after the last day on which any other party in the case could have appealed; or
- b) Twenty-one days after WADA's receipt of the complete file relating to the decision.

13.7.2 Appeals Under Article 13.2.2

The time to file an appeal to an independent and impartial body established at national level in accordance with rules established by the *National Anti-Doping Organization* shall be indicated by the same rules of the *National Anti-Doping Organization*.

The above notwithstanding, the filing deadline for an appeal or intervention filed by *WADA* shall be the later of:

- a) Twenty-one days after the last day on which any other party in the case could have appealed, or
- b) Twenty-one days after *WADA*'s receipt of the complete file relating to the decision.

ARTICLE 14 - CONFIDENTIALITY AND REPORTING

14.1 Information Concerning *Adverse Analytical Findings, Atypical Findings, and Other Asserted Anti-Doping Rule Violations*

14.1.1 Notice of Anti-Doping Rule Violations to *Drivers* and other *Persons*

Notice to *Drivers* or other *Persons* of anti-doping rule violations asserted against them shall occur as provided under Articles 7 and 14 of these Anti-Doping Rules. Notice to a *Driver* or other *Person* who is a member of a *National Association* may be accomplished by delivery of the notice to the *National Association*.

14.1.2 Notice of Anti-Doping Rule Violations to *National Anti-Doping Organizations* and *WADA*

Notice of the assertion of an anti-doping rule violation to *National Anti-Doping Organizations* and *WADA* shall occur as provided under Articles 7 and 14 of these Anti-Doping Rules, simultaneously with the notice to the *Driver* or other *Person*.

14.1.3 Content of an Anti-Doping Rule Violation Notice

Notification of an anti-doping rule violation under Article 2.1 shall include: the *Driver's* name, country, sport and discipline within the sport, the *Driver's* competitive level, whether the test was *In-Competition* or *Out-of-Competition*, the date of *Sample* collection, the analytical result reported by the laboratory, and other information as required by the *International Standard for Testing and Investigations*.

Notice of anti-doping rule violations other than under Article 2.1 shall include the rule violated and the basis of the asserted violation.

14.1.4 Status Reports

Except with respect to investigations which have not resulted in notice of an anti-doping rule violation pursuant to Article 14.1.1, *National Anti-Doping Organizations* and *WADA* shall be regularly updated on the status and findings of any review or proceedings conducted pursuant to Article 7, 8 or 13 and shall be provided with a prompt written reasoned explanation or decision explaining the resolution of the matter.

14.1.5 Confidentiality

The recipient organizations shall not disclose this information beyond those *Persons* with a need to know (which would include the appropriate personnel at the applicable *National Olympic Committee, National Association*, and team in a *Team Sport*) until UIM has made Public Disclosure or has failed to make Public Disclosure as required in Article 14.3.

14.1.6 UIM shall ensure that information concerning *Adverse Analytical Findings, Atypical Findings*, and other asserted anti-doping rule violations remains confidential until such information is Publicly Disclosed in accordance with Article 14.3, and shall include provisions in any contract entered into between UIM and any of its employees (whether permanent or otherwise), contractors, agents and consultants, for the protection of such confidential information as well as for the investigation and disciplining of improper and/or unauthorised disclosure of such confidential information.

14.2 Notice of Anti-Doping Rule Violation Decisions and Request for Files

14.2.1 Anti-doping rule violation decisions rendered pursuant to Article 7.11, 8.2, 10.4, 10.5, 10.6, 10.12.3 or 13.5 shall include the full reasons for the decision, including, if applicable, a justification for why the greatest possible *Consequences* were not imposed. Where the decision is not in English or French, UIM shall provide a short English or French summary of the decision and the supporting reasons.

14.2.2 An *Anti-Doping Organization* having a right to appeal a decision received pursuant to Article 14.2.1 may, within fifteen days of receipt, request a copy of the full case file pertaining to the decision.

14.3 Public Disclosure

14.3.1 The identity of any *Driver* or other *Person* who is asserted by UIM to have committed an anti-doping rule violation may be Publicly Disclosed by UIM only after notice has been provided to the *Driver* or other *Person* in accordance with Article 7.3, 7.4, 7.5, 7.6 or 7.7 and simultaneously to WADA and the *National Anti-Doping Organization* of the *Driver* or other *Person* in accordance with Article 14.1.2.

14.3.2 No later than twenty days after it has been determined in a final appellate decision under Article 13.2.1 or 13.2.2, or such appeal has been waived, or a hearing in accordance with Article 8 has been waived, or the assertion of an anti-doping rule violation has not been timely challenged, UIM must Publicly Report the disposition of the matter, including the sport, the anti-doping rule violated, the name of the *Driver* or other *Person* committing the violation, the *Prohibited Substance* or *Prohibited Method* involved (if any), and the *Consequences* imposed. UIM must also Publicly Report within twenty days the results of final appeal decisions concerning anti-doping rule violations, including the information described above.

14.3.3 In any case where it is determined, after a hearing or appeal, that the *Driver* or other *Person* did not commit an anti-doping rule violation, the decision may be Publicly Disclosed only with the consent of the *Driver* or other *Person* who is the subject of the decision. UIM shall Use reasonable efforts to obtain such consent. If consent is obtained, UIM shall Publicly Disclose the decision in its entirety or in such redacted form as the *Driver* or other *Person* may approve.

14.3.4 Publication shall be accomplished at a minimum by placing the required information on the UIM's website or publishing it through other means and leaving the information up for the longer of one month or the duration of any period of *Ineligibility*.

14.3.5 Neither UIM, nor its *National Associations*, nor any official of either body, shall publicly comment on the specific facts of any pending case (as opposed to general description of process and science) except in response to public comments attributed to the *Driver* or other *Person* against whom an anti-doping rule violation is asserted, or their representatives.

14.3.6 The mandatory Public Reporting required in Article 14.3.2 shall not be required where the *Driver* or other *Person* who has been found to have committed an anti-doping rule violation is a *Minor*. Any optional Public Reporting in a case involving a *Minor* shall be proportionate to the facts and circumstances of the case.

14.3.7 Except where expressly stated otherwise, a notice under these Anti-Doping Rules shall only be effective if it is in writing. Faxes and email are permitted.

14.3.8 Any notice given under these Anti-Doping Rules shall, in the absence of earlier receipt, be deemed to have been duly given as follows:

- a) if delivered personally, on delivery;
- b) if sent by first class post, two clear business days after the date of posting;
- c) if sent by airmail, six clear business days after the date of posting;
- d) if sent by facsimile, at the expiration of 48 hours after the time it was sent;
- e) if sent by email, at the time at which it was sent.

14.4 Statistical Reporting

UIM shall publish at least annually a general statistical report of its *Doping Control* activities, with a copy provided to WADA. UIM may also publish reports showing the name of each *Driver* tested and the date of each *Testing*.

14.5 Doping Control Information Clearinghouse

To facilitate coordinated test distribution planning and to avoid unnecessary duplication in *Testing* by the various *Anti-Doping Organizations*, UIM shall report all *In-Competition* and *Out-of-Competition* tests on such *Drivers* to the WADA clearinghouse, using ADAMS, as soon as possible after such tests have been conducted. This information will be made accessible, where appropriate and in accordance with the applicable rules, to the *Driver*, the *Driver's National Anti-Doping Organization* and any other *Anti-Doping Organizations* with *Testing* authority over the *Driver*.

14.6 Data Privacy

14.6.1 UIM may collect, store, process or disclose personal information relating to *Drivers* and other *Persons* where necessary and appropriate to conduct their anti-doping activities under the *Code*, the *International Standards* (including specifically the *International Standard* for the Protection of Privacy and *Personal Information*) and these Anti-Doping Rules.

14.6.2 Any *Participant* who submits information including personal data to any *Person* in accordance with these Anti-Doping Rules shall be deemed to have agreed, pursuant to applicable data protection laws and otherwise, that such information may be collected, processed, disclosed and used by such *Person* for the purposes of the implementation of these Anti-Doping Rules, in accordance with the *International Standard* for the Protection of Privacy and *Personal Information* and otherwise as required to implement these Anti-Doping Rules.

ARTICLE 15 - APPLICATION AND RECOGNITION OF DECISIONS

15.1 Subject to the right to appeal provided in Article 13, *Testing*, hearing results or other final adjudications of any Signatory which are consistent with the *Code* and are within that Signatory's authority shall be applicable worldwide and shall be recognized and respected by UIM and all its *National Associations*.

[Comment to Article 15.1: The extent of recognition of TUE decisions of other Anti-Doping Organizations shall be determined by Article 4.4 and the International Standard for Therapeutic Use Exemptions.]

15.2 UIM and its *National Associations* shall recognize the measures taken by other bodies which have not accepted the *Code* if the rules of those bodies are otherwise consistent with the *Code*.

[Comment to Article 15.2: Where the decision of a body that has not accepted the Code is in some respects Code compliant and in other respects not Code compliant, UIM and its National Associations shall Attempt to apply the decision in harmony with the principles of the Code. For example, if in a process consistent with the Code a non-Signatory has found an Driver to have committed an anti-doping rule violation on account of the presence of a Prohibited Substance in his or her body but the period of Ineligibility applied is shorter than the period provided for in these Anti-Doping Rules, then UIM shall recognize the finding of an anti-doping rule violation and may conduct a hearing consistent with Article 8 to determine whether the longer period of Ineligibility provided in these Anti-Doping Rules should be imposed.]

15.3 Subject to the right to appeal provided in Article 13, any decision of UIM regarding a violation of these Anti-Doping Rules shall be recognized by all *National Associations*, which shall take all necessary action to render such decision effective.

ARTICLE 16 - INCORPORATION OF UIM ANTI-DOPING RULES AND OBLIGATIONS OF NATIONAL ASSOCIATIONS

16.1 All *National Associations* and their members shall comply with these Anti-Doping Rules. All *National Associations* and other members shall include in their regulations the provisions necessary to ensure that UIM may enforce these Anti-Doping Rules directly as against *Drivers* under their anti-doping jurisdiction (including *National-Level Drivers*). These Anti-Doping Rules shall also be incorporated either directly or by reference into each *National Association's* rules so that the *National Association* may enforce them itself directly as against *Drivers* under its anti-doping jurisdiction (including *National-Level Drivers*).

16.2 All *National Associations* shall establish rules requiring all *Drivers* and each *Driver Support Personnel* who participates as coach, trainer, manager, team staff, official, medical or paramedical personnel in a *Competition* or activity authorized or organized by a *National Association* or one of its member organizations to agree to be bound by these Anti-Doping Rules and to submit to the results management authority of the *Anti-Doping Organization* responsible under the *Code* as a condition of such participation.

16.3 All *National Associations* shall report any information suggesting or relating to an anti-doping rule violation to UIM and to their *National Anti-Doping Organizations*, and shall cooperate with investigations conducted by any *Anti-Doping Organization* with authority to conduct the investigation.

16.4 All *National Associations* shall have disciplinary rules in place to prevent *Driver Support Personnel* who are Using *Prohibited Substances* or *Prohibited Methods* without valid justification from providing support to *Drivers* under the jurisdiction of UIM or the *National Association*.

16.5 All *National Associations* shall be required to conduct anti-doping education in coordination with their *National Anti-Doping Organizations*.

16.6 Statistical Reporting

National Associations shall report to the UIM Anti-Doping Administrator or its delegate within the first three (3) months of each year, results of all *Doping Controls* within their jurisdiction sorted by *Driver* and identifying each date on which the *Driver* was tested, the entity conducting the test, and whether the test was In-Competition or Out-of-Competition.

16.7 UIM may periodically publish *Testing* data received from *National Associations* as well as comparable data from *Testing* under UIM's jurisdiction. UIM shall publish annually a general statistical report of its *Doping Control* activities during the calendar year with a copy provided to WADA.

16.8 Every *National Association* shall report to the UIM Anti-Doping Administrator or its delegate promptly the names of *Drivers* who have signed a written acknowledgement and agreement to these Anti-Doping Rules (appendix 3 of these anti-doping rules).

ARTICLE 17 - STATUTE OF LIMITATIONS

No anti-doping rule violation proceeding may be commenced against a *Driver* or other *Person* unless he or she has been notified of the anti-doping rule violation as provided in Article 7, or notification has been reasonably attempted, within ten years from the date the violation is asserted to have occurred.

ARTICLE 18 - UIM COMPLIANCE REPORTS TO WADA

UIM will report to WADA on UIM's compliance with the *Code* in accordance with Article 23.5.2 of the *Code*.

ARTICLE 19 - EDUCATION

UIM shall plan, implement, evaluate and monitor information, education and prevention programs for doping-free sport on at least the issues listed at Article 18.2 of the *Code*, and shall support active participation by *Drivers* and *Driver Support Personnel* in such programs.

19.1 UIM may decide to request *Drivers* to perform educational activities before and/or during their participation to select *Events* (ex: Youth World Championships). The list of *Events* in which *Drivers* will be required to perform educational activities as a condition of participation will be published in the UIM website.

The *Drivers* who have not performed the educational activities will be asked to provide valid justifications for having failed to participate in the educational activity.

UIM Anti-Doping Administrator or its delegate should evaluate those justifications on a case by case basis and may decide to request to impose disciplinary sanctions if it deemed appropriate.

ARTICLE 20 - AMENDMENT AND INTERPRETATION OF ANTI-DOPING RULES

20.1 These Anti-Doping Rules may be amended from time to time by UIM.

20.2 These Anti-Doping Rules shall be interpreted as an independent and autonomous text and not by reference to existing law or statutes.

20.3 The headings used for the various Parts and Articles of these Anti-Doping Rules are for convenience only and shall not be deemed part of the substance of these Anti-Doping Rules or to affect in any way the language of the provisions to which they refer.

- 20.4** The *Code* and the *International Standards* shall be considered integral parts of these Anti-Doping Rules and shall prevail in case of conflict.
- 20.5** These Anti-Doping Rules have been adopted pursuant to the applicable provisions of the *Code* and shall be interpreted in a manner that is consistent with applicable provisions of the *Code*. The Introduction shall be considered an integral part of these Anti-Doping Rules.
- 20.6** The comments annotating various provisions of the *Code* and these Anti-Doping Rules shall be used to interpret these Anti-Doping Rules.
- 20.7** These Anti-Doping Rules have come into full force and effect on [1 January 2015] (the “Effective Date”). They shall not apply retroactively to matters pending before the Effective Date; provided, however, that:
- 20.7.1** Anti-doping rule violations taking place prior to the Effective Date count as “first violations” or “second violations” for purposes of determining sanctions under Article 10 for violations taking place after the Effective Date.
- 20.7.2** The retrospective periods in which prior violations can be considered for purposes of multiple violations under Article 10.7.5 and the statute of limitations set forth in Article 17 are procedural rules and should be applied retroactively; provided, however, that Article 17 shall only be applied retroactively if the statute of limitations period has not already expired by the Effective Date. Otherwise, with respect to any anti-doping rule violation case which is pending as of the Effective Date and any anti-doping rule violation case brought after the Effective Date based on an anti-doping rule violation which occurred prior to the Effective Date, the case shall be governed by the substantive anti-doping rules in effect at the time the alleged anti-doping rule violation occurred unless the panel hearing the case determines the principle of “lex mitior” appropriately applies under the circumstances of the case.
- 20.7.3** Any Article 2.4 whereabouts failure (whether a Filing Failure or a Missed Test, as those terms are defined in the *International Standard for Testing and Investigations*) prior to the Effective Date shall be carried forward and may be relied upon, prior to expiry, in accordance with the *International Standard for Testing and Investigation*, but it shall be deemed to have expired 12 months after it occurred.
- 20.7.4** With respect to cases where a final decision finding an anti-doping rule violation has been rendered prior to the Effective Date, but the *Driver* or other *Person* is still serving the period of *Ineligibility* as of the Effective Date, the *Driver* or other *Person* may apply to the *Anti-Doping Organization* which had results management responsibility for the anti-doping rule violation to consider a reduction in the period of *Ineligibility* in light of these Anti-Doping Rules. Such application must be made before the period of *Ineligibility* has expired. The decision rendered may be appealed pursuant to Article 13.2. These Anti-Doping Rules shall have no application to any case where a final decision finding an anti-doping rule violation has been rendered and the period of *Ineligibility* has expired.
- 20.7.5** For purposes of assessing the period of *Ineligibility* for a second violation under Article 10.7.1, where the sanction for the first violation was determined based on rules in force prior to the Effective Date, the period of *Ineligibility* which would have been assessed for that first violation had these Anti-Doping Rules been applicable, shall be applied.

ARTICLE 21 - INTERPRETATION OF THE CODE

- 21.1** The official text of the *Code* shall be maintained by WADA and shall be published in English and French. In the *Event* of any conflict between the English and French versions, the English version shall prevail.
- 21.2** The comments annotating various provisions of the *Code* shall be used to interpret the *Code*.
- 21.3** The *Code* shall be interpreted as an independent and autonomous text and not by reference to the existing law or statutes of the *Signatories* or governments.
- 21.4** The headings used for the various Parts and Articles of the *Code* are for convenience only and shall not be deemed part of the substance of the *Code* or to affect in any way the language of the provisions to which they refer.
- 21.5** The *Code* shall not apply retroactively to matters pending before the date the *Code* is accepted by a Signatory and implemented in its rules. However, pre-*Code* anti-doping rule violations would continue to count as “first violations” or “second violations” for purposes of determining sanctions under Article 10 for subsequent post-*Code* violations.

- 21.6** The Purpose, Scope and Organization of the World Anti-Doping Program and the *Code* and Appendix 1, Definitions, and Appendix 2, Examples of the Application of Article 10, shall be considered integral parts of the *Code*.

ARTICLE 22 - ADDITIONAL ROLES AND RESPONSIBILITIES OF DRIVERS AND OTHER PERSONS

22.1 Roles and Responsibilities of *Drivers*

22.1.1 To be knowledgeable of and comply with these Anti-Doping Rules.

22.1.2 To be available for *Sample* collection at all times.

[*Comment to Article 22.1.2:* With due regard to a *Driver's* human rights and privacy, legitimate anti-doping considerations sometimes require *Sample* collection late at night or early in the morning. For example, it is known that some *Drivers Use* low doses of EPO during these hours so that it will be undetectable in the morning.]

22.1.3 To take responsibility, in the context of anti-doping, for what they ingest and *Use*.

22.1.4 To inform medical personnel of their obligation not to *Use Prohibited Substances* and *Prohibited Methods* and to take responsibility to make sure that any medical treatment received does not violate these Anti-Doping Rules.

22.1.5 To disclose to their *National Anti-Doping Organization* and to UIM any decision by a non-Signatory finding that the *Driver* committed an anti-doping rule violation within the previous ten years.

22.1.6 To cooperate with *Anti-Doping Organizations* investigating anti-doping rule violations.

22.1.7 Failure by any *Driver* to cooperate in full with *Anti-Doping Organizations* investigating anti-doping rule violations may result in a charge of misconduct under UIM's disciplinary rules/*Code* of conduct.

22.2 Roles and Responsibilities of *Driver Support Personnel*

22.2.1 To be knowledgeable of and comply with these Anti-Doping Rules.

22.2.2 To cooperate with the *Driver Testing* program.

22.2.3 To *Use* his or her influence on *Driver* values and behavior to foster anti-doping attitudes.

22.2.4 To disclose to his or her *National Anti-Doping Organization* and to UIM any decision by a non-Signatory finding that he or she committed an anti-doping rule violation within the previous ten years.

22.2.5 To cooperate with *Anti-Doping Organizations* investigating anti-doping rule violations.

22.2.6 Failure by any *Driver Support Personnel* to cooperate in full with *Anti-Doping Organizations* investigating anti-doping rule violations may result in a charge of misconduct under UIM's disciplinary rules/*Code* of conduct.

22.2.7 *Driver Support Personnel* shall not *Use* or Possess any *Prohibited Substance* or *Prohibited Method* without valid justification.

22.2.8 *Use* or Possession of a *Prohibited Substance* or *Prohibited Method* by a *Driver Support Personnel* without valid justification may result in a charge of misconduct under UIM's disciplinary rules/*Code* of conduct.

APPENDIX 1 DEFINITIONS

ADAMS: The Anti-Doping *Administration* and Management System is a Web-based database management tool for data entry, storage, sharing, and reporting designed to assist stakeholders and WADA in their anti-doping operations in conjunction with data protection legislation.

Administration: Providing, supplying, supervising, facilitating, or otherwise participating in the *Use* or *Attempted Use* by another *Person* of a *Prohibited Substance* or *Prohibited Method*. However, this definition shall not include the actions of bona fide medical personnel involving a *Prohibited Substance* or *Prohibited Method* used for genuine and legal therapeutic purposes or other acceptable justification and shall not include actions involving *Prohibited Substances* which are not prohibited in *Out-of-Competition Testing* unless the circumstances as a whole demonstrate that such *Prohibited Substances* are not intended for genuine and legal therapeutic purposes or are intended to enhance sport performance.

Adverse Analytical Finding: A report from a WADA-accredited laboratory or other WADA-approved laboratory that, consistent with the *International Standard* for Laboratories and related Technical Documents, identifies in a *Sample* the presence of a *Prohibited Substance* or its *Metabolites* or *Markers* (including elevated quantities of endogenous substances) or evidence of the *Use* of a *Prohibited Method*.

Adverse Passport Finding: A report identified as an *Adverse Passport Finding* as described in the applicable *International Standards*.

Anti-Doping Organization: A Signatory that is responsible for adopting rules for initiating, implementing or enforcing any part of the *Doping Control* process. This includes, for example, the *International Olympic Committee*, the *International Paralympic Committee*, other *Major Event Organizations* that conduct *Testing* at their *Events*, *WADA*, *International Federations*, and *National Anti-Doping Organizations*.

Driver: Any *Person* who competes in sport at the *International level* (as defined by each *International Federation*), or the *national level* (as defined by each *National Anti-Doping Organization*). An *Anti-Doping Organization* has discretion to apply anti-doping rules to a *Driver* who is neither an *International-Level Driver* nor a *National-Level Driver*, and thus to bring them within the definition of “*Driver*.” In relation to *Drivers* who are neither *International-Level* nor *National-Level Drivers*, an *Anti-Doping Organization* may elect to: conduct limited *Testing* or no *Testing* at all; analyze *Samples* for less than the full menu of *Prohibited Substances*; require limited or no whereabouts information; or not require advance *TUEs*. However, if an Article 2.1, 2.3 or 2.5 anti-doping rule violation is committed by any *Driver* over whom an *Anti-Doping Organization* has authority who competes below the *International* or *national level*, then the *Consequences* set forth in the *Code* (except Article 14.3.2) must be applied. For purposes of Article 2.8 and Article 2.9 and for purposes of anti-doping information and education, any *Person* who participates in sport under the authority of any Signatory, government, or other sports organization accepting the *Code* is a *Driver*.

[Comment: This definition makes it clear that all *International-* and *National-Level Drivers* are subject to the anti-doping rules of the *Code*, with the precise definitions of *International-* and *national-level sport* to be set forth in the anti-doping rules of the *International Federations* and *National Anti-Doping Organizations*, respectively. The definition also allows each *National Anti-Doping Organization*, if it chooses to do so, to expand its anti-doping program beyond *International-* or *National-Level Drivers* to competitors at lower levels of *Competition* or to individuals who engage in fitness activities but do not compete at all. Thus, a *National Anti-Doping Organization* could, for example, elect to test recreational-level competitors but not require advance *TUEs*. But an anti-doping rule violation involving an *Adverse Analytical Finding* or *Tampering* results in all of the *Consequences* provided for in the *Code* (with the exception of Article 14.3.2). The decision on whether *Consequences* apply to recreational-level *Drivers* who engage in fitness activities but never compete is left to the *National Anti-Doping Organization*. In the same manner, a *Major Event Organization* holding an *Event* only for masters-level competitors could elect to test the competitors but not analyze *Samples* for the full menu of *Prohibited Substances*. Competitors at all levels of *Competition* should receive the benefit of anti-doping information and education.]

Driver Biological Passport: The program and methods of gathering and collating data as described in the *International Standard* for *Testing* and *Investigations* and *International Standard* for *Laboratories*.

Driver Support Personnel: Any coach, trainer, manager, agent, team staff, official, medical, paramedical personnel, parent or any other *Person* working with, treating or assisting a *Driver* participating in or preparing for sports *Competition*.

Attempt: Purposely engaging in conduct that constitutes a substantial step in a course of conduct planned to culminate in the commission of an anti-doping rule violation. Provided, however, there shall be no anti-doping rule violation based solely on an *Attempt* to commit a violation if the *Person* renounces the *Attempt* prior to it being discovered by a third party not involved in the *Attempt*.

Atypical Finding: A report from a WADA-accredited laboratory or other WADA-approved laboratory which requires further investigation as provided by the *International Standard* for Laboratories or related Technical Documents prior to the determination of an *Adverse Analytical Finding*.

Atypical Passport Finding: A report described as an *Atypical Passport Finding* as described in the applicable *International Standards*.

CAS: The Court of Arbitration for Sport.

Code: The World Anti-Doping Code.

Competition: A single race, match, game or singular sport contest. For stage races and other sport contests where prizes are awarded on a daily or other interim basis the distinction between a *Competition* and an *Event* will be as provided in the rules of the applicable *International Federation*.

Consequences of Anti-Doping Rule Violations ("Consequences"): A *Driver's* or other *Person's* violation of an anti-doping rule may result in one or more of the following: (a) **Disqualification** means the *Driver's* results in a particular *Competition* or *Event* are invalidated, with all resulting *Consequences* including forfeiture of any medals, points and prizes; (b) **Ineligibility** means the *Driver* or other *Person* is barred on account of an anti-doping rule violation for a specified period of time from participating in any *Competition* or other activity or funding as provided in Article 10.12.1; (c) **Provisional Suspension** means the *Driver* or other *Person* is barred temporarily from participating in any *Competition* or activity prior to the final decision at a hearing conducted under Article 8; (d) **Financial consequences** means a financial sanction imposed for an anti-doping rule violation or to recover costs associated with an anti-doping rule violation; and (e) **Public Disclosure or Public Reporting** means the dissemination or distribution of information to the general public or *Persons* beyond those *Persons* entitled to earlier notification in accordance with Article 14. Teams in *Team Sports* may also be subject to *Consequences* as provided in Article 11 of the *Code*.

Contaminated Product: A product that contains a *Prohibited Substance* that is not disclosed on the product label or in information available in a reasonable Internet search.

Disqualification: See *Consequences of Anti-Doping Rule Violations* above.

Doping Control: All steps and processes from test distribution planning through to ultimate disposition of any appeal including all steps and processes in between such as provision of whereabouts information, *Sample* collection and handling, laboratory analysis, *TUEs*, results management and hearings.

Event: A series of individual *Competitions* conducted together under one ruling body (e.g., the Olympic Games, UIM World Championships, or Pan American Games).

Event Venues: Those venues so designated by the ruling body for the *Event*. For the sport of UIM, the *Event Venue* is considered the official training, accommodation and *Competition* venues for the *Event*.

Event Period: The time between the beginning and end of an *Event*, as established by the ruling body of the *Event*.

Fault: *Fault* is any breach of duty or any lack of care appropriate to a particular situation. Factors to be taken into consideration in assessing an *Driver* or other *Person's* degree of *Fault* include, for example, the *Driver's* or other *Person's* experience, whether the *Driver* or other *Person* is a *Minor*, special considerations such as impairment, the degree of risk that should have been perceived by the *Driver* and the level of care and investigation exercised by the *Driver* in relation to what should have been the perceived level of risk. In assessing the *Driver's* or other *Person's* degree of *Fault*, the circumstances considered must be specific and relevant to explain the *Driver's* or other *Person's* departure from the expected standard of behavior. Thus, for example, the fact that an *Driver* would lose the opportunity to earn large sums of money during a period of *Ineligibility*, or the fact that the *Driver* only has a short time left in his or her career, or the timing of the sporting calendar, would not be relevant factors to be considered in reducing the period of *Ineligibility* under Article 10.5.1 or 10.5.2.

[Comment: The criteria for assessing a Driver's degree of Fault is the same under all Articles where Fault is to be considered. However, under Article 10.5.2, no reduction of sanction is appropriate unless, when the degree of Fault is assessed, the conclusion is that No Significant Fault or Negligence on the part of the Driver or other Person was involved.]

Financial consequences: see *Consequences of Anti-Doping Rule Violations*, above.

In-Competition: "In-Competition" means the period commencing twelve hours before a *Competition* in which the *Driver* is scheduled participate through the end of such *Competition* and the *Sample* collection process related to such *Competition*.

[Comment: An International Federation or ruling body for an Event may establish an "In-Competition" period that is different than the Event Period.]

Independent Observer Program: A team of observers, under the supervision of WADA, who observe and provide guidance on the Doping Control process at certain Events and report on their observations.

Individual Sport: Any sport that is not a TeamSport.

Ineligibility: See *Consequences of Anti-Doping Rule Violations* above.

International Event: An Event or Competition where the International Olympic Committee, the International Paralympic Committee, an International Federation, a Major Event Organization, or another International sport organization is the ruling body for the Event or appoints the technical officials for the Event.

International-Level Driver: Athletes who compete in sport at the International level, as defined by each International Federation, consistent with the International Standard for Testing and Investigations. For the sport of UIM International-Level Athletes are defined as set out in the Scope section of the Introduction to these Anti-Doping Rules.

[Comment: Consistent with the International Standard for Testing and Investigations, the International Federation is free to determine the criteria it will Use to classify Drivers as International-Level Drivers, e.g., by ranking, by participation in particular International Events, by type of license, etc. However, it must publish those criteria in clear and concise form, so that Drivers are able to ascertain quickly and easily when they will become classified as International-Level Drivers. For example, if the criteria include participation in certain International Events, then the International Federation must publish a list of those International Events.]

International Standard: A standard adopted by WADA in support of the Code. Compliance with an International Standard (as opposed to another alternative standard, practice or procedure) shall be sufficient to conclude that the procedures addressed by the International Standard were performed properly. International Standards shall include any Technical Documents issued pursuant to the International Standard.

Major Event Organizations: The continental associations of National Olympic Committees and other International multi-sport organizations that function as the ruling body for any continental, regional or other International Event.

Marker: A compound, group of compounds or biological variable(s) that indicates the Use of a Prohibited Substance or Prohibited Method.

Metabolite: Any substance produced by a biotransformation process.

Minor: A natural Person who has not reached the age of eighteen years.

Natural Anti-Doping Organization: The entity(ies) designated by each country as possessing the primary authority and responsibility to adopt and implement anti-doping rules, direct the collection of Samples, the management of test results, and the conduct of hearings at the national level. If this designation has not been made by the competent public authority(ies), the entity shall be the country's National Olympic Committee or its designee.

National Event: A sport Event or Competition involving International- or National-Level Drivers that is not an International Event.

National Association: A national or regional entity which is a member of or is recognized by UIM as the entity governing UIM's sport in that nation or region.

National-Level Driver: Drivers who compete in sport at the national level, as defined by each National Anti-Doping

Organization, consistent with the International Standard for Testing and Investigations.

National Olympic Committee: The organization recognized by the International Olympic Committee. The term National Olympic Committee shall also include the National Sport Confederation in those countries where the National Sport Confederation assumes typical National Olympic Committee responsibilities in the anti-doping area.

No Fault or Negligence: The Driver or other Person's establishing that he or she did not know or suspect, and could not reasonably have known or suspected even with the exercise of utmost caution, that he or she had Used or been administered the Prohibited Substance or Prohibited Method or otherwise violated an anti-doping rule. Except in the case of a Minor, for any violation of Article 2.1, the Driver must also establish how the Prohibited Substance entered his or her system.

No Significant Fault or Negligence: The Driver or other Person's establishing that his or her Fault or negligence, when viewed in the totality of the circumstances and taking into account the criteria for No Fault or negligence, was not significant in relationship to the anti-doping rule violation. Except in the case of a *Minor*, for any violation of Article 2.1, the *Driver* must also establish how the *Prohibited Substance* entered his or her system.

[Comment: For Cannabinoids, a Driver may establish No Significant Fault or Negligence by clearly demonstrating that the context of the Use was unrelated to sport performance.]

Out-of-Competition: Any period which is not *In-Competition*.

Participant: Any Driver or Driver Support Person.

Person: A natural *Person* or an organization or other entity.

Possession: The actual, physical *Possession*, or the constructive *Possession* (which shall be found only if the *Person* has exclusive control or intends to exercise control over the *Prohibited Substance* or *Prohibited Method* or the premises in which a *Prohibited Substance* or *Prohibited Method* exists); provided, however, that if the *Person* does not have exclusive control over the *Prohibited Substance* or *Prohibited Method* or the premises in which a *Prohibited Substance* or *Prohibited Method* exists, constructive *Possession* shall only be found if the *Person* knew about the presence of the *Prohibited Substance* or *Prohibited Method* and intended to exercise control over it. Provided, however, there shall be no anti-doping rule violation based solely on *Possession* if, prior to receiving notification of any kind that the *Person* has committed an anti-doping rule violation, the *Person* has taken concrete action demonstrating that the *Person* never intended to have *Possession* and has renounced *Possession* by explicitly declaring it to an *Anti-Doping Organization*. Notwithstanding anything to the contrary in this definition, the purchase (including by any electronic or other means) of a *Prohibited Substance* or *Prohibited Method* constitutes *Possession* by the *Person* who makes the purchase.

[Comment: Under this definition, steroids found in a Driver's car would constitute a violation unless the Driver establishes that someone else used the car; in that Event, the Anti-Doping Organization must establish that, even though the Driver did not have exclusive control over the car, the Driver knew about the steroids and intended to have control over the steroids. Similarly, in the example of steroids found in a home medicine cabinet under the joint control of a Driver and spouse, the Anti-Doping Organization must establish that the Driver knew the steroids were in the cabinet and that the Driver intended to exercise control over the steroids. The act of purchasing a Prohibited Substance alone constitutes Possession, even where, for example, the product does not arrive, is received by someone else, or is sent to a third party address.]

Prohibited List: The List identifying the *Prohibited Substances* and *Prohibited Methods*.

Prohibited Method: Any method so described on the *Prohibited List*.

Prohibited Substance: Any substance, or class of substances, so described on the *Prohibited List*.

Provisional Hearing: For purposes of Article 7.9, an expedited abbreviated hearing occurring prior to a hearing under Article 8 that provides the *Driver* with notice and an opportunity to be heard in either written or oral form.

[Comment: A Provisional Hearing is only a preliminary proceeding which may not involve a full review of the facts of the case. Following a Provisional Hearing, the Driver remains entitled to a subsequent full hearing on the merits of the case. By contrast, an "expedited hearing," as that term is used in Article 7.9, is a full hearing on the merits conducted on an expedited time schedule.]

Provisional Suspension: See *Consequences of Anti-Doping Rule Violations* above.

Publicly Disclose or Publicly report: See *Consequences of Anti-Doping Rule Violations* above.

Regional Anti-Doping Organization: A regional entity designated by member countries to coordinate and manage delegated areas of their national anti-doping programs, which may include the adoption and implementation of anti-doping rules, the planning and collection of *Samples*, the management of results, the review of *TUEs*, the conduct of hearings, and the conduct of educational programs at a regional level.

Registered Testing Pool: The pool of highest-priority *Drivers* established separately at the International level by International *Federations* and at the national level by *National Anti-Doping Organizations*, who are subject to focused *In-Competition* and *Out-of-Competition Testing* as part of that International *Federation's* or *National Anti-Doping Organization's* test distribution plan and therefore are required to provide whereabouts information as provided in Article 5.6 of the *Code* and the *International Standard for Testing and Investigations*.

Sample or Specimen: Any biological material collected for the purposes of *Doping Control*.

[*Comment: It has sometimes been claimed that the collection of blood Samples violates the tenets of certain religious or cultural groups. It has been determined that there is no basis for any such claim.*]

Signatories: Those entities signing the *Code* and agreeing to comply with the *Code*, as provided in Article 23 of the *Code*.

Specified Substance: See Article 4.2.2.

Strict Liability: The rule which provides that under Article 2.1 and Article 2.2, it is not necessary that intent, *Fault*, negligence, or knowing *Use* on the *Driver's* part be demonstrated by the *Anti-Doping Organization* in order to establish an anti-doping rule violation.

Substantial Assistance: For purposes of Article 10.6.1, a *Person* providing *Substantial Assistance* must: (1) fully disclose in a signed written statement all information he or she possesses in relation to anti-doping rule violations, and (2) fully cooperate with the investigation and adjudication of any case related to that information, including, for example, presenting testimony at a hearing if requested to do so by an *Anti-Doping Organization* or hearing panel. Further, the information provided must be credible and must comprise an important part of any case which is initiated or, if no case is initiated, must have provided a sufficient basis on which a case could have been brought.

Tampering: Altering for an improper purpose or in an improper way; bringing improper influence to bear; interfering improperly; obstructing, misleading or engaging in any fraudulent conduct to alter results or prevent normal procedures from occurring.

Target Testing: Selection of specific *Drivers* for *Testing* based on criteria set forth in the *International Standard for Testing and Investigations*.

Team Sport: A sport in which the substitution of players is permitted during a *Competition*.

Testing: The parts of the *Doping Control* process involving test distribution planning, *Sample* collection, *Sample* handling, and *Sample* transport to the laboratory.

Trafficking: Selling, giving, transporting, sending, delivering or distributing (or Possessing for any such purpose) a *Prohibited Substance* or *Prohibited Method* (either physically or by any electronic or other means) by an *Driver*, *Driver Support Person* or any other *Person* subject to the jurisdiction of an *Anti-Doping Organization* to any third party; provided, however, this definition shall not include the actions of "bona fide" medical personnel involving a *Prohibited Substance* used for genuine and legal therapeutic purposes or other acceptable justification, and shall not include actions involving *Prohibited Substances* which are not prohibited in *Out-of-Competition Testing* unless the circumstances as a whole demonstrate such *Prohibited Substances* are not intended for genuine and legal therapeutic purposes or are intended to enhance sport performance.

TUE: Therapeutic Use Exemption, as described in Article 4.4.

UNESCO Convention: The International Convention against Doping in Sport adopted by the 33rd session of the UNESCO General Conference on 19 October, 2005 including any and all amendments adopted by the States Parties to the Convention and the Conference of Parties to the International Convention against Doping in Sport.

Use: The utilization, application, ingestion, injection or consumption by any means whatsoever of any Prohibited Substance or *Prohibited Method*.

WADA: The World Anti-Doping Agency.

[Comment: Defined terms shall include their plural and possessive forms, as well as those terms used as other parts of speech].

APPENDIX 2 EXAMPLES OF THE APPLICATION OF ARTICLE 10

EXAMPLE 1.

Facts: An *Adverse Analytical Finding* results from the presence of an anabolic steroid in an *In-Competition* test (Article 2.1); the *Driver* promptly admits the anti-doping rule violation; the *Driver* establishes *No Significant Fault or Negligence*; and the *Driver* provides *Substantial Assistance*.

Applications of Consequences:

1. The starting point would be Article 10.2. Because the *Driver* is deemed to have *No Significant Fault* that would be sufficient corroborating evidence (Articles 10.2.1.1 and 10.2.3) that the anti-doping rule violation was not intentional, the period of *Ineligibility* would thus be two years, not four years (Article 10.2.2).
2. In a second step, the panel would analyze whether the *Fault*-related reductions (Articles 10.4 and 10.5) apply. Based on *No Significant Fault or Negligence* (Article 10.5.2) since the anabolic steroid is not a *Specified Substance*, the applicable range of sanctions would be reduced to a range of two years to one year (minimum one-half of the two year sanction). The panel would then determine the applicable period of *Ineligibility* within this range based on the *Driver's* degree of *Fault*. (Assume for purposes of illustration in this example that the panel would otherwise impose a period of *Ineligibility* of 16 months.)
3. In a third step, the panel would assess the possibility for suspension or reduction under Article 10.6 (reductions not related to *Fault*). In this case, only Article 10.6.1 (*Substantial Assistance*) applies. (Article 10.6.3, Prompt Admission, is not applicable because the period of *Ineligibility* is already below the two-year minimum set forth in Article 10.6.3.) Based on *Substantial Assistance*, the period of *Ineligibility* could be suspended by three-quarters of 16 months.* The minimum period of *Ineligibility* would thus be four months. (Assume for purposes of illustration in this example that the panel suspends ten months and the period of *Ineligibility* would thus be six months.)
4. Under Article 10.11, the period of *Ineligibility*, in principle, starts on the date of the final hearing decision. However, because the *Driver* promptly admitted the anti-doping rule violation, the period of *Ineligibility* could start as early as the date of *Sample* collection, but in any *Event* the *Driver* would have to serve at least one-half of the *Ineligibility* period (i.e., three months) after the date of the hearing decision (Article 10.11.2).
5. Since the *Adverse Analytical Finding* was committed in a *Competition*, the panel would have to automatically Disqualify the result obtained in that *Competition* (Article 9).
6. According to Article 10.8, all results obtained by the *Driver* subsequent to the date of the *Sample* collection until the start of the period of *Ineligibility* would also be Disqualified unless fairness requires otherwise.
7. The information referred to in Article 14.3.2 must be Publicly Disclosed, unless the *Driver* is a *Minor*, since this is a mandatory part of each sanction (Article 10.13).
8. The *Driver* is not allowed to participate in any capacity in a *Competition* or other sport-related activity under the authority of any Signatory or its affiliates during the *Driver's* period of *Ineligibility* (Article 10.12.1). However, the *Driver* may return to train with a team or to *Use* the facilities of a club or other member organization of a Signatory or its affiliates during the shorter of: (a) the last two months of the *Driver's* period of *Ineligibility*, or (b) the last one-quarter of the period of *Ineligibility* imposed (Article 10.12.2). Thus, the *Driver* would be allowed to return to training one and one-half months before the end of the period of *Ineligibility*.

EXAMPLE 2.

Facts: An *Adverse Analytical Finding* results from the presence of a stimulant which is a *Specified Substance* in an *In-Competition* test (Article 2.1); the *Anti-Doping Organization* is able to establish that the *Driver* committed the anti-doping rule violation intentionally; the *Driver* is not able to establish that the *Prohibited Substance* was *Used Out-of-Competition* in a context unrelated to sport performance; the *Driver* does not promptly admit the anti-doping rule violation as alleged; the *Driver* does provide *Substantial Assistance*.

Applications of Consequences:

1. The starting point would be Article 10.2. Because the *Anti-Doping Organization* can establish that the anti-doping rule violation was committed intentionally and the *Driver* is unable to establish that the substance was permitted *Out-of-Competition* and the *Use* was unrelated to the *Driver's* sport performance (Article 10.2.3), the period of *Ineligibility* would be four years (Article 10.2.1.2).

2. Because the violation was intentional, there is no room for a reduction based on *Fault* (no application of Articles 10.4 and 10.5). Based on *Substantial Assistance*, the sanction could be suspended by up to three-quarters of the four years.* The minimum period of *Ineligibility* would thus be one year.
3. Under Article 10.11, the period of *Ineligibility* would start on the date of the final hearing decision.
4. Since the *Adverse Analytical Finding* was committed in a *Competition*, the panel would automatically Disqualify the result obtained in the *Competition*.
5. According to Article 10.8, all results obtained by the *Driver* subsequent to the date of *Sample* collection until the start of the period of *Ineligibility* would also be Disqualified unless fairness requires otherwise.
6. The information referred to in Article 14.3.2 must be Publicly Disclosed, unless the *Driver* is a *Minor*, since this is a mandatory part of each sanction (Article 10.13).
7. The *Driver* is not allowed to participate in any capacity in a *Competition* or other sport-related activity under the authority of any Signatory or its affiliates during the *Driver's* period of *Ineligibility* (Article 10.12.1). However, the *Driver* may return to train with a team or to Use the facilities of a club or other member organization of a Signatory or its affiliates during the shorter of: (a) the last two months of the *Driver's* period of *Ineligibility*, or (b) the last one-quarter of the period of *Ineligibility* imposed (Article 10.12.2). Thus, the *Driver* would be allowed to return to training two months before the end of the period of *Ineligibility*.

EXAMPLE 3.

Facts: An *Adverse Analytical Finding* results from the presence of an anabolic steroid in an *Out-of-Competition* test (Article 2.1); the *Driver* establishes *No Significant Fault or Negligence*; the *Driver* also establishes that the *Adverse Analytical Finding* was caused by a *Contaminated Product*.

Applications of Consequences:

1. The starting point would be Article 10.2. Because the *Driver* can establish through corroborating evidence that he did not commit the anti-doping rule violation intentionally, i.e., he had *No Significant Fault* in Using a *Contaminated Product* (Articles 10.2.1.1 and 10.2.3), the period of *Ineligibility* would be two years (Articles 10.2.2).
2. In a second step, the panel would analyze the *Fault*-related possibilities for reductions (Articles 10.4 and 10.5). Since the *Driver* can establish that the anti-doping rule violation was caused by a *Contaminated Product* and that he acted with *No Significant Fault or Negligence* based on Article 10.5.1.2, the applicable range for the period of *Ineligibility* would be reduced to a range of two years to a reprimand. The panel would determine the period of *Ineligibility* within this range, based on the *Driver's* degree of *Fault*. (Assume for purposes of illustration in this example that the panel would otherwise impose a period of *Ineligibility* of four months.)
3. According to Article 10.8, all results obtained by the *Driver* subsequent to the date of *Sample* collection until the start of the period of *Ineligibility* would be Disqualified unless fairness requires otherwise.
4. The information referred to in Article 14.3.2 must be Publicly Disclosed, unless the *Driver* is a *Minor*, since this is a mandatory part of each sanction (Article 10.13).
5. The *Driver* is not allowed to participate in any capacity in a *Competition* or other sport-related activity under the authority of any Signatory or its affiliates during the *Driver's* period of *Ineligibility* (Article 10.12.1). However, the *Driver* may return to train with a team or to Use the facilities of a club or other member organization of a Signatory or its affiliates during the shorter of: (a) the last two months of the *Driver's* period of *Ineligibility*, or (b) the last one-quarter of the period of *Ineligibility* imposed (Article 10.12.2). Thus, the *Driver* would be allowed to return to training one month before the end of the period of *Ineligibility*.

EXAMPLE 4.

Facts: A *Driver* who has never had an *Adverse Analytical Finding* or been confronted with an anti-doping rule violation spontaneously admits that she *Used* an anabolic steroid to enhance her performance. The *Driver* also provides *Substantial Assistance*.

Applications of Consequences:

1. Since the violation was intentional, Article 10.2.1 would be applicable and the basic period of *Ineligibility* imposed would be four years.

2. There is no room for *Fault*-related reductions of the period of *Ineligibility* (no application of Articles 10.4 and 10.5).
3. Based on the *Driver's* spontaneous admission (Article 10.6.2) alone, the period of *Ineligibility* could be reduced by up to one-half of the four years. Based on the *Driver's Substantial Assistance* (Article 10.6.1) alone, the period of *Ineligibility* could be suspended up to three-quarters of the four years.* Under Article 10.6.4, in considering the spontaneous admission and *Substantial Assistance* together, the most the sanction could be reduced or suspended would be up to three-quarters of the four years. The minimum period of *Ineligibility* would be one year.
4. The period of *Ineligibility*, in principle, starts on the day of the final hearing decision (Article 10.11). If the spontaneous admission is factored into the reduction of the period of *Ineligibility*, an early start of the period of *Ineligibility* under Article 10.11.2 would not be permitted. The provision seeks to prevent a *Driver* from benefitting twice from the same set of circumstances. However, if the period of *Ineligibility* was suspended solely on the basis of *Substantial Assistance*, Article 10.11.2 may still be applied, and the period of *Ineligibility* started as early as the *Driver's* last *Use* of the anabolic steroid.
5. According to Article 10.8, all results obtained by the *Driver* subsequent to the date of the anti-doping rule violation until the start of the period of *Ineligibility* would be Disqualified unless fairness requires otherwise.
6. The information referred to in Article 14.3.2 must be Publicly Disclosed, unless the *Driver* is a *Minor*, since this is a mandatory part of each sanction (Article 10.13).
7. The *Driver* is not allowed to participate in any capacity in a *Competition* or other sport-related activity under the authority of any Signatory or its affiliates during the *Driver's* period of *Ineligibility* (Article 10.12.1). However, the *Driver* may return to train with a team or to *Use* the facilities of a club or other member organization of a Signatory or its affiliates during the shorter of: (a) the last two months of the *Driver's* period of *Ineligibility*, or (b) the last one-quarter of the period of *Ineligibility* imposed (Article 10.12.2). Thus, the *Driver* would be allowed to return to training two months before the end of the period of *Ineligibility*.

EXAMPLE 5.

Facts:

A *Driver Support Person* helps to circumvent a period of *Ineligibility* imposed on an *Driver* by entering him into a *Competition* under a false name. The *Driver Support Person* comes forward with this anti-doping rule violation (Article 2.9) spontaneously before being notified of an anti-doping rule violation by an *Anti-Doping Organization*.

Applications of Consequences:

1. According to Article 10.3.4, the period of *Ineligibility* would be from two up to four years, depending on the seriousness of the violation. (Assume for purposes of illustration in this example that the panel would otherwise impose a period of *Ineligibility* of three years.)
2. There is no room for *Fault*-related reductions since intent is an element of the anti-doping rule violation in Article 2.9 (see comment to Article 10.5.2).
3. According to Article 10.6.2, provided that the admission is the only reliable evidence, the period of *Ineligibility* may be reduced down to one-half. (Assume for purposes of illustration in this example that the panel would impose a period of *Ineligibility* of 18 months.)
4. The information referred to in Article 14.3.2 must be Publicly Disclosed unless the *Driver Support Person* is a *Minor*, since this is a mandatory part of each sanction (Article 10.13).

EXAMPLE 6.

Facts: An *Driver* was sanctioned for a first anti-doping rule violation with a period of *Ineligibility* of 14 months, of which four months were suspended because of *Substantial Assistance*. Now, the *Driver* commits a second anti-doping rule violation resulting from the presence of a stimulant which is not a *Specified Substance* in an *In-Competition* test (Article 2.1); the *Driver* establishes *No Significant Fault or Negligence*; and the *Driver* provided *Substantial Assistance*. If this were a first violation, the panel would sanction the *Driver* with a period of *Ineligibility* of 16 months and suspend six months for *Substantial Assistance*.

Applications of Consequences:

1. Article 10.7 is applicable to the second anti-doping rule violation because Article 10.7.4.1 and Article 10.7.5 apply.

2. Under Article 10.7.1, the period of *Ineligibility* would be the greater of:
 - a) six months;
 - b) one-half of the period of *Ineligibility* imposed for the first anti-doping rule violation without taking into account any reduction under Article 10.6 (in this example, that would equal one-half of 14 months, which is seven months); or
 - c) twice the period of *Ineligibility* otherwise applicable to the second anti-doping rule violation treated as if it were a first violation, without taking into account any reduction under Article 10.6 (in this example, that would equal two times 16 months, which is 32 months).

Thus, the period of *Ineligibility* for the second violation would be the greater of (a), (b) and (c), which is a period of *Ineligibility* of 32 months.

- 3 In a next step, the panel would assess the possibility for suspension or reduction under Article 10.6 (non-*Fault*-related reductions). In the case of the second violation, only Article 10.6.1 (*Substantial Assistance*) applies. Based on *Substantial Assistance*, the period of *Ineligibility* could be suspended by three-quarters of 32 months.* The minimum period of *Ineligibility* would thus be eight months. (Assume for purposes of illustration in this example that the panel suspends eight months of the period of *Ineligibility* for *Substantial Assistance*, thus reducing the period of *Ineligibility* imposed to two years.)
- 4 Since the *Adverse Analytical Finding* was committed in a *Competition*, the panel would automatically Disqualify the result obtained in the *Competition*.
- 5 According to Article 10.8, all results obtained by the *Driver* subsequent to the date of *Sample* collection until the start of the period of *Ineligibility* would also be Disqualified unless fairness requires otherwise.
- 6 The information referred to in Article 14.3.2 must be Publicly Disclosed, unless the *Driver* is a *Minor*, since this is a mandatory part of each sanction (Article 10.13).
- 7 The *Driver* is not allowed to participate in any capacity in a *Competition* or other sport-related activity under the authority of any Signatory or its affiliates during the *Driver's* period of *Ineligibility* (Article 10.12.1). However, the *Driver* may return to train with a team or to *Use* the facilities of a club or other member organization of a Signatory or its affiliates during the shorter of: (a) the last two months of the *Driver's* period of *Ineligibility*, or (b) the last one-quarter of the period of *Ineligibility* imposed (Article 10.12.2). Thus, the *Driver* would be allowed to return to training two months before the end of the period of *Ineligibility*

* Upon the approval of WADA in exceptional circumstances, the maximum suspension of the period of *Ineligibility* for *Substantial Assistance* may be greater than three-quarters, and reporting and publication may be delayed.

APPENDIX 3 CONSENT FORM

As a member of [*National Federation*]: _____

and/or a *Participant* in an *Event* authorized or recognized by [*National Federation* or UIM] authorized or recognized *Event*, I hereby declare as follows:

1. I acknowledge that I am bound by, and confirm that I shall comply with, all of the provisions of the UIM Anti-Doping Rules (as amended from time to time), the World Anti-Doping *Code* (the "*Code*") and the *International Standards* issued by the World Anti-Doping Agency, as amended from time to time, and published on *WADA's* website.
2. I consent and agree to the creation of my profile in the *WADA Doping Control* Clearing House ("*ADAMS*"), as requested under the *Code* to which UIM is a Signatory, and/or any other authorized *National Anti-Doping Organization's* similar system for the sharing of information, and to the entry on my *Doping Control*, *Whereabouts* and *Therapeutic Use Exemptions* related data in such systems.
3. I acknowledge the authority of UIM [and its member *National Federations* and/or *National Anti-Doping Organizations*] under the UIM Anti-Doping Rules to enforce, to manage results under, and to impose sanctions in accordance with the UIM Anti-Doping Rules.
4. I acknowledge and agree that any dispute arising out of a decision made pursuant to the UIM Anti-Doping Rules, after exhaustion of the process expressly provided for in the UIM Anti-Doping Rules, may be appealed exclusively as provided in Article [13] of the UIM Anti-Doping Rules to an appellate body for final and binding arbitration, which in the case of *International-Level* Athletes is the Court of Arbitration for Sport (CAS).
5. I acknowledge and agree that the decisions of the arbitral appellate body referenced above shall be final and enforceable, and that I will not bring any claim, arbitration, lawsuit or litigation in any other court or tribunal.

I have read and understand the present declaration.

Date

Print Name (Last Name, First Name)

Date of Birth
(Day/Month/Year)

Signature (or, if a *Minor*, signature of
legal guardian)



ENVIRONMENTAL CODE

2020



The UIM Environmental Code
has been acknowledged by RINA and allowed the UIM to be nominated
“2011 GREEN ASSOCIATION”

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1.GENERAL PRINCIPLES

DEFINITION

1.1

Powerboat activities fall into three main categories: *Competition*, recreation and transport. This *Code* includes competitive activities for members running the UIM racing classes included the UIM rulebooks for offshore, circuit, pleasure navigation and aqua bike. The *Code* is a working document until fully adopted by the UIM General Assembly.

1.2

Competitive powerboat racing events are a major constituent of the International and national sporting calendars, attracting an increasing audience and producing significant economic effects. It is a sport which, like most other sports, and human activities in general, creates an impact on the environment.

1.3

Power boating activities in general, as a means of transport or for recreation, continues to increase, and therefore must also be looked at from an environmental point of view. The UIM will do its best to transfer best practices from competitive power boating to these other areas.

1.4

The UIM considers it to be of major importance to develop a coherent environmental policy, taking into account the legislative and regulatory requirements of each country.

1.5

The UIM will seek to establish at all times the highest environmental standards during the organization of powerboat events at all levels and will promote environmental consciousness among all powerboat racers. The UIM will do so in close co-operation with the *National* Authorities and all involved stakeholders.

1.6

The UIM environment policy, as defined in this *Code*, is based on mutual respect of the needs of the environment and of reasonable practices of powerboat sports and powerboat driving in general.

1.7

The UIM seeks close co-operation with International authorities and organizations in order to ensure that there are sufficient facilities for powerboat activities in environmentally acceptable conditions and encourages its member nations to do so at national, regional and local level.

1.8

All national federations affiliated to the UIM shall do their best efforts in order to give proper prominence to environmental matters and to the principles of the UIM Environmental *Code*.

1.9

According to the above general principles, this *Code* prescribes regulations and recommendations to improve the relationship between Power boating competitions and the environment.

These regulations and recommendations refer in particular to:

- a) Climate emissions in cooperation with guidelines given from the UNEP and minimize to reach zero emissions in the future.
- b) Noise, fuel and protection of the water
- c) Behaviour of the spectators, organizers, officers and race participants in order to maintain the highest possible standards worldwide

1.10

The UIM encourage all national authorities to issue guidelines in line with the above and taking into considerations o regional and national legislations.

1.11

The non respect of a requirement of the UIM Environmental *Code* by an organizer or a racer or the *Person* responsible for his racing team is liable to a fine, a *Disqualification* from the *Event* or a suspension. Moreover, the *Participant/Driver*/pilot may be liable for the damages caused by his non-respect of the environmental provisions.

2.UIM ENVIRONMENTAL WORKING GROUP (EWG)

2.1 ROLE AND RESPONSIBILITIES

Role

The Environmental Group role is to advise the UIM on what policy should be adopted in terms of environmental protection, alternative energies and support for sustainable development and, through its members, support the UIM programs and activities in this field.

Responsibilities

- Raise awareness on environment, alternative energies and sustainable development among UIM *National Authorities* and UIM stakeholders
- Disseminate knowledge and ensure know-how transfer in the above areas
- Promote environmental responsibility in the planning and staging of UIM events
- Ensure compliance of UIM affiliated members with the Environmental *Code*
- Promote the creation of an Environmental Working Group within *National Federations*
- Organize environmental seminars and establish a high profile network of correspondents
- Prepare an annual environmental report
- Presentation of the EWG work and findings at the UIM Council and General Assembly
- Advice the national environmental working groups on how to tackle environmental issues
- Liaise with external institutions such as public authorities, environmental organizations and other sporting bodies

3.ENVIRONMENTAL STEWARD

3.1 ROLE AND RESPONSIBILITIES

Role

At the UIM titled events there should be an official called the Environmental Steward who shall deal only with environmental aspects and who must have successfully completed a seminar organized by the UIM Environmental Working Group (hereafter EWG).

Responsibilities

- Ensure that the UIM Environmental *Code* is respected.
- Have access to all information concerning the *Event*, and must be able to give prior, during and after the *Event*, recommendations to the OOD on all aspects of the *Event* which may have potential environmental consequences.
- Draw up in an appropriate manner a report on the basis of a check-list and send it to the UIM Secretariat. A copy should also be handed to the OOD and the UIM Environmental Delegate if present at the *Event*. In case of a first non-respect of this point, the Environmental Steward will receive a warning from the UIM or its national federation. In case of a second offence, the UIM may pronounce against the Environmental Steward a suspension of up to 12 months.
- Instruct officials during national seminars for the various disciplines, as well as for racers and organizers.
- In case of non-respect or violation of the provisions mentioned in the present *Code*, he must immediately first inform the OOD.

4.UIM ENVIRONMENTAL DELEGATE

4.1 ROLE AND RESPONSIBILITIES

Role

The UIM Environmental Delegate is a member of and is nominated by the EWG. There is a need to find the premises for the Environmental Delegate to be able to operate. The UIM Commissioner will handle the environmental observations on title championships and include the observations in their report.

Responsibilities

- Observe and verify the application of the Environmental *Code*.
- Inform the OOD of any violation of the Environmental *Code* in order to pronounce sanctions relative to the infraction.
- Identify areas of "good practice" and make recommendations or proposals of modifications of the Environmental *Code*.
- Perform inspections of the racecourse and its facilities at any time before, during or after the *Event*.
- Prepare a report summing up all important aspects of the *Event* that relate to the environment.
- Any serious failure of the Environmental Steward towards the obligations and due diligence mentioned in article 2 of the present *Code* noticed by the UIM Environmental Delegate will be examined and, in case of need, sanctioned by the EWG with withdrawal of the Environmental Steward's license for a period of up to 12 months.

An educational program is mandatory for the UIM environmental delegates.

5.NOISE

5.1 INTRODUCTION

Concerns regarding noise at powerboat events are not limited to the machines themselves. In addition to the expected engine noise, organizers and environmental stewards must be aware of the magnitude of sound from public address systems, crowds and other sources associated with an *Event*. Minimizing excessive noise associated with powerboat activity and taking public reaction to noise in consideration is the responsibility of all concerned: *Drivers*, clubs, organizers and officials.

5.2 NOISE OF POWERBOATS

Sound is a measurable phenomenon created when a source, such as a powerboat engine, causes the air to vibrate. In contrast, noise is an individual interpretation of the impact of that sound. A sound enjoyed by one may be annoying or even harmful to another. Powerboats with high sound levels are almost always considered noisy. The Environmental Steward must understand the difference between the two and how sound is quantified. The decibel (dB) is the unit used to express sound pressure levels and they are measured on several scales. Powerboat sound is tested on the "A" weighted scale and is expressed as dB (A). Sound pressure levels increase at a logarithmic rate (very quickly) while the human ear interprets that increase more slowly. As a consequence, each time the number of identical sound sources is doubled (as with many powerboats at the starting line), the sound pressure level measurement is increased by only 3 dB(A). Sound levels decrease as the distance from the source increases. A doubling of the distance from the source to the ear causes a loss of 6 dB (A). Temperature, geography, elevation, humidity and the frequency of the sound waves also contribute to the rate of energy loss. Such things as foliage, uneven ground and sea and large obstacles, such as walls, cars or embankments will reflect sound and affect sound levels in the immediate area.

The UIM recommends:

- a) To avoid all unnecessary running of engines.
- b) To reduce as much as possible the sound levels in all disciplines and ensure that all applicable regulations are strictly respected.
- c) The UIM shall always promote research on the question of sound level in relation to powerboat sports.
- d) The UIM will aim to set regulations stipulating the maximum permitted noise levels for each class. Noise levels should be set for the different classes in cooperation with the different commissions. When the limit has been set the regulations shall be monitored and sanctioned strictly.

5.3 SOUND LEVEL MEASUREMENTS

Environmental Stewards and *Event* organizers should be familiar with local ordinances governing both *Event* and powerboat sound levels. For details of specific sound levels for each discipline refer to the relevant rules. The UIM noise control method and sound levels are also recommended for national or club events.

5.4 PUBLIC ADDRESS SYSTEM

- a) Separate public-address systems for *Drivers'* paddock and the public areas/enclosures are preferable and should never produce a higher sound than the hearing damage threshold level 83 dB(A) when measured in a public area and should also not exceed 3 dB(A) above the background and sea sound levels when measured at the nearest dwelling house.
- b) Position of loud-speakers: slanted towards the ground and directed towards the centre of the course.
- c) Maintain sound level as low as possible. The whole system must be ready and tested 30 minutes before the start of the practice. The sound system often causes more annoyance outside the track area than the actual event. Make arrangements with the people in charge of the sound system to reduce the sound volume between races/practice sessions.

6.FUEL

It is recommended that regular unleaded fuel, available at the service stations, or other cleaner fuels provided by the organizers, without additives, except oil for two stroke engines, is used.

The use of alternative energies such as bio fuels, hydrogen or electricity, as long as they are not more noxious for the environment, must be encouraged for all disciplines in conformity with the relevant technical regulations. For the purposes of protecting the environment, provisions regarding fuel storage mentioned in the relevant rules must be respected.

Transition implementation – When a Class has more than 50% of the entries using EPA engines at a World Championship then the non EPA engines are phased out.

For details, refer to the technical rules of the various sporting disciplines.

7.PROTECTION OF GROUND AND WATER

- a) Measures must be taken to prevent leaks of fuel, oil, cleaning, degreasing, cooling and brake fluids, etc. into the ground and water or vapour into the air.
- b) Containers/facilities to recover rubbish, oils, chemicals, detergents, etc. must be provided.
- c) The Use of an environmental mat, (or other effective device) protecting the ground and water, is compulsory to be used where servicing of machines is permitted by the organizer, amongst others in the paddock and repair areas. Any infraction of this rule will be reported to the OOD who will fine the Driver/pilot responsible a maximum of USD 1000 or any other amount mentioned in the regulation or appendix of the discipline.
- d) Provision must be made for the treatment of spillage and the disposal of contaminated material by the organizers.
- e) It is strictly forbidden to empty onto the ground and water waste fluids from vehicles or boats located in the Drivers' paddock and the campsite. Waste water may only be disposed of at the circuit a proper facility to this effect. Any infraction to this rule will be reported to the OOD who will fine the Driver/pilot responsible a maximum of USD 500. Other sanctions may be pronounced by the OOD or the UIM Commissioner.
- f) Do not leave on the spot sustainable evidence of any Event, club or boating activity.

7.1 ENVIRONMENTAL MAT

The Environmental Mat is compulsory for all disciplines. It must be composed of an absorbent part and an impermeable part. Its Use will be compulsory everywhere where work on powerboats is allowed by the organizers.

8.CLEANING OF POWERBOATS

- a) Cleaning of engine and motor parts, where permitted by the regulations, must only be carried out at places with cleaning facilities.
- b) Only certified non toxic solvent, without the addition of chemical products (for example detergent), is permitted when cleaning the boats.
- c) The cleaning area must be built with a non-porous surface and a proper drain with an oil-divider to prevent pollution of the ground and water. Any infraction of this rule will be reported to the Officer of the Day (OOD) who will fine the Driver/pilot responsible a maximum of USD 500. – or any other amount mentioned in the regulation or appendix of the discipline.

9.ACTION TO BE TAKEN BY DRIVERS / PARTICIPANTS

- a) Each Driver is responsible for the waste generated by his team during the event.
- b) Where organizers provide the necessary containers for waste they must be used as directed.
- c) Waste must be retained by the team until the approved facilities provided by organizers can be used.

- d) Where refuelling or servicing of a powerboat is being undertaken at events, Driver/participants must provide and Use an environment mat to protect the ground and water. This environmental mat must also be compulsory when an electrical generator or any other device with a thermal engine is used by the driver/pilot or the team. These mats must be removed by the driver/pilots/competitors after Use.
- e) Any infringement by the Participant or Driver/pilot (who is responsible for his team) of the UIM regulations can result in a fine, Disqualification from the event or suspension, and may also result in the participant or driver/pilot being liable for any costs of rectification.

10.REQUIREMENTS TO ENCOURAGE ENVIRONMENTAL BEHAVIOUR BY THE SPECTATORS

Visitors to a powerboat circuit, track, event or gathering can play an important role in keeping the environment clean and undamaged. Here are some suggestions:

- a) In co-operation with the local authorities, select the routes to and from circuits, tracks, etc., which will cause as little annoyance as possible for the surrounding areas.
- b) Provide clear signs to circuits, tracks and venues.
- c) Avoid parking on vulnerable places (verges, green lanes).
- d) Avoid parking in long grass.
- e) Promote the Use of public transportation in publications and promotional releases i.e. web or other forums.
- f) Avoid too high concentrations of people in order to preserve vulnerable places i.e. wildlife and bird reservation.
- g) Provide sufficient sanitary facilities and safe cleaning and deposit systems.
- h) Inform the spectators about responsible behaviour on the site.
- i) Specify in contracts with catering firms a requirement to sell drinks and food packaged in recyclable, reusable or biodegradable material, and to provide and maintain sufficient waste containers. Promote cooperation with caterers that have high standards on ethical and ecological food.
- j) Manage the events in such a way that only footsteps remain on the soil.

11.ACTION TO BE TAKEN BY INTERNATIONAL ORGANIZERS

Promote environmental behaviour among all Persons involved within the organization and promote environmentally friendly work within the secretariat and the Administration to save paper and energy.

Venues creating participants more than 50 and/or spectators more 20 000, shall make a more comprehensive written environmental plan including the following points:

- 1. Use of resources (energy, chemicals and materials)
- 2. Impact on environment and climate emissions
- 3. Carbon offsetting all activities related to events from
- 4. Recycling and reduction of waste
- 5. Travelling and accommodation for spectators and guests
- 6. Birds, animals and wildlife
- 7. Visual environment

Any organizer of an event under the authority of the UIM is subject to its regulation and jurisdiction. Any clearly established infraction or inobservance of the prescriptions and obligations for the organizers are subject to the penalties laid down in the present Environmental Code or in other UIM disciplinary procedures.

Infringement of Article 11 will be reported to the UIM ExCO who can fine the organizer a minimum of USD 1000 or any other amount mentioned in the regulation or appendix of the specific discipline.

11.1 ENVIRONMENTAL PROVISIONS

Make arrangements to prevent pollution of the ground and water in the Drivers' dry/wet pits and surrounding areas. Look after the protection of verges along the access roads, parking, and fencing off (tape) vulnerable areas. The facilities for practice, racing, gatherings and the surroundings must be protected as much as possible from pollution and annoyance. Having regard to the expected number of spectators, provide and maintain sufficient and clean sanitation, with proper provisions for waste and water.

Measures must also be taken to prevent:

- a) Leakage of fuel, oil, cleaning, degreasing, cooling and brake fluids, etc. into the ground and water or vapour into the air.
- b) Waste from participants, their teams, spectators and selling points not being collected in waste-bins or containers and being left on the ground and water at the site.
- c) Sanitary facilities being connected improperly to the sewerage.
- d) Waste collected and removed in an illegal way.
- e) UIM sound levels for powerboats during practice or Event being exceeded.
- f) Inordinate sound levels at tourist gatherings.
- g) The maximum number of events and/or practicing time being exceeded.

11.2 LOGBOOK / CHECK-LIST

It is important for every motor sport Event organizer to maintain a "logbook" in which is written all activities and measures that have been taken, what meetings have taken place and with whom, what permissions have been sought and those that have been granted relative to the Use and maintenance of the facilities for powerboat sport or other event. If permission is only given for Use of the facilities for a certain period of time, the exact time when it is in Use must also be noted. Together with the logbook it is useful to Use a check-list for the management of the facilities, to stimulate an environment friendly behaviour by the spectators and an environment friendly Use of the facilities during events. This check-list must include at least the following points:

- a) An assessment of the environmental impact of the event on the circuit and its surroundings, having regard to the number of competitors and the expected number of spectators.
- b) Cleaning area with high-pressure cleaners for powerboats.
- c) Distribution of waste bags to participants and their teams.
- d) Containers for used oil, cooling fluid or any other liquid.
- e) Containers for spectators' general litter.
- f) Sanitary facilities.
- g) Judicious positioning of loud speakers.
- h) Provision of adequate and appropriate direction signs to the event.
- i) Provision of containers or waste bags in the pits of the mechanics' area and collection of the contents during and after the event.

11.3 PUBLICITY/ADVERTISING

- a) The UIM suggest aggressive Use of the Web and media instead of prints/posters on paper.
- b) Do not attach posters to trees, in country areas and/or protected urban-sites nor in places and areas which are not appropriate.
- c) Place billboards only after having obtained permission from the owner of the property.
- d) Take local and governmental regulations into account when placing billboards.
- e) Do not distribute leaflets/pamphlets under windscreen wipers of cars, on powerboats, nor to spectators (do not allow others to do so during your event).

11.4 DRIVER Paddock / SERVICE AREAS / TIME CONTROL AREAS

- a) Present every participant on arrival with a rubbish bag and instructions.
- b) Provide sufficient containers for the rubbish bags and set recycling stations accessible to the public and participating teams.
- c) Ensure that there are enough containers with fixed funnels to collect used oil.
- d) Provide recognizable containers for oil filters and cleaning rags; collect separately.
- e) Provide and maintain sufficient and clean sanitation, with proper provisions for waste and water, for both men and women.
- f) If cleaning of powerboats is allowed, a special wash area designed to ensure the ground and water is not polluted must be provided in accordance with the rules of the discipline concerned.
- g) The Use of an environmental mat is compulsory when a generator or any other device with a thermal engine is used.

11.5 AFTER THE EVENT

- a) Signposts, billboards and posters must be removed after the event.
- b) Waste left behind on the site and the surroundings must be cleaned up and removed as soon as possible.
- c) Clear away and dispose of any broken branches or shrubs.
- d) Clear away tape, buoys and rope/weights around the track.
- e) Arrange for separate removal of oil-containers, cleaning rags, oil filters and waste-containers.
- f) The infraction or inobservance by the organizer of obligations mentioned in the present Environmental Code are subject to sanctions laid down in this Code and can result in a fine or suspension of approval to organize UIM events. The organizer will also be liable for any costs of rectification.

11.6 GENERAL REGULATIONS FOR THE MANAGEMENT OF VENUES

- a) Keep up the maintenance of the venue and take care that it is kept clean and tidy at all times.
- b) Cordon off sensitive areas.
- c) Appoint a member of the Organizing Board to be in charge of all environmental aspects and maintain the environment logbook.
- d) Ensure proper disposal of waste from sanitary facilities.
- e) Take all necessary care when making changes/adjustments to the site and consult the appropriate authorities.
- f) When locating the starting areas, take acoustic impacts into account.
- g) Never Use building waste, rubble, etc. for the construction of noise barriers, etc.
- h) In case of the Use of materials from outside, have them checked by the appropriate authorities to ensure that they are not polluted.
- i) Following every Event and at regular intervals, make an evaluation of the impact of the Event on the environment; make a report of it in the logbook; and make recommendations to correct any shortcomings and errors

12.RECOMMENDATIONSTOALLSEA/LAKE/RIVER USERS

12.1 INTRODUCTION

We must voluntarily moderate and add a greater degree of responsibility to our natural desire for individual mobility. We should try to achieve results on the basis of freedom of thought and movement, and exploit every opportunity to combine the pleasure of Powerboating more effectively with ecological and economic needs.

12.2 DRIVER CONDUCT

- a) Individual power boaters should develop driving habits to ensure full integration with other types of sea, lake and river users.
- b) Ride safely and avoid aggressive driving.
- c) Save petrol and reduce pollution by avoiding unnecessary idling of engines.
- d) Limit noise pollution
- e) Noise annoyance. Use exhaust system (towards/into water) which minimize noise and keep audio systems at a low level.
- f) Protect wildlife and its natural habitat
- g) Ensure that your used oil, batteries and other recyclable items are properly recycled or collected.
- h) Remember that our seas/lakes/ivers belong to the overall community.

13.UIM ENVIRONMENTAL AWARD

In order to encourage a greater awareness of environmental concerns, the UIM has created an Environmental Award to reward a significant contribution to the protection of the environment. This Award may be given each year according to the following rules:

- a) By "year", the EWG understands that the year taken into consideration to award the prize starts on 1 January and ends on 30 September. The candidatures must arrive at the UIM Secretariat by the 5 October at the latest.
- b) This distinction is granted for rewarding individuals, clubs, organizers, manufacturers or other organizations that have made a significant contribution or done something important to enhance environmental awareness in the field of Power boating
- c) Candidatures for the Environmental Award will be submitted to the UIM by October 5th at the latest. The EWG may also propose a candidate.
- d) The candidatures received will be examined by the UIM Environment Group prior to submitting them to the ExCo. The recipient can be invited to the UIM GA to receive his/her (their) distinction.
- e) These nominations should be submitted, along with a description of the occurrence qualifying for the Award, to the UIM Secretariat within the set deadline

14.UIM TRIANNUAL WORLD CIRCUMNAVIGATION RACE

Every three years the UIM may organize a world circumnavigation race. The race shall be performed on alternative energy and sustainability principles.

15.GREEN LOGO

The UIM have approved this Green Logo



101 - UIM EVENT SANCTIONS AND THE SPORTS CALENDAR

All international powerboating events must be sanctioned by the UIM and by the National Authority. An International Sanction is a written authorization which permits an organizing body to conduct an international event under the rules of the UIM.

Written approval by the UIM of the registration of an international event on the UIM annual calendar, subject to payment of a fee determined annually by the General Assembly, constitutes the granting of an International UIM Sanction for that event.

However, a national authority may accept 3 foreign drivers maximum without having to pay international calendar fees. These drivers will not be scored in the final results

Payment of these fees must be made within three months after the fixing of the International calendar. It is compulsory even if the meeting does not take place.

Permission to organise these meetings is only delivered by the UIM upon payment of these fees. No permission is to be granted to National Authorities in arrears of payment.

International events organised by clubs affiliated to a National Authority and which have not been entered for reserved dates on the Sports Calendar may have to pay a fine up to five times the usual fees.

The registration fee is to be doubled for any meeting requested after the deadline dates set by the rules.

All requests to organise an International championship must be sent to the UIM Secretariat before the time set by the deadline in the rules.

The National Authority where the event starts shall be the main sanctioning body and responsible to the UIM. All National Authorities through whose waters the event passes must also approve the event.

When compiling the Offshore Calendar due attention is to be paid to the confidential reports of the UIM Commissioners before granting the authorisation to organise titled meetings.

The organisers must name the series and classes which may participate and also give the name and address of the organisers and/or the responsible person (s) who are in a position to supply information about the event. They must also name the type of races: titled, championship, etc., the locality, as well as the date of the inscriptions.

Such information must be provided as soon as possible. Fees for multi-class events:

For Championship events held for one class or sub-class, there shall be one inscription fee. For Championship events for two or more classes or sub-classes, the fee shall be doubled.

Championship events for 1.3 and 2 liter classes or Offshore 1.0 and 1.3 liter classes, when raced together shall require only one fee.

These "events" may have up to three races (heats), providing they are all run at the same venue and do not exceed the time interval between races (heats) as allowed for in the relevant Championship series rules.

101.02 - OTHER MEETINGS

It is to be noted that the offshore Calendar also lists the registered ordinary International meetings.

The calendar of national or local events is not to be submitted to the UIM. The interested National Authorities take responsibility for their own calendar.

The organisation of an event cannot be granted if the title, the locality and the date of said event are not given.

The UIM does its utmost to avoid clashes between ordinary meetings. However, whether the interested parties agree or disagree, the UIM lists all requests for dates, leaving the organisers to sort out their responsibilities.

The titled meetings have priority over all other meetings before the closing of the registrations for the Offshore Calendar.

However, when the Offshore Calendar is finalised all the motor boating meetings are on an equal footing.

A titled meeting which has been cancelled does not count any longer for the title. If the organisers decide to run the race in spite of the cancellation, the race must be considered as an ordinary International race.

No national championship race may be run at the same week-end as a UIM World, Continental, or Regional Championship race, in the same continent, for the class concerned.

For a World Championship, no national championship race may be run on the week-end before the World Championship, run in the same continent.

This is providing the championship race has been announced in accordance to UIM dates.

102.03 - DEADLINE DATES

10th September : the deadline date for the UIM Secretariat to receive from the N.A., the dates for the championship races and ordinary International meetings they wish to enter in the Offshore Calendar for the following year. Also at this time, requests may be lodged for any World or Continental Championship not yet allocated or cancelled before this date.

15th November : the deadline date for the UIM Secretariat to send, to all concerned, the final Offshore Calendar for that calendar year.

1st March : the deadline date for the UIM Secretariat to receive from the National Authorities, requests for Continental or World Championships 1 year in advance. It is not necessary to add the locality; the nation is sufficient. These championships will be allocated by Cominoff at the Mid term Cominoff meeting".

Requests in writing, e-mail or by fax to the UIM Secretariat will be accepted.

Any change of date of a Continental or World Championship, notified after 28th February, in the year that the event is to be run, may be penalised by the payment of a fine up to five times the amount of the registration fee (to be determined by Cominoff).

101.04 - CANCELLATION

If the event is cancelled 30 days or more before the calendar date, 50% of the inscription fee will be refunded. For later cancellations there will be no refunding.

However, if cancellation is due to insufficient participation and is not fault of the organiser, Cominoff may review this.

102 - WORLD CHAMPIONSHIPS

World Championships are open to all UIM classes as well as A.P.B.A. classes. There can be only one World Championship per class, per year. Cominoff will allocate the Championships.

103 - RACES RECOGNISED BY THE UIM

The UIM recognises the following events:

- Titled International meetings
- Ordinary International meetings
- National and local meetings
- Private meetings or club meetings
- International cruises
- Titled offshore races
- Ordinary offshore races

104 - NON APPROVED RACES

All races not organised according to UIM rules are not to be recognized.

The same applies to motor boating events not approved by National Authorities.

A national race, or a race by "invitation" in which a foreign driver is "invited" to take part must be entered in the UIM Calendar otherwise it becomes an unauthorised event, **unless no more than 3 foreign drivers take part for the reason of training and without inclusion of their results/times in the results sheets**. Remember that drivers having International licences, are only allowed to enter a meeting outside their country provided their National Authority gives them permission to do so.

104.01- SPECIAL LICENSES

Without prejudice of the foregoing the Council may, on a yearly basis, issue a certain number of Special Licenses for riders and teams, allowing them to compete in races organized by non-UIM entities or under the aegis of entities other than the UIM and its National Authorities.

Such Special Licenses shall be granted to National Authorities, which shall issue them to the riders or teams applying accordingly.

Special Licenses can only be granted to the holders of UIM international licenses. Special Licenses shall be effective upon payment of the relevant fee, to be established by the UIM Council every year, and shall be valid for a maximum of three races in the year they have been issued.

Holders of the Special Licenses shall execute a discharge of liabilities vis-à-vis the UIM and the relevant National Authority. Such discharge of liabilities is condition precedent for the effectiveness of the Special License.

105 - TITLED INTERNATIONAL EVENTS

The word "International" defines the type of race. It is impossible to know beforehand the number of the countries which will participate.

There are three categories of titled meetings:

- World Championships
- Continental Championships and Hemispheric Championship
- Special events as approved by UIM Cominoff

No meeting is allowed a title unless authorised to do so by the UIM who draw up the annual list.

The UIM has the right to refuse a title if it thinks that the organisation, the venue or the amount of prizes are not acceptable.

All championship events are allocated with the following minimum criteria:

- Experienced officials and organisation per UIM rules
- Medical rescue per UIM rules
- Adequate timing system for racing with experienced staff
- Events to be run in area with good places for pits and harbour, ample water areas as well as good spectators' areas and services
- Adequate toilets and showers (hot)
- Accommodation and food places must also be located nearby.

UIM aims to protect titled meetings, the Cominoff may refuse to sanction any meeting which takes place at the same time as a titled meeting. Such refusal is only notified at the specific request of the National Authority lodging a protest.

In order to promote new series and classes, new hulls, motors or engines, new ideas regarding propulsion and new concepts of racing, the Cominoff may, provided the request to organise be accompanied by an amount equal to double the fee of an ordinary meeting, approve the organisation of International contests for such boats, motors or engines, type of propulsion and races of a kind not yet known to the UIM provided such events do not clash with other UIM titled meetings.

During prize presentations and ceremonies at UIM titled events, the UIM medals shall be presented by the highest

ranking UIM representative(s) in attendance at the event.

120 - RACING LICENCES

120.01 - COMPULSORY LICENCE

No one can take part in a race, establish or improve on a record, or test drive at any titled event as a driver or crew in International class boats, without being in possession of a licence from his National Authority.

Anyone responsible for controlling a boat in any competition and holding the necessary driver's licence issued by the National Authority is considered to be the driver.

Any driver or crew member that rides in a boat fitted with restraints must partake in a suitable Driver immersion training annually prior to being issued with his current licence. Such licensed persons shall have their licenses endorsed as "Driver immersion training : expiry dateI....I..... (day/month/year)".

120.01.01

In order to obtain an International licence or Super Licence, following disclaimer must be signed by the licence holder :

"The undersigned ... licensed driver (licence n° ...), participating to UIM sanctioned events, yields the media rights of any coverage by the promoter taken during the event, to the UIM for further use press, radio or television. The right however remain the property of the undersigned.

In addition I herewith agree and acknowledge the following:

UIM is the governing rule making body of UIM racing events which are responsibly organized by clubs, national authorities of UIM, contracted promoters or other organizers. These organizers do not act on behalf of the UIM and UIM is not responsible for any act or omission of such organizer and shall not be liable to the participant accordingly.

The UIM sport and technical rules are intended to minimize risks but they cannot provide the highest possible safety standards at all times. Residual risks might remain.

Enforcement of the rules by UIM or other race officials and in particular but not limited to the technical scrutineering does not guarantee the safety of racing or the safety of the scrutineered boat. Scrutineering is not intended as a construction/ condition survey. The racing license issued by the National Authority or a super license issued by the UIM does not guarantee that a driver is physically able to race safely nor that he has sufficient experience or education.

Teams and drivers are solely responsible for their own safety including but not limited to their physical and educational ability to race in the relevant class, the safety of their boats and other gear and the safety of their racing activity. This responsibility includes racing with prudence and taking technical measures which are not mandatory in the rules but deemed necessary.

UIM shall not be liable for any damage, injury or death due to inadequate rules, breach of existing rules by participants or failure to enforce rules by the race officials."

The signed disclaimer can be requested by the UIM commissioner at any UIM sanctioned event.

120.02 - REGISTRATION

The National Authority establishes each year a list of people to whom international licences have been delivered and this must be sent to the UIM Secretariat.

The list must include: the name and surname, the address, the class(es) for International Licences only and the Appendix 3 Anti-doping consent form of UIM Anti Doping Rules duly signed per acceptance.

These lists may be sent to others National Authorities upon request.

Licence numbers are given annually by the National Authority to the owners and drivers entered on the list. Any person wishing to obtain a licence must apply to the National Authority through his club.

The licence is granted by the National Authority and is marked "International" as decided by the National Authority.

The digital version of the currently valid UIM Offshore rulebook must be made available by the National Authority to the licences together with the international licence.

Any National Authority has the right to deliver licences to:

- its nationals;
- nationals of another country affiliated to the UIM but with the agreement of the National Authority of that nation.

With the approval of the UIM a National Authority may also deliver licences to persons belonging to a country which is not yet affiliated to the Union.

Nobody is allowed more than one driver's licence.

A National Authority may refuse to give a licence without having to state the reason. Notification of this is sent to all affiliated clubs and to UIM.

120.03 - VALIDITY OF LICENCES

Licences are valid from the 1 st. January until the 31 st. December each year, unless local circumstances require other dates, but validity should always be shown on the licence itself.

An International licence is valid in any country affiliated to the Union and entitles the holder to enter or drive his boat in all competitions organised in any affiliated country, provided he complies with what is stated in the UIM general racing rules.

However, for any event held under special rules, the licence holder must abide by special rules.

120.04 - COST OF LICENCE

The cost of the yearly licence is to be fixed by the National Authority.

120.05 - EXAMINATION OF LICENCES

At any meeting, the holder must produce his licence at the request of any official of the meeting.

120.06 - CANCELLATION OF LICENCE

120.07 - PSEUDONYM

The use of a pseudonym must be requested from ~~from~~ to the National Authority and the National Authority marks the pseudonym on the licence.

A licence holder, so long as he is listed under a pseudonym, may not take part in any sports event under any other name.

Changing a pseudonym is subject to the same formalities as the adoption of it. Anyone who has chosen a pseudonym may not return to his actual name until the National Authority has agreed and has delivered a new licence.

120.08 - ELECTION OF DRIVERS REPRESENTATIVE

There may be a Driver's Representative from each International racing class.

The election of each representative must be held in the presence of an UIM Official. Candidates must be real drivers. To be eligible, they must have obtained the following minimum experience :

Have competed in International races and be regularly racing. Candidates must be nominated by their National Authority, prior to the mid term meeting and selected by Cominoff.

Driver's Representatives are elected for a 1 year term, beginning January and ending the following December. They should be available to attend Cominoff meetings at least annually to report and advise on the consensus recommendations and requests from the drivers'. Otherwise a full written report must be forwarded to the UIM

Cominoff 30 days prior to the General Assembly.

120.09 - MODEL APPLICATION FORM FOR A LICENCE

The undersigned _____

Date of Birth : / /

begs to apply for National Driver's
a licence International Owner's

I have read the UIM licence rules and will abide by same.

The pseudonym chosen is _____

Enclosed please find the licence fee _____

_____ the _____

signature _____

address _____

Member of _____

To be sent to the Secretary of the National Authority through the Club.

120.10 - MODEL OF LICENCE

20 _____

The National Authority's Licence Book)

N° _____

LICENCE
NATIONAL OR
INTERNATIONAL

OWNER'S
DRIVER'S

Delivered to M _____

Member of _____

Valid until _____

Pseudonym _____

"Driver immersion training : (expiry date / /)"

(Here name of National Authority)

Secretary,

President

Signature of Licence Holder

200 - RACE ORGANISATION

200.01 - GENERALITIES

The following bodies have the right to organise any power boating event: National Authorities and their Affiliated Clubs, Corresponding Members of the UIM, UIM contracted promoters (with the agreement of the National Authority).

All events have to be sanctioned by the National Authority. For events taking place in more than one country, each country's NA must approve the event.

Affiliation to the National Authority implies acceptance of the National Rules and those of the UIM.

A club, a club member, or a driver who is suspended, is not allowed to take part in any power boating event in his country, or in any other country neither as a driver nor as an official, as long as the suspension lasts.

A member or a driver who takes part in any power boat race in a foreign country affiliated to the UIM, undertakes ipso facto to abide by the rules of the National Authority of that country.

All clubs, race organisers, officials and drivers are obliged to know the general rules of the UIM as well as the rules related to races or series (local, National or International).

The current version of the UIM Offshore rulebook must be made available for consultation at every race (either in digital version or in a hard copy provided by the race organiser).

All offshore races organised by National Authorities or their affiliated clubs must be organised in accordance with the UIM Offshore rules. All advance programmes and racing instructions must mention this.

The general racing rules and the rules related to records are applicable to all the International series.

Any member or driver who infringes any of the rules of the UIM or any rules of the responsible National Authority is liable to be penalised.

All organising bodies, members, drivers or owners who take part in a race pledge themselves:

- to know current UIM Offshore rules and National rules of the responsible National Authority, if any, and also any particular event rules imposed by the event organiser or National Authority.
- to bind themselves to submit without restriction to any consequence following the application of these rules.

200.02 - INTERPRETATION OF THE RULES

In all cases not foreseen by the International rules or seemingly inaccurately defined, the National Authority, or Race Committee, or Race Jury or the Appeal Board, is to judge bearing in mind the spirit of the disputed rule.

The rules for series and classes are to be considered as being supplementary to the Offshore general rules.

In case of conflicting rules, those concerning a specific case/occasion (i.e. series and classes) are to prevail over the general rules.

National Authorities may impose special event rules relating to exceptional local requirements for National events or International events including World or Continental Championships. These special event rules prevail over, but must not conflict with the UIM Offshore rules.

English is the working language.

200.03 - MONETARY PENALTIES

At any titled International event, the Race Committee shall be entitled to impose monetary penalties for breaches of the Rules; either the UIM Offshore Rules or special event rules.

The monetary amount shall be scaled according to the severity of the "breach of the rules".

All monetary fines shall be based on a standard monetary value. For the purpose of these rules the value shall be expressed in Euros and converted at the current rate of exchange to the currency of the country where the event is being held.

Examples of penalties :

Crew or team members smoking in pit area

110 €

Un-authorized transference of fuel	110 €
Late for briefing or drivers meeting	110 €

Other infringements may attract monetary fines based on the above scale.

The fines must be paid before the start of the race ; otherwise the driver is disqualified.

The Race Committee should take care not to substitute monetary fines for infringements of a technical nature or infringements that would normally result in disqualification or suspension.

Any fines collected shall be deposited in the Race Organiser's bank account and may eventually be used to defray organisational expenses.

Absence from Drivers meeting or briefing

Complete absence from briefing or drivers meeting entails disqualification.

201 - RACE CONTROL

201.01 - ORGANISING BODIES

All races are under the control of an Organising Body approved by and affiliated to the National Authority of the country in which the race is run. The Organising Body nominates :

- An **Organising Committee** which organises the general and administrative aspects of the event.
- A **Race Committee** which organises and supervises the actual racing, determines any special event rules, determines the course, decides whether competitors are eligible or not and is responsible for safety. The Race Committee is composed of the following :
 - * the Officer of the Day
 - * the Safety Officer
 - * the Race Secretary
 - * the Officials in charge of the Technical Inspections, Course, Wet/Dry Pits, Starting and Time keeping
 - * Any other special official appointed by the Organising Body.
- A **Jury**. Foreign nominees must be authorised by their National Authority.

The Race Committee must inspect and verify all entrants documents required prior to racing, i.e., Measurement Certificates, Licences, Insurances, etc.

The Jury decides on any protest submitted by the Race Committee. The names of the members are to be printed in the official programme.

No officer, official, nor member of the Jury nor member of a National or International Committee or Commission, is allowed to intervene in the judgement of a problem in which he is involved himself or is an interested party.

The composition of the Race Jury must be announced at drivers briefing and published in a race bulletin.

The decisions of the Race Committee and the Jury must be based upon the UIM rules as far as they may apply, but as no rules can be devised capable of covering every case, the Race Committee and the Jury should discourage all attempts to win by means other than fair racing, superior speed and skill.

The following are the Race Officials :

- * the Officer of the Day
- * the Safety Officer (deputy to the O.O.D.)
- * the Race Secretary
- * the Technical Officials
- * the Course Officials
- * the Starting Officials
- * the Timekeepers
- * the Pit Officials

* the Medical and Rescue Officials

* the Communication Officials.

The UIM Commissioner is a UIM Official.

201.02.1 - THE OFFICER OF THE DAY

The Officer of the Day must direct the organisation of the races on behalf of the Organising Body. He supervises the drivers briefings, maintains order on the course, ascertains that all services work properly, ensures that all correspond to the rules and observe the Racing Rules according to the Programme. He analyses the written reports of the Officers and Timekeepers and any other documents that will enable the results to be compiled. He verifies any decision to stop or curtail a race. He is not allowed to sit on the Jury.

For all the World Continental Championship events, the Officer of the Day must be a UIM approved person. To qualify, he/she must meet the following minimum standards :

Have had previous experience in controlling at least 3 important races. Have a good knowledge of the UIM Offshore rules.

Have the ability to speak and understand the English language.

Be nominated by his/her National Authority for "UIM International Officer of the Day" approval

A list of approved persons is held by the UIM Secretariat and reviewed each year by Cominoff (considering also any reports from UIM Commissioners). Nominations for International O.O.D. approval shall be sent to the UIM by the nominee's National Authority, accompanied by details of his/her qualifications and previous experience.

National Authorities must keep a list of their approved persons up to date and notify the UIM accordingly of any changes.

National Authorities are strongly encouraged to arrange for their Officers to attend training sessions.

201.02.2 - THE SAFETY OFFICER

The Safety Officer is deputy to the Officer of the Day. He/She co-ordinates (in harmony with the O.O.D. and the medical and rescue officials) the safety services on shore, on the water and in the air.

At the scene of an accident a qualified doctor can take command of emergency services and actions.

201.02.3 - THE RACE SECRETARY

The Race Secretary is responsible for the general organisation of the event. He/She must insure that all the various officials know their respective duties and that they have the necessary documents and equipment to fulfil their duties. He/She must collate all documents following the race.

201.02.4 - THE TECHNICAL OFFICIALS

The Technical Officials are to make sure that all drivers have their Measurement Certificates and Homologation Sheets (or production verification) available for inspection and shall verify that the hull and engine(s) conform to the measurement certificate, homologation sheets and the rules.

They check control and safety devices for boats and drivers as provided for in the rules. Scrutineers should be specifically delegated for this duty.

Special attention must be paid to engine and fuel shut-off devices (where applicable), driver protection and safety devices, fire protection equipment and that the racing number is clearly visible.

After the race, they must carry out all the necessary checks.

It is not permitted to disqualify any participant for reasons that were visible during pre-race inspection.

201.02.5 - THE COURSE OFFICIALS

The Course Officials must ensure that the drivers and boats conform to the racing rules. At the end of the race, they draw up and sign a statement certifying that all participants conduct during the race and at the turn marks was according to the rules. This statement is handed to the Officer of the Day who will apply the International rules in the case of infringements. The Course Officials monitoring turning marks must have a clear un-obstructed view.

201.02.6 - THE STARTING OFFICIALS

The Starting Officials are responsible for the safe and orderly execution of the race start. They must closely observe all boats during the starting procedure to ensure that the rules are adhered to and report any infringements.

One Starting Official must be on the start boat.

201.02.7 - THE TIMEKEEPERS

The Timekeepers are responsible for recording the start time, all lap times and the finish time and finish order of a race. They must be located at a position where they have clear un-obstructed viewing of the start and finish lines. In some races they may be required to carry out lap timing at turning points other than just the start and finish lines. Timekeepers must work in teams of at least two persons for each timing point. They must use reliable synchronised timing apparatus. They must keep detailed records of the timing of each boat and hand these to the Race Secretary at the completion of the race.

201.02.8 - THE PIT OFFICIALS

The Pit Officials maintain order in the wet and dry pits. They are responsible for the parking of boats, the fuelling of boats, the launching and retrieving of boats and all safety procedures within the pit areas including fire safety.

201.02.9 - THE MEDICAL AND RESCUE OFFICIALS

The Medical and Rescue Officials are responsible for all first aid and rescue procedures. The Medical personnel must be fully trained in emergency accident procedures with emphasis on resuscitation, spinal type injury care and trauma treatment. They must have facilities available for emergency treatment and facilities for rapid transportation of seriously injured persons to the nearest hospital.

The Rescue Officials must ensure that adequate rescue boats and rescue helicopters when required and available with trained personnel at strategic points of the race course and that they are equipped for any rescue eventuality.

201.02.10 - THE COMMUNICATION OFFICIALS

The Communication Officials are responsible for maintaining radio or other alternative means of communication between all key race officials with emphasis on communication between rescue crews and race headquarters.

201.03 - UIM COMMISSIONERS

The presence of both a Sports Commissioner and a Technical Commissioner of the UIM is required at any International titled meeting. His/her role is to ensure a fair and safe race competition according to the UIM regulations and rules. He/she ensures that UIM rules and regulations are adhered to.

1. Tasks and function of the UIM Sports Commissioner

The UIM Sports Commissioner is the representative from the UIM and his/her duties are very diverse:

1. He/she assists the local organizer and more particularly the Officer of the Day (O.O.D.) and Assistant O.O.D./Safety Officer.

2. He/she is a voting member of the Jury.
3. He/she approves last minute amendments to the advance programme
4. Before the first drivers' briefing, he/she shall check with the race secretary that all paperwork has been done and verified confirm UIM rules and regulations.
 - each competitor in possession of an international licence issued by his/her NA and authorization from his/her N.A. to race abroad
 - a superlicence may be required for some categories
 - a turtle test certificate may be required in case of closed cockpit boats
 - signing of the drivers' declarations or waiver regarding responsibility
 - acknowledgement and agreement regarding anti-doping rules (Appendix 3 in UIM Anti-Doping Rules) (normally required by UIM office before they issue a superlicence – to check with UIM)
 - insurance coverage
5. Before the practice sessions and first drivers' briefing, he/she must check with the O.O.D. and Safety Officer the safety plan and check if the race course is safe and if all safety conditions are met.
 - the number and placement of buoys for the race course
 - the depth of the race course
 - the length of the race course, also taking into account the number of participants
 - the length of the start run to first turn buoy
 - the number and placement of rescue boats
 - the number and placement of tow boats
 - the presence of an ambulance close to the wet pits
 - the radio communication channels
 - the start procedure for the races
 - a plan covering bad water - or bad weather conditions

The UIM commissioner will be entitled to request that an event is suspended if safety conditions are not satisfactory. The UIM Commissioner in conjunction with the O.O.D. is entitled to take action with the race organizers if safety conditions are not met.
6. The UIM Sports Commissioner must be present at all official drivers' briefings. The UIM Commissioner will be presented to the teams by the O.O.D. at this first drivers' briefing together with the Jury members.

It is mostly recommended that the UIM Commissioner shortly address to the teams at the drivers' briefing when he gets the chance, or visits the teams in the dry pits, to let the competitors know that he is there on behalf of the UIM and that he is open for any questions or remarks. He/she is there to help the local organizers and teams, with keeping in mind that the aim is to bring the sport to a higher international standard, in the spirit of the UIM code of ethics.
7. He/she ensures that UIM rules and regulations are adhered to.
8. He/she assists the local organizers and he must be present from morning to evening in the race areas (dry pit, wet pit, race administration, race control) during all event days.
9. He/she takes part in important decision-making during the races with the O.O.D. and Safety Officer. The UIM Sports Commissioner should go with the O.O.D. to Race Control to have a good overview on the race, to follow the Race Control communications with the competitors and to be able to advise the O.O.D. and Safety Officer in urgent decision making or in emergency decisions.
10. He/she also takes part in urgent decision making with the O.O.D. and the organizing local promoter in matters related to the overall organization.
11. He/she is entitled to take action with the race committee if safety conditions are not met.
12. The UIM Sports Commissioner must, together with the O.O.D., sign and approve the provisional and official results issued by the official timekeepers, before these are posted on the notice board at race administration office.

13. The UIM Sports Commissioner can handle misconduct together with the O.O.D. and give sanctions to a driver (UIM yellow card). He/she should have authority and responsibility, in the spirit of the rules.
14. In case of a yellow card, he/she should report this to the UIM in his/her report.
15. The UIM Sports Commissioner is also mostly involved by the local organizers in the prize giving ceremony, handing out UIM medals for titled events, unless a UIM representative higher positioned is present.
16. The UIM Sports Commissioner can also be involved in alcohol and drug tests taken at the event, this in the frame of the anti-doping regulations and abuse of alcohol. The UIM commissioner itself may always submit a competitor to an alcohol test if he/she thinks a competitor made abuse of alcohol. In case of announced official drug testing, the UIM Commissioner might have been informed by the UIM, as his/her assistance can be required. It is obvious this is happening in the most confidential way.
17. After the event, the UIM Commissioner must write a report by using the official form, as foreseen and drawn up by the relevant commission, and must send his report by e-mail to the UIM secretariat within 10 days after the event. He/she must include with his report the race map, the entry list, the results and any other documents that had importance for the event.

The report from a UIM Commissioner is to be considered as confidential matter and cannot be used for aims other than UIM's, may not be communicated to the press or otherwise disclosed for any purpose whatsoever.

A copy of the report shall be sent by e-mail by the UIM office to the president and the members of the commission of the relevant race category and to the National Authority of the organizer. UIM Commissioners shall consider the races with the same standards, completed with own opinions.

Should any Commissioner fail to obtain all necessary data and results for transmission to UIM, he/she will note it in his/her report and will urge the organizers to send all required documents by themselves to the Secretariat of the UIM, as soon as possible.

2. Tasks and function of the UIM Technical Commissioner

The UIM Technical Commissioner is the representative from the UIM and his/her duties are very diverse:

1. He/she assists the local organizer and more particularly the Technical Officer and take part in important decisions in technical matters
2. Before the first drivers' briefing, he/she shall check with the race secretary that all measurement Certificates, cockpit documentation and homologations sheets for the boats and the engines are verified to confirm UIM rules and regulations by the technical scrutineers on the event
3. He/she performs also inspections of the facilities and inspects the dry and the wet pits, this at any time before and during the event and observes if all security aspects on land are made.
 - placement of fire extinguishers
 - presence of the ambulance and personnel
 - placement of garbage/trash containers
 - placement of containers for waste of oil
 - safety of fueling area + presence of absorbing mats
4. He/she observes and verifies the application of the UIM Environmental Code as he/she has to take care that ground and water are protected. He/she will handle the environmental observations on titled events and include his/her observations in his/her report afterwards: he/she shall
 - observe and verify the application of the Environmental Code
 - inform the UIM sports commissioner and O.O.D. of any violation of the Environmental Code in order to pronounce sanctions relative to the infraction
 - identify areas of good practice and make recommendations or proposals of modification to the Environmental Code
5. He/she ensures that UIM rules and regulations are adhered to and he/she is present in all pre- and post-race scrutineering and reports any finding to the UIM sport commissioner.
6. He/she assists the local organizers and he must be present from morning to evening in the race areas (dry

pit, wet pit, race administration, race control) during all event days.

7. He/she handles the UIM ECUs
8. He/she assists in reporting of incidents to UIM and in measurement certificates and log books
9. After the event, the UIM Technical Commissioner must write a report by using the official form, as foreseen and drawn up by the relevant commission, and must send his report by e-mail to the UIM secretariat within 10 days after the event. He/she must include with his report the results of all post race scrutineering and any damage to boat or equipment during the races.

The report from a UIM Technical Commissioner shall be attached to the UIM sport commissioner report.

A copy of the report shall be sent by e-mail by the UIM office to the president and the members of the commission of the relevant race category and to the National Authority of the organizer. UIM Commissioners shall consider the races with the same standards, completed with own opinions.

3. Qualification of a UIM Commissioner

A UIM Commissioner must have at least a proven experience as a UIM race official or as a race official on a national level (e.g. O.O.D.), involved in the management of races, or involved in at least 5 race events.

Moreover, he or she

- must lead by example, be integer, promote the positive aspects of the sport and promote fair play
- must have very good knowledge of the rules and guidelines for the specific class he/she is appointed
- must be friendly and approachable, visible and accessible to the competitors and the local organizers (=present all day long each day of the event)
- must avoid conflict of interest
- must speak, understand and write good English (any other language is an asset)

The UIM Commissioner shall respect the UIM Code of Ethics, based on 5 Ethic pillars that impose obligations in terms of respect and responsibility to competitors, teams, promoters, officials and all other UIM accredited persons:

1. equality
2. fair play
3. respect
4. integrity
5. protection of environment

He/she shall use due care and diligence in fulfilling his/her role on behalf of the UIM and be an example in behavior at all times.

4. Application to become a UIM Commissioner

The National Authorities member of the UIM. are requested each year to send to the UIM secretariat a list of candidate commissioners with :

1. name and address of the person
2. e-mail address and mobile telephone number (and eventual fax number)
3. the languages spoken, read and understood
4. knowledge and experience in sports management, powerboating and technical matters

The complete list with candidate UIM Commissioners is afterwards sent by the UIM secretariat to the Presidents of the relative commissions, who appoint the UIM Commissioners for the international titled events.

5. Appointment of a UIM Commissioner

An UIM Commissioner shall be chosen by the Secretary General in coordination/ consultation with the chairperson of Cominoff or the relevant committee from the listings provided by National Authorities, Cominoff, and by the relevant Committees.

An UIM Commissioner cannot be appointed to an event organized by his own National Authority, unless by reason of force majeure.

The UIM secretariat will then ask to the appointed person if he/she is available for the dates of the event and if he/she can represent the UIM on the event.

Following the Commissioner's agreement, the secretary General of the UIM will send a letter by e-mail to the National Authority and the organizers of the event, informing them that a UIM Commissioner has been appointed for the event referred to in the letter, and the UIM will transmit all coordinates of this UIM Commissioner to the N.A. and organizers of the event.

The local organizers can take contact with the UIM Commissioner as regarding to traveling and stay and will send the Advance Programme in due time to the UIM secretariat and the UIM Commissioner.

The UIM will also supply clothing as shirts, polo and jacket to the UIM Commissioner, the first time when he is appointed or whenever new clothing has been foreseen for UIM Commissioners.

6. Tools of a UIM Commissioner

The UIM Commissioner can fall back on the rules and regulations from the UIM, included in the respective rulebooks as for different categories, and on the written race instructions for the event.

Rules always can be improved, and out of the experience during the races, it is good to report in his/her Commissioner's report where rules fail or where rules are not clear or complete enough. So, the UIM Commissioner can make recommendations on rule changes or point out where rules fail, in order that this can be taken into account for new or modifying rule proposals.

7. Accommodation and reimbursement of travel expenses

The national authority of the event must remind the local organizers at their obligations:

1. to accommodate the UIM Commissioner in a good hotel for the whole duration of the event and as long as is required for the accomplishment of his/her mission at the expense of the organisers.
2. to bear the travel expenses from town of residence to the place where the event takes place. If the UIM Commissioner has bought self his/her ticket, the costs should immediately be reimbursed in cash during the event days. A cost of 0,35 Euro can be calculated per km for traveling by car to the airport. A return ticket, economy class, is also borne by the organizers. Also parking costs at the airport must be reimbursed.
3. to provide daily meals to the UIM Commissioner or give him a per diem (a fix amount per event day) for food and drinks.
4. to provide local transportation for the whole duration of the event, if necessary.

The UIM must ensure that the travel expenses are paid. Air, rail and/or road travel expenses are to be granted at economy rates. The expenses stated above must be refunded to the Commissioner by the local event organizer, or if not, by the UIM within 30days of receipt of vouchers.

202 - ADVANCE PROGRAMME

202.00 - ADVANCE NOTICE

To promote International titled events, an advance notice should be published at least 6 months ahead of the event. The advance notice should contain the following information :

- The championship title and class(es)
- The date and place of the event
- The name, address, phone, fax, e-mail, website (if any) of the organiser
- Any other information that is available for promoting teams to attend the event.

For Ultra Marathon races, the organisers must provide full details of the race entry fees and conditions.

202.01 - ADVANCE PROGRAMME

45 days before any International race, the organising committee must forward the advance programme to the UIM.

The advance programme must include a copy of the insurance policy (with English translation). Upon request, the organising committee shall provide copies of the policy (with English translation) prior to the event to all competitors interested in purchasing the cover for the event.

Should an organiser fail to meet this requirement, the UIM Secretary shall deem this International race to be cancelled. The UIM shall notify all National Authorities of the cancellation. The inscription fee shall remain due.

The allocation of future International events to that organiser shall be given lowest priority by the UIM Cominoff.

The above advance programme must be written in the national language and English. It must contain the following information

- 202.2.0 The name, the address, the e-mail and fax number of the organiser.
- 202.2.1 The classes eligible.
- 202.2.2 The race status.
- 202.2.3 The venue and the date of the race(s).
- 202.2.4 The provisional course(s).
- 202.2.5 The races are held under the UIM Offshore rules.
- 202.2.6 The special conditions which in accordance with the UIM Offshore rules may be added or modified.
- 202.2.7 The closing date (at least 1 month prior to the event) and place to which entries must be sent, and whether by post, by e-mail or by fax. An entry form must be included in the advance programme.
- 202.2.8 The amount of the entry fee and details of whom payment is to be made to.
- 202.2.9 All information regarding prizes for each race.
- 202.2.10 Where and when the racing instructions can be obtained from the organising committee.
- 202.2.11 An entry form must be enclosed to the advance programme.
- 202.2.12 Transportation facilities and freight concessions.
- 202.2.13 Details of compulsory insurance for personal and material damage to third parties including other entrants, where required by National Authorities. The amount of the insurance fee to be paid prior to racing to the organising committee.
- 202.2.14 The choice and efficiency of a racing vest is the sole responsibility of the wearer.
- 202.2.15 The wearer is entirely responsible for the choice of his helmet.
- 202.2.16 Should no publicity be allowed during a race, or there be a restriction on any advertising, this is to be mentioned in the advance programme.
- 202.2.17 Dates and times for registration and scrutineering.
- 202.2.18 The protest fee

The maximum amount for a protest fee in an International event will be decided from time to time by the UIM General Assembly.

202.03 - MODIFICATION TO ADVANCE PROGRAMME/ RACING INSTRUCTIONS

No modification is to be made to any particular rule after the advance programme or racing instructions are posted, except if decided by the Race Committee and for cases of force majeure only. Such modification shall be communicated to each and every driver and crew person in writing at an official drivers meeting.

203 - ENTRIES

203.01 - RATIFICATION

The National Authorities must ratify in writing any entry for drivers wishing to race abroad.

Direct correspondence between the Organising Committee and foreign drivers is permitted, but no entry is to be accepted unless approved by the driver's National Authority.

The Organising Committee will keep blank entry forms at the disposal of the drivers.

An entry is not valid unless it reaches the Organising Committee within the time prescribed in the advance programme and the entry fee is paid.

Entry forms must include the names of all drivers, including ratified test drivers.

203.02 - ADMISSION

No National Authority, or Organising Committee, organising an International race has the right to refuse the entry of a foreign driver duly commissioned by his National Authority, provided said driver is not within a period of expulsion and he conforms to the UIM Offshore rules.

The closing date for entries should be at least two weeks before the event. Owners need only to supply such particulars as are applicable to the class for which their boat is entered.

203.03 - ENTRY FEE

Each Organising Committee fixes the amount of the entry fee for a race.

The National Authorities or organiser have the right to establish a rule whereby higher fees are imposed on late entries. No late entry may be accepted after the closing time of registration for an event.

203.04 - MINIMUM AGE

Each National Authority has the right to fix a minimum age for the drivers allowed to race on its waters. Such age restriction is to be shown in the advance programme.

203.05 - OWNERSHIP OF BOATS

All boats entitled to race must be owned by a person or a group of persons who are members of a club affiliated to a National Authority.

The nationality of a boat is the nationality of the owner. The nationality of the driver licence only must be taken into consideration in the classification.

A boat is allowed to race only under its own name. The owner and the driver may only race under their own name or the pseudonym written on the licence.

203.06 - PUBLICITY ON BOATS

Advertisements may be freely applied to the entire surface of the boat, but there must be a free distance of space of no less than 0.5 metre around the race number.

No owner or crew can be compelled to carry any advertising whatsoever on their person, clothes or upon the boat that is being raced and his/their refusal to do so cannot in any way be an obstacle to their participation in any race. If an entrant refuses to display sponsor advertising, this must be noted on his entry application.

Penalties may be applied to any driver or crew member who, in the course of any offshore racing event, has made any statement contrary to the truth or has distorted the facts.

Political publicity or immoral advertisements are not allowed.

Should restricted publicity or no publicity be allowed for an event, this must be announced in the advance programme.

Any National Authority has the right to fix its own rules regarding publicity for its own boats and venues.

203.07 - TEAM REPRESENTATIVE

At any titled event, each boat must designate its representative for use in case of an accident or force majeure.

204 - PROGRAMME / RACING INSTRUCTIONS

204.01

The Organising Committee must clearly state the following points in their programme / racing instructions :

- 204.1.1 The venue and the date(s) of the race(s).
- 204.1.2 The date and times of driver registration.
- 204.1.3 The dates and times for scrutineering.
- 204.1.4 The date(s) and time(s) for drivers briefing.
- 204.1.5 Exact, complete description of the race course(s), including all turning marks, known hazards and any designated spectator areas.
- 204.1.6 Starting area and its marks.
- 204.1.7 Finishing area and its marks.
- 204.1.8 Starting time of the race(s), time limits for late starters and finishers.
- 204.1.9 Time when the control closes for each race (sign off time).
- 204.1.10 Signals of race cancellation, postponement, recommencement of a race, curtailment of a race, or stopping a race.
- 204.1.11 When helmets and racing vests must be worn.
- 204.1.12 The choice and efficiency of a racing vest is the sole responsibility of the wearer.
- 204.1.13 The wearer is entirely responsible for the choice of his helmet.
- 204.1.14 Special harbour conditions and local laws, if any.
- 204.1.15 Full particulars of prizes for each race.
- 204.1.16 Time and place of the prize giving.
- 204.1.17 Time limit and place for the handing in of protests.
- 204.1.18 Composition of the Race Committee and the Jury.

204.2 - DRIVERS MEETING

A drivers meeting must be held before the race.

It is mandatory for drivers to attend the drivers meeting(s).

At least one of the crew, or as described in the Race Instructions, shall attend the briefing(s), otherwise the crew shall not be allowed to start.

It is the drivers' responsibility to read the Race Instructions and have full knowledge of its content before attending the drivers meeting(s).

Any infringement to the rules specified in the Race Instructions may incur a penalty or disqualification.

The drivers briefing shall take place at least two hours (except in cases of force majeure, one hour) before the start of the race and shall be recorded on audio or video.

The briefing must cover:

- * name call or sign in
- * important items not mentioned in, or changes from Race Instructions which must be in writing
- * important local conditions and rules

- * special safety routines
- * weather forecast
- * telephone number of Race Secretary.

The members of the Jury and the Commissioner(s) should attend.

205 - SAFETY RULES

205.01 - NATIONAL AUTHORITY

Each National Authority must submit all drivers under its jurisdiction to an annual medical examination and where applicable, an immersion training annually.

Each National Authority must adopt a form to be used for the medical examination to which every driver who competes Internationally must be submitted every year.

Each National Authority must submit to a special examination any handicapped driver, any driver who has had a serious accident, or any driver who during two or three races has shown odd behaviour when driving his boat. This check is compulsory before participation in an International race and must be certified by a commission appointed by the National Authority of the interested driver. The commission will be composed of a well known medical specialist and two other experienced offshore racing administrators who are members of the National Authority. The commission may give or refuse authorisation as to the eligibility of the driver(s).

Each National Authority which organises an International race must abide by any recommendations of Cominsafe regarding the medical organisation.

205.02 - MEDICAL EXAMINATION

The medical Officer who is to be present at any race has the right to submit any driver entered to a physical or psychiatric examination, or an alcohol and/or drug test. These examinations/tests may be performed at any time during the event.

The result of such examination/test is immediately communicated to the Race Committee, who basing themselves on the report of the medical officer, may suspend any driver from the event.

205.02.01 - CONSUMPTION OF ALCOHOL

Competitors shall not be under the influence of alcohol while competing or practising.

A competitor shall, if requested by an authorised officer, submit to an alcohol test. Written notification of selection for testing will be handed to a competitor by an authorised official. Refusal or failure to do so may be taken as if a positive test had been ordered and dealt with accordingly.

Testing when carried out shall be using an Alcoholmeter.

For International Races, any competitor found to have more than BAC 0,10 0/00 (0,10 g/L blood // AAC 0,020 mg/L air) 1 hour before and during testing or race shall be immediately suspended and disqualified from the whole event. A format report shall be forward to the N.A. of the competitor.

If in an organising country, the legal requirements of the above numbers are lower, then these numbers have to be announced in the advance regulations and prevail.

Any competitor found to have an alcohol level more than 50 % of that permitted by the Road Traffic Act governing domestic motoring regulations of the country which is organising the race shall be immediately suspended and disqualified from the whole event. A formal report shall be forwarded to the National Authority of the competitor.

If no limit is specified by the country organising the race in that country, then the level should be zero +. Note : This final figure of zero + is to be clarified by the UIM Medical Commission which is responsible to the UIM for these "specialist definitions".

205.02.2 - ANTI-DOPING REGULATIONS

Anti-doping regulations based upon the world anti-doping code. As per separate publication.

205.03 - MEDICAL EVALUATION SHEET

Location of test _____ Date _____
 Name _____ Surname _____
 Born in _____ Date _____
 Address _____
 Status _____ Profession _____
 Date of first involvement in the sport _____
 Other sports practised _____

PRESENT STATE OF HEALTH AND FORMER DISEASES

Disease (former or current) _____

With special mention of _____

- ☐ Cardiopathy ☐ Coronary ☐ Diabetes Type 1 / 2 (circle the type)
☐ Epilepsy ☐ High blood pressure

Operations undergone previously _____

Dates of these operations _____

Accidents (when, where, under which circumstances) _____

Alcohol g/day _____ Tobacco pack/year _____

Allergies _____

Medicines usually/frequently taken _____

Please keep in mind the Anti Doping rules and the WADA – UIM list of banned substances and Therapeutic Use Exemption rules.

205.04 - GENERAL OBJECTIVE EXAMINATION

Height m _____ Weight kg _____

Body Mass Index (Weight (kg)/Height²(m) BMI): _____

Age _____ Sex _____

Congenital or acquired deformities _____

Respiratory system _____

Spirometry (mandatory) Please attach printed results and graphs _____

FVC (measured/predicted) _____

FEV₁ (measured/predicted) _____

Cardiovascular system : is there any evidence of abnormality of the heart or cardiovascular system ? ☐ Yes ☐ No If "Yes", give details below.

Blood pressure at rest _____

Heart frequency at rest _____

Electrocardiogram at rest _____

Stress ECG and blood pressure profile (Mandatory, please attach printed results and graphs and final report in English language)

Ophthalmologic check-up (mandatory every other year)

Have you undergone this ophthalmologic check-up last year ? If yes, please specify when : .. / .. /

If not, ask your ophthalmologist to fill the hereafter items

Faculty of vision (uncorrected) R L _____

(with correction) R L _____

Vision with both eyes open (wearing corrective lenses if necessary)

Field of vision _____

Vision of colours: is the applicant's colour vision normal? o Yes o No

If "No", give details below.

Signature and practice stamp of the ophthalmologist

Hearing testing _____

Urine: Albumine _____ Sugar _____

Is the Urine analysis normal? o Yes o No If "No", give details below.

Nervous system _____

Others _____

Does the applicant have any physical abnormality or restriction of movements in the arms or legs? o Yes o No If "Yes", give details below.

Is there any evidence of a physical or mental condition (past or present) which could, in your opinion, prevent the applicant from holding a competition licence for motorsport ?

o Yes o No

If "Yes", give details below.

To the Doctor and the Driver :

Are you the applicant's usual doctor? o Yes o No

Your practice stamp (together with your name and qualifications):

Name in capital letters _____

Degree _____

Address _____

Tel _____

Fax _____

Aptitude assessment _____

Date _____

This is to certify that I have examined the applicant in line with this form.

Signature of the Doctor _____

Signature of the Driver _____

Maximal stress ECG and blood pressure profile: electrocardiogram have to be performed:

- * on a cycloergometer starting at 60 or 70 watts and increasing by 30 or 35 watts every two minutes.

The driver must be capable of reaching a minimum power level of 2.5 watts (males) – 2.2 watts (females) per kilogram of body weight.

- * or on a treadmill, using a Bruce protocol (preliminary warm-up recommended)

The driver must be capable to complete at least the entire stage 3 (i.e. 3 minutes at 5.5 km/h (3.4 mph) and 14% gradient).

This stress ECG aims to confirm both cardiovascular health and that the driver reaches the minimal fitness level to compete in motonautic sports. Therefore, we strongly encourage drivers to undergo regular physical training and to perform a maximal stress ECG test.

A written report from the physician (English language) must be enclosed.

Pulmonary function test (simple spirometry). Test to be performed every year as part of the yearly medical examination in order to get a superlicence.

Exhaustive ophthalmological check-up, tested and certified (English language) by a professional ophthalmologist to be renewed every two years and after skull trauma.

General Recommendation for Class 1 and XCat superlicence holders concerning physical fitness

Cardiovascular training (endurance training) as jogging, cycling, rowing etc. twice a week - minimum 20 minutes without any interruption. Any sports activity which has "stand still" during the activity such as soccer, tennis or any ball sport is not suitable for the endurance training, but recommended as additional training.

Training to build up muscles for neck and back at least twice a week.

205.05 - INJURED DRIVERS

If a driver has an accident needing medical care, he must immediately inform his National Authority.

It is the responsibility of his N.A. to have the driver examined and verified recovered before the driver is allowed to compete in an International race.

If his N.A. does not manage to verify this (lack of time etc.), the N.A. must notify the organiser and the driver must be examined by the Medical Officer of that race.

205.08 - SAFETY BOATS

Safety Boats in sufficient number must be available during official practice and for the duration of all races.

At least one member of crew on-board should have basic First Aid training and be capable of providing basic life support assistance to a casualty. It is recommended that each boat carries:

- * a minimum of two persons who can enter the water and can carry out rescue procedure.
- * a stretcher that is capable of being immersed in the water to recover a casualty.
- * a minimum of basic First Aid Equipment that must include: large sterile dressings, a Neck Collar and a Resuscitation Mask.
- * Equipment for cutting belts / straps
- * It is highly recommended that an extra breathing air bottle of sufficient capacity is carried on-board to provide air support to the Dive Crew or a Casualty who may need it.
- * necessary signal flags

- * a large capacity fire extinguisher suitable for fuel fires
- * ropes suitable for towing and a boat hook.

Radio contact between safety boats & Officials is mandatory.

All safety boat crews should be familiar with the safety equipment used by competitors. Particular attention needs to be paid to the ability to remove Frontal Head Restraints (FHR), along with knowledge of Restraint Harness Removal, Helmet Removal and how canopy releases systems or extraction points operate.

Each safety boat should be capable of taking on-board a casualty on a stretcher with minimal movement / disturbance to the casualty.

Each safety boat should be sufficiently powered to reach incidents as soon as possible and be well maintained and fueled.

205.09 - PATROL BOATS

- a) There must be a suitable amount of Patrol Boats situated around a course to assist in keeping the racing area free from spectators and other traffic, as well as providing support to safety boats and the race Officials.
- b) Each Patrol boat should be crewed by a minimum on 2 people.
- c) Each patrol Boat should be sufficiently powered to reach incidents as soon as possible and be well maintained and fueled.
- d) All Patrol boats should be prepared to tow/recover boats to shore.
- e) It is recommended that all patrol boats carry the following equipment:
 - 1) Equipment for cutting ropes etc.
 - 2) A fire extinguisher with a minimum capacity of 2ltrs.
 - 3) Towing Ropes with Carabiner hooks.
 - 4) A full set of racing flags.
 - 5) A radio to maintain contact with shore / Race Officials.

205.10 - FIRST AID STATION (highly recommended but not mandatory for Marathon Racing)

A first aid station with qualified medical attendants and an ambulance must be stationed at a central on- shore location where injured drivers can be easily transferred from a safety boat to shore.

There should be a minimum of one Doctor or Paramedic who is experienced in handling trauma. It must be clear before the race who has the medical responsibility during the race.

A mobile resuscitation unit is highly recommended, as well as all other necessary equipment to provide treatment and to deal with serious trauma.

It is highly recommended that the First Aid Station is equipped to receive multiple casualties.

205.11 - INSURANCE

All drivers must be properly insured, either by themselves, with the policy to be produced before the start, or by any other insurance agency as required by the National Authority, the fee being paid by the driver.

The following insurance requirements are to be included in the Advance Programme:

- * Terms and conditions of an insurance for personal and material damage to third parties, and to other competitors if available.
- * The minimum limit of insurance cover required.

- * The type of risks to be covered by the insurance.
- * Insurances from other National Authorities are acceptable and must be written in the English language as well as in the language of the country where the boat is registered.
- * The competitors must have a racing third party insurance. The maximum amount of cover must not be inferior to that required by the laws of the countries where the races will be held.
- * If a team wish to use their own insurance, a copy of their policy must be sent to the relevant National Authorities at least 28 days before the race, so that the National Authority can consider whether the cover is acceptable. If the cover is acceptable, the local insurance will not be required to be taken out.
- * The amount of insurance fees to be paid at the race site if appropriate.
- * All insurances must cover the whole period of the practise testing and races from beginning to end of the event.
- * UIM should supply a third part insurance for those NA's that can't find a solution in their own country.**

205.12 - TECHNICAL PROTECTION

It is forbidden to start a motor with the propeller rotating in the air.

After launching a boat, it is forbidden to start the motor(s) or the engine(s) with the boat elevated and the propeller(s) rotating.

205.13 - PROHIBITED SMOKING

All smoking of any type is prohibited in pit areas. Adequate signs will be posted to this effect and the rule will be rigorously applied by the pit officials.

205.14 - FUELLING

Any team who dispenses fuel, either in or out of the boat, other than in the designated fuelling area, or by prior approval of the Pit Officials, will be subject to a penalty as decided by the Race Committee.

205.15 - ONBOARD VIDEO EQUIPMENT

If used, onboard video equipment internal to the cockpit must be securely mounted. Handheld video use is not permitted while underway, racing, or testing during the event. Under no circumstances may cameras be mounted to helmets

206 - ASSISTANCE IN ACCIDENTS

It is mandatory for competing boats to stop and the drivers to provide assistance at the scene of an accident involving other competing boats, if no other suitably qualified rescue assistance is present.

Placing and championship points shall be awarded to any boat/driver that stops at the accident scene and provides assistance. Such placing shall be related to the last confirmed position it held prior to the time of stopping at the accident scene after deleting all non-finishers from the placing list.

However, except in extreme circumstances as decided by the Race Committee, the boat/driver that gives assistance must, when relieved of their duties by suitable rescue personnel, continue in the race until the completion.

Providing such competitor does finish at the completion of the race, at racing speed, the 70 % rule shall not be applied to that boat/driver.

Should such boat/driver improve its position, it will keep its better place.

Any prize money must be paid for the position awarded.

Penalties imposed by the ODD or the UIM Commissioner for reason of failing to stop in an accident or dangerous driving must be imposed as soon as possible on receipt of the evidence of the offence. In a multi-heat championship this must be before the next heat.

The deadlines in 406.02 do not apply to this rule.

206.01 - HAND SIGNALS

The following hand signals are to be used by drivers and/or crew members at an accident scene to advise rescue personnel of their requirements.

HANDS CLASPED OVER HEAD

OK - No help needed at this time



THUMBS - UP

OK



BOTH HANDS WAVED OVER HEAD

Need immediate medical assistance



ONE HAND WAVED OVER HEAD

Need immediate tow or fire extinguishing assistance



NO SIGNAL

Immediate response by nearest personnel



ONE HAND RAISED WITH CLENCHED FIST WHILE ON PLANE

Caution - Debris or accident ahead!

Slowing or avoidance maneuver to follow.



All drivers, before being issued with their annual licence, must be tested on these signals.

207 - DISCLAIMER

By participating in UIM governed races any participant (driver, team member, spectator, race official or other involved person) acknowledges the following:

UIM is the governing rule making body of UIM racing events which are responsibly organized by clubs, national authorities of UIM, contracted promoters or other organizers. These organizers do not act on behalf of the UIM and UIM is not responsible for any act or omission of such organizer and shall not be liable to the participant accordingly.

The UIM sport and technical rules are intended to minimize risks but they cannot provide the highest possible safety standards at all times. Residual risks might remain.

Enforcement of the rules by UIM or other race officials and in particular but not limited to the technical scrutineering does not guarantee the safety of racing or the safety of the scrutineered boat. Scrutineering is not intended as a construction/ condition survey. The racing license issued by the National Authority or a super license issued by the UIM does not guarantee that a driver is physically able to race safely nor that he has sufficient experience or education.

Teams and drivers are solely responsible for their own safety including but not limited to their physical and educational ability to race in the relevant class, the safety of their boats and other gear and the safety of their racing activity. This responsibility includes racing with prudence and taking technical measures which are not mandatory in the rules but deemed necessary.

UIM shall not be liable for any damage, injury or death due to inadequate rules, breach of existing rules by participants or failure to enforce rules by the race officials.

208 - CRANE AREA

When race boats are being craned in and out of the water prior to, during or after a race meeting, the boat shall be craned without any person on board. The arrangements for craning shall be so organised that on no account will the craned boats pass over the head of any person.

This area must be cordoned off and marshalled.

300 - RACING RULES

300.01 - DEFINITIONS

French	English	Italian	German
Course	Race	Gara	Rennen
Manche	Heat	Prove	Lauf
Tour	Lap	Giro	Runde
Circuit	Circuit	Circuito	Rundestrecke
Parcours	Dist.covered	Percorso	Rennstrecke
Base	Base	Base	Messstrecke

Circuit

A circuit is a closed course defined by buoys where races are to be held.

Distance covered

Distance covered is the total distance to be covered per heat or race.

Base

A base is a course expressly measured for record attempts.

Marks of the course

Any objects specially indicated as such in the Racing Instructions are to be considered as marks of the course.

Obstacle

Any non specified object is considered as being an obstacle to free navigation.

Race

A race is a competition in speed between boats held in one or more heats.

301 - TIMING

In all International races and national championships the timing is carried out by officially appointed timekeepers using certified timing devices graduated to one tenth of a second. The devices must have a split second system one part of which must be capable of being stopped and restarted.

303 - MARKS OF THE COURSE

303.01 - DEFINITIONS

The Marks of the Course are any objects (boat, buoys...) that are specifically designated as such in the racing instructions. The objects that are not designated specifically as such are to be considered as obstacles.

An Official is posted near the turning marks. He must observe the turning of the marks and report to the Race Committee.

Should any mark be removed from its proper position either by accident or otherwise, the Race Committee shall, if possible, have it replaced. Should it be impossible to replace the mark in time for the boats to round it, the Race Committee shall decide whether the race is to be restarted or not.

The distance between the starting line and the first turning buoy must be at least one nautical mile.

303.02 - SPECTATOR AREAS

Race Organisers should designate spectator areas.

If a race boat finds itself in a designated spectator area, it must come off the plane immediately and proceed "off plane" with caution until back on the race course to avoid disqualification.

305 - PROCEDURE FOR UIM OFFSHORE STARTS

305.01

A safe area shall be established for milling. In this area, boats must be off plane (bow down, no wake) and must turn in counter clockwise direction.

305.02

Distinct areas in which each starting group can mill (safe area) will be established. See diagram for area and location.

305.03

A described line (pick-up line) on the race side of the milling area is where the start boat turns to pick up each class to start.

305.04

The referee - wearing orange gloves and an orange vest (optional) over his life jacket on the start boat may use hand signals to control the fleet prior to the start.

305.05

The use of a starter boat is mandatory for all classes. There must be a safe interval between each class start with the start boat headed towards the start line to one side or the other of the chute.

305.06

The minimum width of starting chute is 280 metres with a minimum length of 1600 metres. The chute must be straight.

Drivers must keep their lane in the start chute, up to a point presented in Race Instructions. From there on only "The rules of the road", § 313, are valid.

Breaking this rule will result in one or more of the following penalties: warning, one lap penalty, disqualification, yellow cards, depending on the severity.

305.07

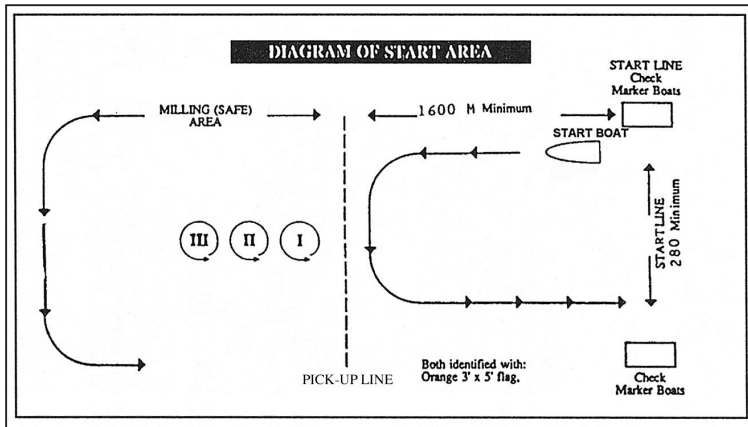
A single white smoking or rocket flare will be fired 2 minutes before the beginning of the starting run-up for the first start class, unless otherwise stated in the Racing instructions.

305.08

Two minutes following the firing of the start signal flare, the start boat shall raise and continue to display a yellow flag whilst running across the "pick-up" line. When the start boat reaches the opposite side of the starting chute, it

shall turn and begin its run towards the start line. All race boats may then begin their run towards the start line, following the start boat. at the 30-metre minimum safety distance, until the raising of the green flag.

The minimum dimensions recommended for the yellow flag are 1.5 m x 1.0 m.



305.09

During the start procedure the race boats must run at the safety distance of at least 30 metres behind the start boat and must observe a safe spreading distance between boats.

305.10

The start boat should approach the start line at a speed which allows boats which have difficulty in getting on plane to catch up.

305.11

When the starter is satisfied that all boats are in a satisfactory line, at a satisfactory speed, he raises the green flag and lowers the yellow flag simultaneously. The raising of the green flag determines the actual start.

The minimum dimensions recommended for the green flag are 1.5 m x 1.0 m.

305.12

The race only starts when the green flag is raised. However, for time keepers, the official start is when the leading boat crosses the actual start line. The actual start line shall be announced in the racing instructions.

One, or two start line/check marker boats may be used in conjunction with other fixed or laid marks help define the actual start line.

305.13

If at any time during the start procedure after the white flare has been fired, a red flag is raised, the start has been aborted and all boats must return off plane to the milling area for restart or follow specific instructions of the start boat.

305.14

A disabled boat or one which cannot get on plane with its class, must not interfere with the start of the next class in any manner. The craft must go to one side of the chute and wait for a clear lane to commence their start. Should a boat fail to start after its respective class has started, it may start, in a normal fashion within a half hour (30 minutes) of its respective class time of start.

305.15

It is recommended that the start and/or pace boat personnel be limited to seven persons.

305.16

Penalties for infraction of the starting procedure are:

- a) Failing to respect a safety distance of 30 metres (305.05) : 3 minutes;
- b) Turning wrong direction (305.01) : 3 minutes;
- c) Interference with starting procedure : disqualification;
- d) Excess speed in the milling area, or faster than 10 knots: 10 minutes penalty. If the driver has caused danger to other boats, he may be disqualified;
- e) Should the bow of any boat be in front of the transom of the start boat when the green flag is raised: 10 minute penalty.

An outer-limit pace boat on the other end of the penalty line may be used to help define the actual penalty line from transom to transom.

305.17

Safety takes precedence over racing. Pilots should do nothing to endanger crew, spectators or other participants.

305.18

If, through lack of entries, it is desirable to start two or more starting groups together, this may be done provided it is fully covered in the Racing Instructions (and/or drivers briefing).

305.19

It is recommended that the same start boat starts each starting group and in which case the start boat, having started the first group should return on the diagonal to its original position at the opposite end on the pick-up line and immediately repeat the starting procedure outlined in 305.08 for the next starting group until all the groups have been started. Alternatively, if separate start boats are used for secondary starting groups they should utilise the procedure described in Rule 305.08 (or 305.18) at time intervals fully described in the Racing Instructions.

305.20

Should sea conditions in the milling area be such that boats ship water when turning while off plane, procedure will be modified as follows:

The start boat will lead race boats to the milling area at which point it will raise yellow flag slowly to allow race boats to get on the plane in safety before accelerating towards the start line. Race boats will follow the start boat at the thirty metres minimum safety distance, on the side and in the manner described in the Racing Instructions (and/or drivers briefing), until the raising of the green flag.

307 - BAD WEATHER COURSE

Should bad weather compel the organisers to have any race run on a shortened course and/or an alternative start time, points are granted provided:

That a minimum of 1 hour notification, prior to the start time, of the amendment to the course or the start time is given to each driver in a Race Bulletin. A register must be signed by every driver confirming receipt of the Race Bulletin.

Should the race be stopped for any reason of 'force majeure', the boats will be classified according to 312.01, providing 50% of the minimum race distance set out in 800.13 has been completed. If this distance has not been completed, no points will be awarded.

309 - RACE CANCELLED

The Race Committee has the power to cancel any race should unfavourable weather or other serious circumstances render such action necessary. A red flag raised indicates that such race has been cancelled.

310 - RACE POSTPONED

310.01

The Race Committee has the right to postpone a race, in which case the red flag must be raised from the start boat and/or a patrol boat. Race starts thus postponed may re-commence the starting procedure with the raising of the yellow flag as described in 305.08.

The Race Committee may postpone the start, even after the first signals have been given, but only in cases of force majeure or if an error in the starting signals has been made.

310.02

In both cases, signalling is to be recommenced. When the need for postponement has passed, the Race Committee signals the start according to the instructions contained in the programme.

New entries are not to be accepted for postponed races.

Only drivers who duly entered and were present when the race was postponed are admitted.

311 - RACE SHORTENED

A shortened race is a race over a course which has been shortened by the Race Committee before the start.

The decision with instructions about the shortened course must be handed in writing to the drivers and the timekeepers.

312 - RACE STOPPED

The organisers may stop the race at any checkpoint of the route before the official finish, and/or if the race has been run more than 30 nautical miles, and/or the drivers have been racing for at least 1 hour. The race will be approved as a Championship race. The curtailment decision must be ratified by the Race Committee immediately after the race.

A red flag raised indicates the race has been stopped.

A stopped race is a race which has been interrupted by the Race Committee after the start.

Stopping the race is decided by the Race Committee for reason of force majeure of which it is the sole judge.

The Race Committee classes the boats according to their position at the time or place when and where the race was stopped.

312.01 - RACE CURTAILED

A curtailed race is a race shortened by the Race Committee after the start.

The signal to be used to announce it, is the waving of the chequered flag at the finish line.

The O.O.D. or other responsible official can implement a curtailment decision at any time during the event, even in a multi-class race, provided the curtailment signal is broken out on the start/finish line. Once the curtailment signal has been broken out, all boats will stop racing at the end of their current lap.

Raising a retirement flag will not preclude a driver from getting finishing points that would otherwise be awarded if the race is curtailed.

Arriving at a finishing sequence - The first boat in each class, or subdivision, to be stopped by the curtailment signal becomes the "key" boat in that class. Then -

- I) All boats that subsequently take the curtailment signal and have then completed the same number of laps as the "key" boat are listed, in their finishing sequence behind the "key" boat.
- II) All boats that subsequently take the curtailment signal and have completed one less lap than their "key" boat are listed, in their finishing sequence, behind all the boats listed under (I) above.
- III) Boats that break down on their last lap shall be placed in the finishing order, in the sequence which they last crossed the start/finish line and in accordance with the number of laps which they actually completed.
- IV) All boats that subsequently take the curtailment signal and have completed one more lap than their "key" boat are listed, in their final finishing sequence, ahead of all boats listed under (I) and (II) above, and probably ahead of all boats listed under (III).
- V) Boats that break down on their last lap having completed less laps than any other finisher (under the above rules) shall be regarded as non-finishers.

313 - RULES OF THE ROAD

313.01

The International regulations for the prevention of collisions at sea, shall apply at all times.

313.02

Where by any of these rules one of the two boats is to give way, the other must keep her course and speed.

313.03

Every boat, which is directed by these rules to give way to another boat must, if the circumstance of the case admit, avoid crossing ahead of the other.

313.04

Every boat which is directed by these rules to give way to another boat must on approaching her, if necessary, slacken her speed, or stop or reverse.

313.05

Any boat overtaking any other must give way to the overtaken boat.

313.06

In obeying these rules, due regard must be made to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

313.07 - OVERLAP

An overlap may only be established when two boats are on the same course or approximately on the same course and the overtaking boat has no longer a free choice on which side he shall pass.

The inside boat may gain the right of way by establishing an overlap even after the outside boat has altered her helm for the purpose of rounding the mark.

Once an overlap is established during the approach to or the rounding of a mark it cannot be broken even if the inside boat is clear astern.

An overlap exists when one boat is not clear astern of another.

A boat is clear astern of another when her hull is abaft a line projected abeam from the aftermost part of the other.

313.08 - PASSING OBSTACLES

Should an overlap exist between two or more boats when they are about to pass an obstacle, then the outside boats shall give the inside boats room to pass clear of the obstacle.

313.09 - PASSING MARKS

Should an overlap exist between two or more boats when they are about to pass a mark on the required side, then the outside boats shall give the inside boats room to pass clear of the mark, leaving it on the required side.

313.10 - ALTERING COURSE

When one of the boats is obliged to keep clear to avoid risk of fouling, the other shall not alter her course. A boat must not alter her course so as to hinder another in passing to starboard.

313.11

When an overlap exists but neither boat is an overtaking boat, the one which has the other on her starboard side must give way.

314 - ROUNDING AND FOULING MARKS**314.01**

Rounding marker buoys must be in the direction and on the side stipulated in the Racing Instructions.

314.02

A driver who is forced on to a mark by another driver may lodge a protest against that driver.

315 - FOULING COMPETING BOATS

If a boat, in consequence of her neglect of any of these rules fouls another boat, or compels others to foul each other, she is disqualified.

316 - RUNNING AGROUND

Any boat, running aground, fouling a buoy, vessel or other obstruction, may use her own anchors, warps, spars or other gear to clear herself.

317 - ANCHORING DURING A RACE

A boat may anchor during a race but must weigh and recover her anchor again, not slip it.

318 - MEANS OF PROPULSION

All methods of propulsion other than motor, and paddle are prohibited.

The action of the wind and current will not entail the disqualification of the competitor.

319 - OUTSIDE ASSISTANCE

319.01

Unless specified in racing instructions, no outside assistance (including refuelling) is allowed during a race.

For all classes it is permitted to use electronic steering compasses and/or electronic position fixing equipment. It is expressly forbidden to interface any of this equipment to the steering system.

GYROS: All movable surfaces allowed on the boat shall be under the control of the onboard crew without any sensors in the control loop (i.e. no auto pilots, gyros, accelerometers or other attitude or acceleration sensors may be in the control loop).

The Race Committee has the right to decide whether there was outside assistance or not.

No changes to the boats systems may be made from outside races (i.e. no radio command links to adjust onboard parameters to engine management systems, either air/fuel ECUs or ignition ECUs).

320 - FINISHING A RACE

320.01 - THE FINISH

The finish of a race is signalled to the driver of the winning boat by waving a black and white flag at the finish line.

Where two or more classes are running together, a different flag may be used for each class.

The description of the flag used for signalling the finish of each class must be clearly specified in the Racing Instructions.

When the leading boat completes the course and crosses the finishing line, the chequered flag will be waved. It designates the "winner" of the race and the start of the finish procedure of the race.

Any boat crossing the finishing line after the "winning boat" will be classified considering its time and the number of laps completed, provided that it has covered the minimum number of laps announced at the race briefing.

When calculating the number of laps completed by a boat, its last lap completed (after the arrival of the winning boat) must not be slower than 50 % of its fastest average lap speed.

The race may be curtailed or stopped at the finish line at any time by waving the chequered flag. This designates the end of the race. To be designated a "finisher", a minimum of 70% of the laps completed by the winning boat must be completed, rounded up or down to the nearest full lap unless otherwise stated in the race instructions.

320.02 - STOPPING THE RACE

In case of force majeure or accident, the Race Committee may stop the whole race, waving a red flag. This signal will be given from the turn mark control boats. Additionally this signal may be given by other official safety boats.

320.03

A driver who finishes a race or heat must withdraw from the course without hindering the boats that are still in the race. This constitutes an exception to rule "Right of Way".

A driver who has finished that race and cuts across the course may be disqualified.

A vessel is timed as completing a race when her bow crosses the finishing line. After finishing the race, she must continue to observe any special regulations prescribed by the Race Committee as to keeping clear of the finishing line and the course.

320.04

The Race Committee has the right to stipulate the maximum duration of each race.

321 - SCORING SYSTEM

321.01

Unless otherwise specified, the following scoring system is to be adopted:

1 - 400 pts	11 - 22 pts
2 - 300 pts	12 - 17 pts
3 - 225 pts	13 - 13 pts
4 - 169 pts	14 - 9 pts
5 - 127 pts	15 - 7 pts
6 - 95 pts	16 - 5 pts
7 - 71 pts	17 - 4 pts
8 - 53 pts	18 - 3 pts
9 - 40 pts	19 - 2 pts
10 - 30 pts	20 - 1 pt

321.02

National class boats may race at International meetings.

321.03

If boats of different series or classes start together every boat must be classified within its own class.

323 - POSTING OF THE RESULTS

The results of each race must be posted, as soon as possible after the race on the notice board at race administration office (specified during the driver's meeting/or in the Racing Instructions).

The O.O.D. and UIM Commissioner must sign together the provisional and official results and state the time of posting on the sheets.

A. PROVISIONAL RESULTS

The first posted results, with "Provisional Results" mentioned on the sheet, remain provisional for 1 hour, unless otherwise stated on the results sheet for purpose of post-scrutineering or other purpose.

Competitors can only lodge protest against results or against other competitors as long as results are provisional (protest time).

The deadline of 1 hour is not valid for penalties imposed by the O.O.D. for the reason of post-race scrutineering, and under the condition that this is clearly stated on the provisional results sheet. The results will in this case remain provisional until 1 hour after the finalization of the post-race scrutineering.

Once post-scrutineering is finalized, the technical scrutineers in charge will report this to the O.O.D, who has to record the finish time of post-race scrutineering. 1 hour after the end of post scrutineering, if no protests lodged, results will be made official.

All competitors and Jury members must remain available on the event site during the 1 hour after posting of provisional results or 1 hour after finalization of post-scrutineering if results remain provisional till the end of post-scrutineering. This is the post-race protest period for each race.

Protests (cfr. 403 Protest procedures)

During the protest time competitors will be able to protest.

A protest against new results which are not caused by a Jury decision can be lodged within one hour of these new results being posted, but only concerning the decision (eg post-scrutineering, etc) which led to the changing of the results.

If protests have been lodged, these protests will be reviewed by the Jury and hearing must be organized.

The Jury must decide as soon as possible on the protest presented to it and will make a decision, unless otherwise stated in the Jury decision. And then the "Official results" will be published with the signatures of the O.O.D. and the UIM. Commissioner.

No protest is permitted on Jury decisions; they may only be contested by appeal.

If there has been no protest after expiry of the protest time, the O.O.D. and UIM. commissioner will sign and so approve the results as official.

B. OFFICIAL RESULTS

After 1 hour that provisional results are posted, or in case subject to post race scrutineering, after 1 hour after the finalization of post race scrutineering, and if there has been no protest, after this expiry of the protest time, the O.O.D. and UIM. commissioner will sign and so approve the results as official, with "Official Results" mentioned on the sheet.

A copy of the official results, signed by the O.O.D. and the UIM. Commissioner will be published on the notice board in Race Administration Office. As from that period no more protests can be lodged by competitors.

For some specific classes or cases, results can remain provisional, not only subject to post race scrutineering, but also for other reasons.

These reasons have always to be clearly stated on the provisional results sheets, such as:

- "Subject to the results of routine fuel analysis for the following boats...."
- "Subject to further checks to be carried out by the UIM. for boat N°...."
- "Subject to the result of the appeal lodged by the competitor of boat N°...."
- "Subject to the results of a complete engine inspection or dynotest for boat N°...."
- "Subject to the results of the anti-doping tests for the following crews..."

324 - INSPECTION OF HULLS AND ENGINES

324.01

Boats, and engines taking part in a race which are subject to checking, must not leave the boat park until one hour after the posting of the results.

324.02

The Technical Officers may postpone the inspection and stipulate the time limit and place where the engines must be available.

324.03

In the meantime, the motor must remain sealed to prevent any alterations being made.
Refusing to produce the motor or the hull entails disqualification.

324.04

It is compulsory for a driver to make arrangements for tools, special tools and mechanics so that his motor can be disassembled if the Technical Officers at a post race inspection want to check any part of the motor. Both the driver and/or the mechanics shall work as efficiently as possible so that inspection duration can be kept to a minimum.

Motors and boats will be placed pending inspection in a well-delimited place, which remains under the care of the "boat park" Official. This area is called the "parc fermé".

324.05

After the pre-race technical inspection, the boats must not leave the boat park without permission except for practising or racing.

324.06

If any repairs can only be effected outside the boat park, they must be carried out in the presence or with the permission of a Technical Officer.

324.07

Officers allowed to attend the inspection:

- The Officer of the Day.
- The delegate of the interested National Authority
- The measurers named by the organising committee
- The driver and a mechanic if necessary
- The UIM Commissioner

The presence of other persons is only allowed if authorised by the Race Committee.

326 - AFTER THE EVENT (REPORTS)**326.01**

At the end of the event, the Secretary of the Race Committee must send to the Offshore Commission of his National Authority a report including:

- | | |
|--------|---|
| 326.11 | Classification and distribution of prizes (minutes of the Jury) |
| 326.12 | Report of the timekeepers |
| 326.13 | List of drivers |
| 326.14 | Penalties |
| 326.15 | Documents on any records beaten in conformity with the UIM rules |
| 326.16 | List of protests and decisions relating to these protests. |
| 326.17 | All necessary documents in order to evaluate the event or the race. |

- 326.18 These documents must be sent to the Offshore Commission of the National Authority within 8 days of the end of the event or the race.
- 326.19 After each titled event the organisers must send the results to the Secretariat of the UIM.
- 326.20 If the results are taken into consideration for the granting of a trophy or a prize, the points must be sent to the UIM by telefax, by e-mail within 48 hours.
- 326.21 days after a competition, the organising club must send the final result to the National Authorities of all the participants and to the Secretariat of the Union.

330 - SPRINT POWER SLALOM

The course is a simple slalom course with only two turns.

The race is with two boats against each other on two separated but identical sprint courses.

The race shall be run with a serial produced boat. All pilots shall run with identical boats.

The competition is a elimination competition. If you will, you may continue, if you lose - you are out.

The race could be either one single race, or if time permits you could do it twice, then the drivers should exchange course and/or boat.

The course area is at least about 120 m x 60 m. The length and size of the course is pending on the speed and performance of the boats.

The course is designed so that the boats always turn outward from each other.

330.01 - COMPETITORS AND SAFETY

All competitors must go through a driver education.

All competitors must have approved helmet and an approved model of the racing life jacket.

Kill switch is mandatory, which stops the engine if someone falls out of the boat.

One should always be at least two persons in the boat.

Crew members must have a license issued by the National Authority, with including accident and liability insurance in force during the racing.

330.02 - START

We need a berthed start / finish boat with judges and with flag signals.

The first part of the track has a startbox area of about 20 x 30 meters.

When a yellow flag is shown from the Jury boat, the boats shall go into the startbox area in the idle speed.

The start signal is shown by a green flag.

When it's about 10 seconds to start the green flag will be shown in horizontal position. When about 5 seconds remaining the green flag is raised straight up. When the GREEN flag is folded the start goes.

Unless otherwise stated, there will be a start exactly every five minutes.

If something happens during the race, which means that you cannot start after five minutes, the next start will be delayed five minutes. Red flag = wait outside the start box. Yellow flag enter the start box area.

330.03 - FINISH

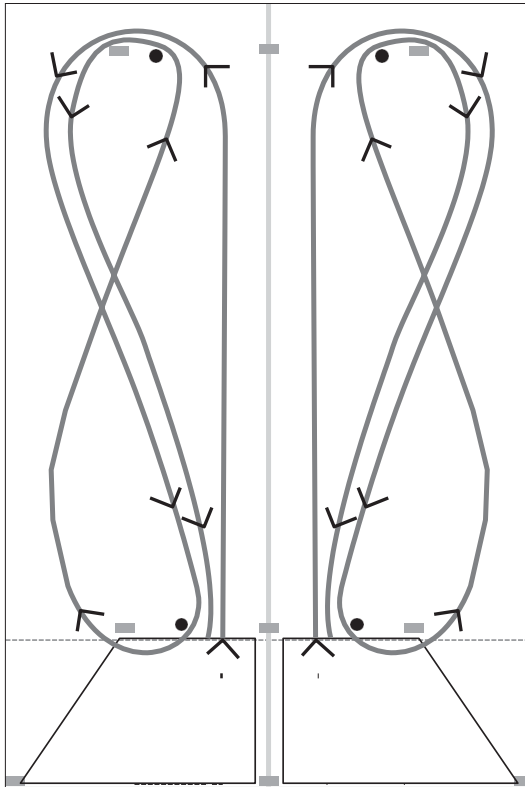
At the finish a black and white checkered flag is waved.

After finishing the boats run out of the start/finish box area in non-planning speed when both boats are out of the start/finish box area, a yellow flag is shown and the next two boats shall enter to the start area.

330.04 - GENERAL

The drivers do not own the boat in which they compete with you need two safety boats, one on each side of the track.

Racing Form follows UIMs ordinary racing rules. The racing format is new.



400 - JURISDICTION

401.01 - DEFINITIONS

Jurisdiction applies to:

The UIM Offshore, Circuit, Aquabike Rules.

401.02

No claim for damages arising from an infringement of any of the UIM rules or the Advance Notice or any of the Racing Instructions or Race Bulletins shall be adjudicated upon by any Race Committee or appeal authority, but shall be subject to the jurisdiction of the courts.

The crew of a racing powerboat which acknowledges infringing a rule does not thereby admit liability for damages.

The findings of fact, and the decision of the protest committee shall be relevant only to the purposes of the powerboat racing rules and shall not be referred to in any proceedings for damage without the written consent of all parties to the protest.

402 - JUDICIAL BODIES

402.01 - THE INTERNATIONAL JURY

The Jury hears any protest raised by a driver.

1. Composition

The Jury must be composed of at least three members, the Chairman included. The Organisers of the event appoint the Chairman. Each competing country, including the hosting country, may appoint one member delegate who can represent only one country. These appointments must be made in writing, authorised and signed by a National Authority Official and delivered to the event Secretary.

If there are not enough N.A. appointed members to form a Jury of three persons, the Organisers must appoint additional members, but only enough to reach three persons.

The Jury composition will be announced at the first drivers meeting. The Jury must be present at the first drivers meeting.

Race Officials can not be Jury members.

The UIM Commissioner (s) appointed to the event is (are) full member (s) of the Jury.

In an event comprising races of several classes, it is possible to keep any authorized Jury member to adjudicate on any matter of the Jury, irrespective of the class he/she happens to represent.

2. Authority and Duties

The Jury sits as long as the event lasts, and hears all protests relating to that event.

The Jury must decide as soon as possible on all protests presented to it during the event.

402.02 - INTERESTED PARTIES

No member of a Jury who has taken part as a competitor or Official in the race concerning which a judgement is to be given, or knows himself to have directly or indirectly an interest in one of the parties involved, may judge the protest.

However, a member of an International Jury shall not be disqualified even if one of the parties is from his N.A.

402.03 - THE UIM APPEALS BOARD

The UIM will decide on Appeals arising from International events according to the provisions laid out in Rule 405.1.

In each case, the UIM Executive Committee, or in case of an appeal lodged against an Executive Committee's decision, the appointed neutral Council member will nominate three members, one to be Chairman after consultation of the relevant commission. The members must not be from the National Authorities of the parties to the case.

One member will act as Clerk to the Board.

403 - PROTEST PROCEDURES

403.01 - VALIDITY OF PROTESTS

Only a driver may protest against facts pertaining only to the races in which he takes part.

Joint protests signed by several drivers will not be considered.

All protests must be in writing - type written or hand written in printed characters in English.

It must state the reason for the protest and be accompanied by any relevant documents that shall provide evidence within the given time and any protest fee as stipulated by the Race Organiser.

All protests must be signed by the protester.

The protest must be handed to the Race Secretariat who must, in the presence of the protester, record the time of receipt.

Any costs involved in verification are to be borne by the losing party.

A written protest can be withdrawn by the protester ; he then loses the protest fee.

403.02 - PROTEST FEE

The amount of the Protest fee must be decided by the National Authority and it must be published in the advance programme. The maximum amount for a Protest fee will be decided by the UIM General Assembly. It will be 80€ or an equivalent sum in the local currency.

403.03 - RIGHT OF PROTEST

A protest can be lodged against the posted provisional results or against any decision made by the Race Committee or against one or several competitors.

In the event of a competitor protesting against a penalty imposed on him by the O.O.D. or the UIM Commissioner and another driver protesting simultaneously against this competitor due to the same incident, the Jury will have only one meeting with both competitors being party of this protest procedure.

A protest can only be lodged on a subject which directly concerns the protester himself. A protest which complies with these rules can not be refused by the Jury.

No protest is permitted on Jury decisions, they may only be contested by appeal.

403.04 - TIME OF LODGING A PROTEST/ PROTEST PERIOD

A protest regarding the qualification of a boat, a motor, or a driver must be made before the first drivers briefing. Starting in a race is considered as acceptance of the conditions and the eligibility of the other competitors. The only exception to the above is when the protester can prove the facts were not given to him before the drivers briefing, then a protest can be lodged up to one hour after the posting of the results.

Any other protest must be lodged within one hour of the first results being posted with the following exceptions:

A protest of a driver (driver "A") against another driver (driver "B") can be lodged within 30 minutes after the posting of the protest form according to rule 404.03 if driver "B" has been penalised and himself protested against this penalty. Without lodging such a protest driver "A" shall not be entitled to appeal against the Jury decision.

A protest against any other decision, posted after the posting of the first results can be lodged within one hour after the posting of this decision.

403.05 - JUDGEMENT

Decisions by the Jury shall be reached by simple majority of votes. In the case of equal votes, the Chairman's vote will be the casting vote.

In the event of a protest, penalties may be agreed, rejected or changed by the Jury. If

a protest is upheld by the Jury, the fee must be returned to the protester.

Any judgement pronounced by the Jury stays in effect until altered by the Appeal Board.

403.06 - NOTIFICATION OF DECISION

All decisions by any Jury, the minutes of the meeting and the justification of the decision must be notified to the concerned parties in writing, including their right of appeal.

403.07 - AVAILABILITY OF DOCUMENTS

All documents relevant to any decision by the Jury must be filed with the organising N.A. and held available for a higher authority until the time limit for an appeal has expired.

404 - HEARING OF THE PROTEST

404.01 - RIGHT TO A HEARING

Any person being party to a protest, or being charged for an offence against the rules shall have the right to be heard before the Jury in order to defend himself.

404.02 - WITNESSES AND EVIDENCE

It is the responsibility of the parties involved in a protest to ensure that witnesses appearing on their behalf together with any other evidence are present and the Chairman of the Race Jury at his/her sole discretion may take their availability into account when determining the time of the hearing.

Any costs incurred by the appearance of witnesses shall be borne by the respective parties unless decided otherwise by the Jury.

404.03 - THE HEARING PROCEDURE

The following procedure must be followed in all hearings unless otherwise stated elsewhere in these rules:

- A copy of the protest must be posted in the same way as the results. The time of posting must be noted on this copy.
- Together with a copy of the protest, the Jury must give written notice to all parties of where and when the hearing will take place. Reasonable time shall be allowed to the parties for the preparation to the hearing.
- If any party duly notified, fails to appear without giving an acceptable reason, judgement can be rendered by default i.e. the missing party shall lose the protest.
- Written minutes must be taken.

- All parties to the case are entitled to be present and to hear and question all evidence at the hearing up to the time the Jury makes its decision.
- If the Jury meeting involves a junior (less than 18 years of age) then he/she must be accompanied throughout the meeting by an adult (parent/guardian).
- The protest shall be read out to the parties.
- A party to the hearing who believes that a member of the Jury is an “interested party” or otherwise not suitable to decide upon the protest shall object at the beginning of the hearing and before he/her states his/her own case. Failing to do so will result in acceptance of the relevant Jury member unless the party can prove that the circumstances and facts resulting in the ineligibility of the Jury member came to his/her knowledge only after this moment. In this case the party has to object immediately after having obtained the relevant information.
- Then the Jury shall decide, whether all formal requirements of the protest are fulfilled (403.01 – 403.04 and possible additional rules of the relevant class). Failures shall lead to the protest being void. The parties shall be given the opportunity to give statements if failures are found and before a final decision on the formal legality of the protest is taken.
- The parties shall be invited to state their cases. The parties may call witnesses. Each witness, after having given his account of the case, may be questioned by all parties and by the members of the Jury. Any other evidence available may be presented.
- Any member of the Jury who is familiar with the case may give his evidence
- The parties shall be entitled to question each other and any member of the Jury who may have given evidence.
- The witnesses shall withdraw and the parties shall be invited to make a final statement of their cases.
- The Jury may recall any party, previous witness or new witness and call on any other evidence to verify the facts.
- The parties must be present during the whole of the recall and must be given the opportunity to question any new evidence after which they may re-make their final statements.
- After all evidence has been assessed the situation with the protest may be discussed. The hearing will then be closed and the Jury shall debate the case and take a decision in a closed meeting and no other person but the Jury members have a right to be present.
- For further procedure see rules 403.05-403.07.

405 - THE APPEALS PROCEDURE

Unless stipulated differently below, the rules for the protest procedure shall apply to the appeals procedure as well. With reference to the 405 appeals procedure, any time limits which end on a Saturday or Sunday shall end on the following Monday. If the Appellant misses any time limit the appeal will be rejected as void.

The UIM will decide on Appeals arising from International events according to the “UIM International Court of Appeal” rules unless differently laid out in these 405 rules.

405.01 - APPEAL BOARD

The ICA sits whenever the Chairman calls a meeting.

405.02 - INTERESTED PARTIES

No interested party shall be member of the ICA as set forth in the ICA rules.

405.03 - RIGHT OF APPEAL

A decision by a Jury may be appealed by the parties involved in the Jury meeting when they consider that an injustice has been made against them and/or fresh evidence has been made available that may alter the decision of the Jury.

A driver can also appeal :

- a penalty, imposed against him
- without the prior lodging of a protest, but only if this was not possible, because the race Jury has had dissolved itself before or within the protest period.

405.04 - NOTICE OF INTENTION TO APPEAL

The intention to appeal must be notified in writing to the Secretariat of the UIM by the interested party within four days of the day following the Jury decision or in the case of a decision against which a driver can appeal without the prior lodging of a protest within four days of the day following the notification of this decision to the NA of the driver or if earlier to the driver himself.

405.05 - TIME LIMIT

All appeal documents and fees must be received within ten days from the date when the notice to appeal was received by the UIM Secretariat.

405.06 - LODGING OF AN APPEAL

The appeal must be sent by telefax, letter or e-mail and it must be signed by the appellant. The reasons for the appeal must be stated.

Address, telephone, e-mail and/or fax should be clearly mentioned on the appeal, so that the UIM can send any correspondence directly to the driver with copy to relevant N.A.

405.07 - NOTIFICATION OF THE PARTIES OF THE APPEAL

The UIM Secretariat must within two days from receiving the appeal, notify by telefax, by e-mail or letter the other parties that an appeal has been lodged and that they may send a rejoinder.

Eventual rejoinders must be received within ten days from receiving this notification.

405.08- TIME LIMIT FOR DECISIONS ON APPEALS

All appeals must be determined no later than forty-five days after the date when the appeal documents and fees were received by the UIM Secretariat.

405.09 - APPEAL BOARD DECISIONS

The (ICA) takes its own decision based on every information available. The decision of the Jury may be upheld, changed or not upheld. The decision of the (ICA) is final.

405.10 - COSTS

The appeal fee is 2000 €. In addition the driver has to pay 3000 € to the UIM for possible costs of the ICA (meetings, telephone, fax, laboratory, experts or other costs of the appeal procedure). The appeal fee for a single championship/invitation race (not a Formula race, or a C1 race or similar) is 1000 €, in addition the driver has to pay 1000 €, to the UIM for possible costs of the ICA.

If during the procedure further costs arise, the Appellant has to deposit the missing amount accordingly within 14 days from notification.

The driver who appeals has to pay for the meeting costs anyway if the appeal is upheld or not. If the costs of the appeal committee is less than 3000 € then the difference will be paid back to the driver.

The appeal fee of 2000 € will be refunded if the appeal is upheld. If the original decision is changed by the ICA (405.09), it can decide to refund a percentage of the appeal fee if appropriate.

If there is an infringement to rule 405.05, the Chairman of the ICA can decide that the appeal is not considered valid since the expiry dates were not respected. In this case 50 % of the received appeal fee will be reimbursed to the appellant.

Further appeal fees or deposits as foreseen in the ICA rules do not apply.

The driver may agree to forego an Appeal Committee meeting and for the appeal to be handled through telephone, e-mail, and fax, if possible, in order to minimise the cost for the appeal.

406 - PENALTIES

406.01 - GENERAL

Any proven breach of applicable Rules may be penalised.

If the rules do not determine a special penalty for the relevant breach, the penalty to be given has to be proportional to the seriousness of the breach. The proportionality is at the discretion of the decision maker.

The UIM Executive Committee or the relevant National Authority shall only impose penalties, when they deem the relevant infringement to be so serious, that it has to be penalised although the deadlines for penalising or lodging a protest have already expired. After the expiry of the aforementioned deadlines, a penalty for an ordinary breach of the rules shall in general not be imposed.

The Race Jury or the Appeal Board following a protest or an appeal can (only) impose penalties, which can be imposed by the O.O.D.

406.02 - DEADLINES FOR PENALISING

The first posted results are provisional for one hour.

The National Authority and/or the UIM Executive Committee can only impose penalties within 3 months from the day, the infringement occurred.

These deadlines are not valid for penalties imposed by the O.O.D. for the reason of post race scrutineering and under the condition that this is stated on the results sheet.

In this case the results will remain provisional until one hour after the finalisation of the post race scrutineering.

The date and time of finalisation of the post race scrutineering must be recorded by the UIM Technical Commissioner or other technical scrutineer in charge.

If the post race scrutineering can not be finalised until the end of the event and the O.O.D. has already left the race site the penalty has to be imposed as soon as possible after the receipt of the scrutineering results by the O.O.D.

406.03 - UNACCEPTABLE BEHAVIOUR

In order to protect the interests of the sporting community, the following actions may also be penalised by the O.O.D., by the UIM Executive Committee or by the N.A. of the Licence Holder.

- any deliberate act taken to gain unfair advantage.
- any false act made or statement given with the intention of suppressing facts required for the proper conduct of the race.
- any attempt to bribe or the taking of a bribe.
- any abusive or unsportsmanlike behaviour.

406.04 - REPRIMAND

A reprimand is a notice of disapproval of an unacceptable action. It must be recorded by the Race Secretariat. A reprimand must be witnessed. A reprimand automatically constitutes warning that if the offence recurs, a heavier penalty will be given. A Reprimand is valid for 12 Months.

A reprimand can be given by the O.O.D., or the National Authority of the Licence Holder.

406.05 - YELLOW / RED / BLUE CARDS

A yellow or red card may be given by the O.O.D. or UIM Commissioner.

A yellow or red card will be confirmed on UIM form which will be posted with the results and if it is confirmed it must be included in the commissioners report. The recipient must be notified privately before a red card **or yellow or blue** is posted.

The driver has one hour from the posting of the penalty to protest (rule 403). If the protest is not upheld he can make an appeal (rule 405).

A yellow/red card received in all UIM disciplines and classes count towards the drivers CV and shall be accumulated.

Yellow/red cards can only be given for bad behaviour on the water including :

- up to two yellow cards at a time for dangerous driving;
- one red card for extreme blatant dangerous driving.

A driver who receives a red card is immediately disqualified from that event.

Receiving a third yellow card equals to a red card **and carries the same penalties/actions.**

A driver with a red card shall lose the right to take part in any UIM activities on the water for two months.

In addition **during the two years following the receipt of the card**, he is not eligible for the first UIM titled race in any **the** discipline and **or** class ~~subsequent to the receipt of~~ in which he received the red card.

Further penalties may be applied on a national level by the driver's NA.

All yellow cards will remain valid for the four UIM events **(any UIM sanctioned races, titled or not)** in which he competes following the date on which the last yellow card was delivered or **36 calendar months from this date.**

Yellow/red cards must be notified to the UIM and National Authority of the competitor concerned within three days **of completion of the event.**

The UIM will notify all National Authorities when a driver has a red card and is therefore suspended from international competition.

To be applied to all people in the paddock:

A blue card can be given by the UIM commissioner for any offensive, unsportsman, abrasive etc, behavior during any official activity (briefing, Race Control during event etc.)

A second card will immediately remove the offender from that activity.

Following the subject activity, the Race Jury will meet and determine if further disciplinary action is justified.

406.06 - DISQUALIFICATION

Disqualification deletes a competitor from the results of the heat or race where the offence occurred.

Disqualification is done by the O.O.D.

406.07 - TEMPORARY SUSPENSION

Temporary suspension suspends a competitor, a competitor together with crew, a crew member, or an Official from

all or part of an event. Temporary suspension may be given for serious indiscipline.
Temporary suspension will be imposed by the O.O.D.

406.08 - PROLONGED SUSPENSION

Prolonged suspension can be imposed on a competitor, an Official or an organisation for deliberate fraud, repeated or very serious indiscipline or very serious misconduct.

Prolonged suspension can be imposed only by the N.A. of the licence holder or organisation, or by the UIM Executive Committee.

A Prolonged suspension is always International. The N.A. must immediately inform the UIM of a Prolonged Suspension and the UIM must inform all other N.A.'s.

406.09 - EXCLUSION

Exclusion means a permanent loss of all rights to take part in any activities falling under the UIM and its affiliated organisations. A person or an organisation who has committed a moral or sporting offence of extreme gravity is liable to be excluded.

A sentence of exclusion can be pronounced only by the N.A. of the licence holder or organisation, or by the UIM Executive Committee.

Exclusion is always International. The N.A. must immediately inform the UIM when it has imposed a sentence of Exclusion and the UIM must inform all other N.A.'s.

In the case of suspension, prolonged suspension or exclusion, all National Authorities and therefore their affiliated clubs bind themselves to respect the decision and apply it in their own country.

407 - PRIORITY OF THESE RULES

The course of the UIM has to be exhausted, before the dispute can be brought before civil court.

408 - POWERBOAT PROTEST FORM

PART A

Is for you, the driver, to complete and hand in within the specified time limit.

PART B

Is for you, the driver, to complete and give to the Protest Committee Chairman at the beginning of the Protest Meeting.

PART C

~~is for the Protest Committee to complete.~~

DRIVERS PROTEST FORM

PART A

SECTION 1

NAME OF EVENT: _____ DATE OF RACE OR HEAT: _____

HEAT NUMBER: _____ CLASS: _____

SECTION 2

YOUR NAME (PROTESTOR) _____

YOUR BOAT NUMBER: _____ BOAT NAME: _____

SECTION 3

I (the Protestor) am protesting against: (tick 4 as appropriate)

q To seek redress from the Race Organising Committee for actions or omissions.

q Another driver, name: _____ Boat No: _____

q The Results as posted

SECTION 4

Which rule has been infringed _____

Time of incident: _____

On which lap was the incident _____

Where was the incident _____

SECTION 5

Your signature _____

Time of signature _____

SECTION 6

You must see this section completed by the official receiving this Protest:

Name of Official: _____

Time Protest received: _____

PART B**SECTION 7**

Either, explain incident with another driver; in writing and by drawing; Or,
explain your reason for Protesting against the Race Committee:

409 - ARBITRATION**409.01 - GENERAL**

A party of the appeal procedure has the right to ask for a final arbitration at the CAS (Court of Arbitration for Sport). The commencement of the arbitration procedure requires the acceptance of the mandate by the CAS. In the event that the CAS refuses to accept the mandate for arbitration the decision of the Appeal Board remains final. The CAS procedure must abide by the following rules.

409.02 - PARTIES OF THE ARBITRATION PROCEDURE

- a. The UIM will be party of the arbitration procedure and will be represented by the chairman of the Appeal Board.
- b. Any other party of the appeal procedure shall be notified of the arbitration procedure and may join the arbitration procedure as party by written declaration to the UIM office or directly to the CAS.

409.03 - DEADLINES FOR ARBITRATION

The intention to ask for arbitration must be notified in writing to the Secretariat of the UIM by the interested party within 7 days of the day following the notification of the appeal decision.

A written justification for the claim for arbitration must be received by the Secretariat of the UIM within 14 days from the day the intention to ask for arbitration was received by the UIM Secretariat.

The notification and the justification must be signed by the party.

409.04 - FEE AND COSTS

The UIM arbitration fee is 1.525 €. The CAS may decide to refund/ partly refund this fee according to rule 405.10.

Regardless of the final outcome of the arbitration procedure all costs arising out from the arbitration by the CAS (e.g. invoices from the CAS or from experts mandated by or on the initiative of the CAS, travel, accommodation and communication costs of the UIM representative or similar) are borne by the party who asks for arbitration unless differently foreseen below.

This party must deposit an amount that covers all such possible costs no later than 14 days after being notified of the amount. The Secretary General has to determine this amount after consultation with the CAS and taking into consideration an amount of 2.290 € for possible costs arising to the UIM. The deposit has to be paid by bank transfer to the UIM or directly to the CAS as determined by the UIM Secretary General. If during the procedure further costs arise, the party who asks for arbitration has to deposit the missing amount accordingly within 14 days from notification.

A party according to rule 409.02. b. bears the costs that arise from the performance of its rights as party of the arbitration procedure including but not limited to travel and accommodation costs, consulting fees and similar.

409.05 - FURTHER PROCEDURE

The CAS will be mandated by the parties involved but only through the UIM Secretariat. The UIM will assist the party by drafting and transferring the mandate to the CAS. The UIM must not transfer any mandate to the CAS unless the arbitration documents and fees according to rules 409.03 and 409.04 will be received in due time.

If the interested party misses any deadline, this party loses the procedure and the decision of the Appeal Board will be automatically upheld. The UIM Secretariat in this case will not submit the mandate to the CAS or withdraw any mandate that might have been submitted. In this case the interested party has to pay 50% of the arbitration fee and any costs according to rule 409.04.

The further procedure shall be determined by the CAS.

409.06

The decision of the CAS will be final and it shall not be subject to any further jurisdiction.

500 - TECHNICAL RULES. CLASSES

500.01 - GENERAL

The 500 group rules contain general technical information.

For specific class rules see:

- Offshore General Rules	RULE 701 - 715
- Offshore 3	RULE 730 - 735
- V24 Class	RULE 950
- Pro Vee Class	RULE 960
- Offshore 3 - 225	RULE 1000
- RIB	RULE 1100
- Marathon	RULE 1200
- Stock	RULE 1300

By word "boat" it is understood to mean any vessel used in powerboat racing.

When a matter is strongly recommended, the driver (pilot) choosing a different solution may be asked to explain to the measurer or scrutineer the advantages of his solution.

500.02 - INTERNATIONAL OFFSHORE CLASSES

The request to create any new International class has to be presented by at least three Nations.

All classes for which the rules have been drawn up by UIM are International.

All National bodies are bound to observe these rules without any alteration whatsoever. ~~Only the UIM-Cominoff has the right to change the rules. Rule changes must be ratified by UIM General Assembly.~~

500.03 - RECOGNISED CLASSES

All national classes for which the rules have been properly established by a National Authority are recognised by UIM.

501 - MEASUREMENT CERTIFICATE

A boat is not allowed to take part in a local, National or International race without a Measurement Certificate, issued by a National Authority, made up in the native language and in English according to the official UIM offshore Measurement Certificate with logbook.

The Measurement logbook shall follow the powerboat in all its racing activities. This is to get the whole racing history of the boat.

The Measurement logbook shall be updated at any change of year, rules, engine, owner or class.

For closed cockpit boats there must also be an appendix with documentation specifying the cockpit design and dimension including material specification and layup together with calculation of hydrodynamic loads acting on cockpit and the strength of the cockpit and primary structure (roll bars).

The certificate is available for the National Authorities only, from the UIM office.

This document shall be registered and stamped by NA.

When completed the Measurement Certificate, along with the appendices, it all shall be forwarded to the UIM in a digital format for inclusion in the digital logbook when it becomes available.

The UIM must forward all documents to the Chairman of the Safety Cockpit Committee for approval.

The use of the UIM Digital Logbook (DLB) is recommended for all offshore classes. The Digital Logbook is implemented and mandatory in Class 1 and XCAT.

The UIM establishes and maintains a “Group of International Measurers,” consisting of persons from any NA that are fully qualified to measure boats for international racing classes. All National Authorities are asked to forward the names of persons qualified for this group. The UIM will name a chairman for the group who will be responsible for checking and certifying the ability of each member of the group.

If a boat owner's NA does not have a measurer qualified to measure his particular boat/class, the owner may ask his NA to contact another NA to have their fully qualified measurer inspect his boat.

In due time the Digital Log Book (DLB) will be made mandatory in UIM International classes by the UIM Council. A uniform text for all disciplines is as follows:

1. Any International or National race in which boats registered with a DLB participate, the DLB must be updated according to the events in the race. If the event is not covered by a UIM Technical Commissioner, the NA must upload the required information to the appropriate boats' DLB. If the NA is not capable of uploading the information, scanned copies of all the information and an entry list must be sent to the UIM Offices for uploading/updating the DLBs.
2. The Measurement Certificate has no expiry date but must be updated following any of the below occurrences:
 - a. Change of ownership.
 - b. Change of boat dimensions and/or structure, or major repair after an accident or any other reason.
 - c. If an NA wishes to remeasure the boat, the NA must either upload the information to the boat's DLB or scan and send signed measurement results to the UIM Offices for uploading/updating the DLB.

501.01

Each National Authority stipulates the cost of Measurement and the duration of the validity of the Certificate.

The request to obtain a measurement certificate must be accompanied by the homologation file of the motor, if such is requested for the devices being used.

The certificate is available for the National Authorities only, from the UIM office.



Offshore

Measurement Certificate

No _____

501.02

Any owner who has made alterations affecting the measurements in the certificate must notify his National Authority at once. Non-observance of this rule invalidates the certificate. The National Authority re-measures the boat at the owner's expense. Any boat that has been altered but not re-measured is not allowed to race.

The certificate will become invalidated on change of ownership.

501.03

The serial number of the motors or engines may be omitted in the measuring certificate.

501.04

The model of the International measuring certificate as described hereafter must be adopted and used by all National Authorities of the UIM.

The certificate contains the following data in English and in the language of the country issuing the certificate.

501.05

No blank certificate may be issued by National Authorities. Documents must be completely filled in with all particulars pertaining to the series for which the boat is measured. The certificate must also be signed and stamped by the National Authority.

501.06

Drivers need only supply, and measurers need only check such particulars as are applicable to the class of boat.

501.07

Anyone involved in the building of the hull or motor is not to act as measurer or to be a member of the Measurer's Committee as measurer where they have a vested interest.

501.08

All measurements are to be taken at least twice. All measurements of length are to be expressed to the centimetre.

501.09

The owner of a vessel pays all fees and expenses for rating or measuring his boat.

The measurement certificate is only to be handed over when all dues have been settled by the owner to the National Authority.

501.10

When a re-measurement is made at the request of the National Authority the expenses and fees for such re-measurement are paid by the National Authority if the first measurement is upheld.

501.11 - HULL MEASUREMENT

All hull measurements are to be taken while the boat is ashore.

The length must be measured between perpendiculars of the external moulded length of the boat, taken at the extreme bow and the rear most planning surface (the rear most part of the keel) including all hull planning steps (regardless of height), but excluding trim tabs, either fixed or movable.

Hull extensions beyond the transom shall be deemed to be “fixed trim tabs” and shall not be included in the measured length.

Hull extensions added to the bow and/or any extending parts, rubbing strakes, fenders, outboard motor spacing brackets, stabilising trim tabs and rudder assemblies are not to be included in the measured length.

When defining “extreme bow”, any form that constitutes the bow and its construction and contributes to the performance of the boat shall be included in the measured length. Any other attachment that is added to meet a minimum length requirement shall not be included in the measured length.

Should the trailing edge of the planning surface of a hull or sponson terminate with an angle greater than 15° measured between the keel and outer chine in plan view (birds eye view), such excess shall not be included in the measured length.

The beam measurement shall be taken at the widest part of the moulded hull, excluding any extending parts, rubbing strakes and/or fenders.

Trim tabs, either fixed or moveable, shall not exceed a length of 10% of the measured length of the hull.

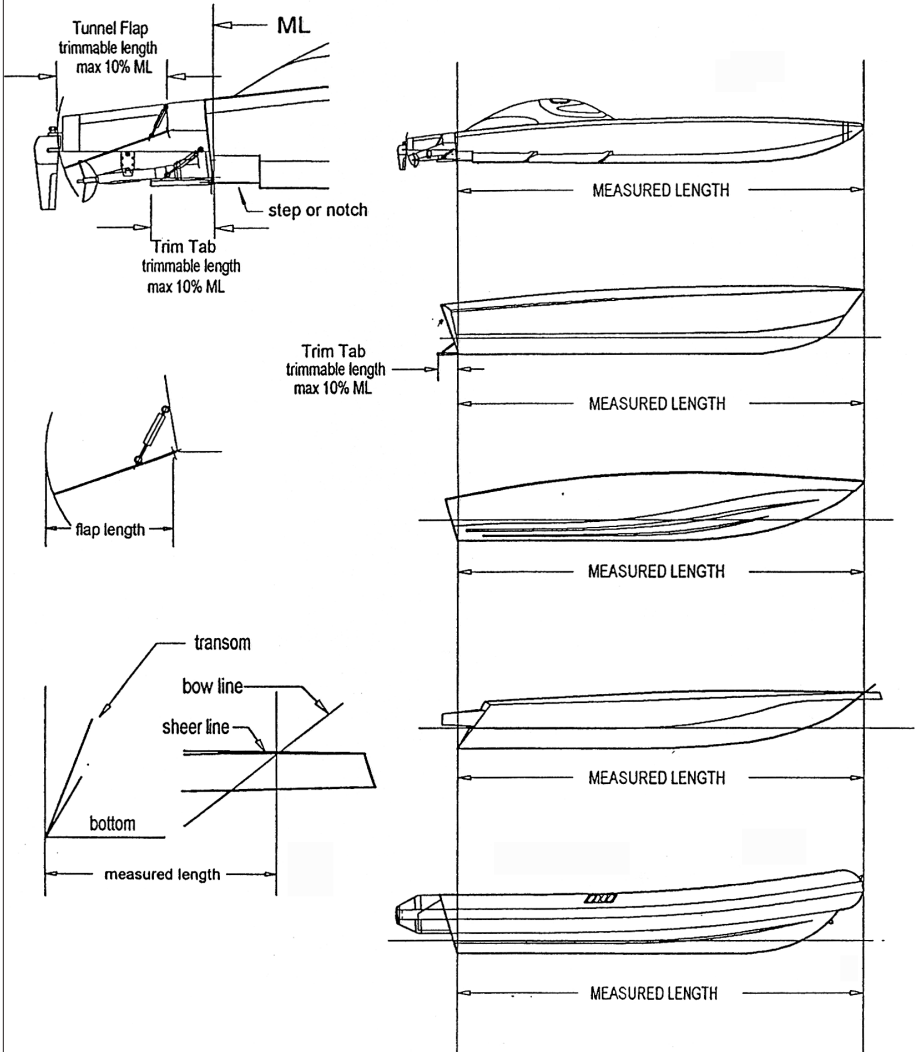
Multihull tunnel flaps shall not exceed a length of 10% of the measured length of the hull.

For Rigid Inflatable Boats (RIBs), the length measurement shall be taken at the extreme of the bow tubing (or rigid hull, whichever is the longer), to the rear most planning surface, excluding any trim tabs as for moulded hulls.

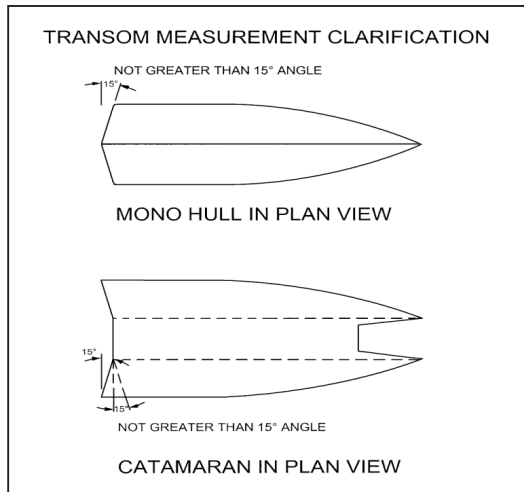
Tube extensions on RIBs extending beyond the rear most planning surfaces shall not be included in the measured length.

The RIB beam measurement shall be taken at the widest part of the inflatable tubes when fully inflated.

LENGTH MEASUREMENT DIAGRAM



OFFSHORE UIM RULES nos. 501.11, 721.1



501.12 - FLOTATION

Description of the flotation (type, place(s) and volume) should be presented in the Measurement Certificate.

The owner may not change his flotation gear without having the corresponding changes noted in the Measurement Certificate, by an official measurer. However, additions to the certified flotation are allowed.

502 - INSPECTIONS

502.01.01

Hulls, motors, fuel, accessories and equipment, subject to restrictions regarding dimensions or other characteristics, must be submitted for verification.

At every race meeting the boats must be inspected before the race and practice due to safety reasons.

502.01.02

Drivers are at all times responsible for the condition of their boat (hull, motors, accessories, equipment, etc.)

502.01.03

Errors, if any, on the part of the manufacturer, builder, mechanic or even the previous owner do not justify in any way non-conformity with the rules.

502.01.04

Any driver refusing to comply with the decisions of the Technical Inspectors or who does not comply with the conditions of the rules, is not allowed to take part in a race or, should he have raced, cannot be classified and penalties may be applied.

502.01.05

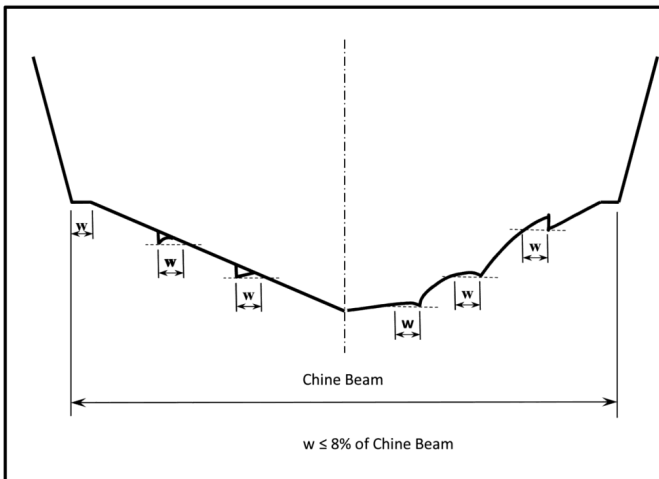
Technical Inspectors have the right, once races are over, to carry out all the checks they consider necessary, even when inspection has taken place before practice, they have the right to inspect as they think fit.

502.02 - WINGS

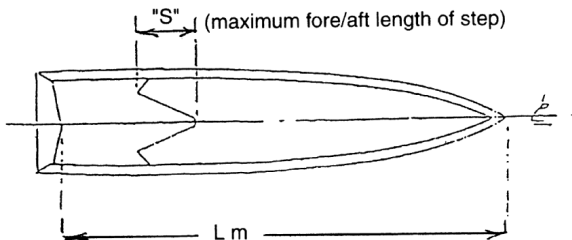
A wing is defined as a device above the deck that has a downward plus or minus 60 degree lower surface, with an area in excess of 0.1 square metres (1.08 sq. ft). Wings are not permitted.

502.03 - MONOHULL DEFINITION

1. A monohull should be a boat with one hull.
2. A minimum distance of 80% of the "Measured Length" should, in the centreline, be the deepest part of the hull.
3. Transverse sections should, from the centreline, have positive angles up to the sections maximum beam, except in the following two cases:
 - (i) Each spray deflector may have a concave and/or negative angled surface with a horizontal width from the outside edge of the spray deflector in to the hull of no more than 8% of the hull's maximum chine beam (see drawing).



- (ii) Steps which are swept aft or forward may have a distance "S" of no more than 25 % of "Measured Length" (see drawing)



502.04 - ENGINES

502.04.01

The total cylinder capacity/power of the motor or motors forms the basis for eligibility in the corresponding classes. The engines may be of the two-stroke or the four-stroke types.

Fuel may be fed to the engine by a carburettor or by injection.

502.04.02

Rotary motors of the type covered by the NSU-Wankel patent are admitted on the basis of an equivalent cylinder capacity.

The rotary motor cylinder capacity equivalent is twice the volume determined by the difference between the greatest volume and the least volume of the working chamber.

502.04.03

Verification of motors are carried out according to the facts contained in the homologation file.

At World records runs, World Championships and Continental Championships, inspection of the winning motor(s) is compulsory.

Inspections may also be carried out whenever necessary at all International and National events.

The following procedure is mandatory for these inspections:

1. Check that the motor type code and visual appearance conforms to the motor homologation sheet.
2. The measurements stated in the homologation sheet must be checked on the motor. If the results are within the specified tolerances, the motor should be accepted as legal. Only adjustments to meet dimensions shown in the homologation sheet are allowed.
3. When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only be removed in the specified opening to a depth of 10 mm, to match the shape of the original adjacent connecting passage (channel) outside the adjusted port opening.
4. Parts not specified with measurements in the homologation sheet can only be checked by comparison with standard parts. As the actual manufacturing tolerances are not published, small differences between the measurements of the inspected part and the reference standard part must be accepted.
5. Cylinder dimensions are measured when the motor is cold. Allowance is made for the carbon and oil present in the combustion chambers. Checking is done with oil. A large scale graduated cylinder or burette with adequate orifice is to be used.

502.04.04

At any time during an event, the technical inspector, the O.O.D. or the UIM Commissioner reserves the right to change a competitors existing ECU/CDU unit with a standard OEM unit as supplied by the UIM.

UIM race officials must allow each competitor sufficient time to change the ECU and check that it is working. UIM scrutineers will supervise the installation and seal the units on completion. UIM ECU units will be removed post-race under the supervision of UIM scrutineer. This process is mandatory.

If a competitor refuses this request, they will be immediately disqualified from the event, without right of protest.

503 - EQUIPMENT

503.01

During a race, the boat must have on board all the equipment required by the Race Committee in the detailed instructions contained in the advance programme.

503.02

All attachments, handholds, steering gear, pulleys, fair leads, cleats and anchor bits, etc., must be bolted to the hull.

503.03

Hatches and covers are to remain closed during racing, except for temporary checks.

504 - FUEL

N.B. Although International standards exist for petrol and for diesel, there remains a huge imbalance of specification from one country to another regarding the specification of 'pump' fuel available.

Due to these circumstances no specification of fuel is illustrated in the following rules.

Organisers are encouraged to specify a common fuel and its supplier or supply such common fuel for use at International events in an effort to maintain equal opportunity for all competitors.

It is a requirement that all boats use such common fuel. Testing should take place and boats found not to be using the common fuel will be disqualified

504.01

The only fuel to be used by any offshore powerboat must have the same characteristics as the fuel commercially available to the general public as dispensed from roadside pumps or marine fuelling facilities.

504.02

For petrol engines, the fuel used shall be unleaded petrol.

No additives are permitted except lubricating oil for two stroke engines, providing that such oil does not increase the octane or the water content of the fuel or enhance the fuel by any other means.

504.03

For diesel engines, the fuel shall be that intended for use in diesel engined road vehicles or automotive based marine engines (including red diesel).

504.04

Post race comparison testing may be used to compare petrol fuel samples taken from boats, to that of the original supplied fuel or a locally obtained sample if the fuel was not supplied by the organiser.

Post race testing shall check:

1. Oxygenates by checking the electrical conductivity using the Digatron DT-15 apparatus.
2. Specific Gravity by using a Petroleum Hydrometer.
3. Water Solubility for detection of Methanol and other water-soluble additives.
4. Ceric Nitrate re-agent test for the detection of Alcohol.

1. Oxygenates

Use of Digatron DT-15

This apparatus is to be used for comparison testing ONLY.

Comparison of Benchmark Petrol/Petrol with two-stroke additive

1. Competitors using two-stroke oil must declare the brand of oil and the ratio of oil used to the Chief Technical Officer. (Take firm note of 504.02)
2. A sample of the mixture must be made using a small quantity of the 'bench mark' fuel and the declared oil.
3. The 'bench mark' fuel (now containing the appropriate oil) can now be compared to that of the competitor sample.
4. The procedure for comparison testing is as per the petrol/petrol comparison.

Comparison of Benchmark Petrol/Petrol (no two-stroke additive)

5. Stabilise the electrode of the Digatron by immersion in the 'bench mark' fuel.
6. Set the indicator to Zero.
7. Remove the electrode and clean off any residue of 'bench mark' fuel. Wait a few moments for any final residue to evaporate.
8. Immerse the electrode into the competitor fuel sample and observe the reading of the indicator.
9. It is very unusual to find an identical reading. (This is due to influences of differing temperatures, aeration, etc. of the sample)
10. An indication of between -010 and +010 is normal and indicates a satisfactory comparison.
11. An indication exceeding these parameters is justifiable reason for laboratory analysis.

2. Specific Gravity

The use of a Petroleum Hydrometer should be made to compare the specific gravity of the 'bench mark' sample against the competitor sample.

Both readings should be identical. The temperature of both bench mark samples and competitor sample should be the same.

3. Water Solubility

This test should be conducted as per the text of the Digatron instructions.

Both 'bench mark' sample and competitor sample readings should be identical.

4. Ceric-Nitrate re-agent

This test should be conducted as per the Digatron instructions.

Both 'bench mark' sample and competitor sample results should be identical.

504.05

If the results of the above tests show characteristics of similarity between the locally obtained sample (or fuel supplied by race organiser) and the sample taken from the competitor, then the fuel must be accepted as legal.

A judgment of illegality cannot be made on the results of the above tests alone.

Only the results from a laboratory analysis can be used to declare a fuel conclusively illegal or not.

If the results of the above comparison tests do not show characteristics of similarity and give cause for doubt, then the following detailed 'Fuel Sample for Laboratory Analysis' procedures shall be enforced.

504.06 - FUEL SAMPLES FOR LABORATORY ANALYSIS

Procedure

Fuel samples for laboratory analysis may be taken at any time and place during any event under the authority of the UIM. Such samples shall be taken at the discretion of the Chief Technical Officer and must be as per UIM procedure. Fuel Test Certificates (in quadruple) shall be made available to the Technical Officers responsible for collecting fuel samples.

Only nominated Technical Officials may take samples.

504.07

At the beginning of the event, the Chief Technical Officer must obtain sufficient fuel from the local fuel source (or the fuel supplied by the organiser) for comparison test sampling.

This fuel will be referred to as the 'Bench Mark' fuel, and will be the fuel to which all comparisons will be made.

504.08

It is mandatory to carry out fuel testing on the heat and/or race winners (to third place) at all World Championship events, and recommended at Regional Championship events.

In a multi-race Championship, the fuel testing may be carried out by testing 3 or more boats at each race.

504.09

Any competitor refusing to provide an adequate fuel sample or having insufficient fuel available in the boat's main fuel system or tanks immediately following completion of the race, will be disqualified.

504.10

Race Organisers must ensure that there is a supply of at least six one litre containers per class of boat competing for each heat/race of the event.

Such containers must:

1. Be clean and constructed of robust, fuel non-reactive, impermeable material
2. Be sealable
3. Have provision for identification.

504.11

Equipment used for the extraction of fuel from boats must be clean and constructed of non-reactive material.

504.12

Each sample must be divided into two and placed in separate one litre containers, being sample A and sample B. The containers must be completely filled up and immediately sealed and identified to the boat from which the sample was taken. This information must be entered on the Fuel Test Certificate and on the sample containers. The Fuel Test Certificate must record; the place and time of taking the sample, the identity of the boat from which the sample was taken and the identity of the driver of the boat.

504.13

Sample A must remain in the control of the Chief Technical Officer or his deputy and sample B must be given to the driver or a representative of the driver's team. The driver or the representative must sign the Fuel Test Certificate, acknowledging receipt of the sample.

504.14

A sealed sample of both the competitor's fuel and the benchmark sample must be sent to an authorised petroleum laboratory for full analysis.

The Chief Technical Officer must deliver all such samples to a courier authorised by the Organising Committee or the UIM Commissioner.

The CTO must return a copy of the Fuel Test Certificate, signed by the courier for the receipt of the samples, to the Organising Committee.

The authorised courier must deliver all "A" samples, together with copies of the relevant Fuel Test Certificate to the nominated laboratory, where they must be tested in accordance with standard International scientific procedures.

If the result of the laboratory analysis proves that the fuel is not within the same characteristics as the benchmark sample, the analysis must be paid for by the competitor. If the fuel is within the same characteristics as the benchmark sample, the organiser must pay for the analysis. The same rule shall apply for testing diesel.

504.15

The results obtained from such testing must be attached to the laboratory's copy of the Fuel Test Certificate and delivered to the UIM as soon as practicable after the results have been obtained.

504.16

The UIM must as soon as practicable after receipt of the results, notify the following:

1. the relevant drivers or team representative
2. the relevant N.A.
3. the Race Organiser.

504.17 - AIR

Only air may be mixed with the fuel as an oxidant.

504.18 - DEFINITION OF PETROL

Petrol described within these rules is defined as one of the following:

1. Petrol of a kind recognised by the UIM as being on general and genuine sale to the public in a country where UIM International events are held annually.
2. The fuel used in Offshore racing shall be pump petrol as this term is generally understood. The detailed requirements of these rules are intended to achieve this purpose whilst allowing the use of absolutely consistent petrol's for racing purposes.

Any petrol which appears to have been formulated in order to subvert the purpose of this regulation will be deemed to be illegal.

Fuel suppliers are invited to supply samples of their petrol's to be checked for conformity before use.

505 - ENGINE HOMOLOGATION

505.01 - RESPONSIBILITY

COMINSPORT controls the homologation process and appoints a POWERTRAIN committee to carry out the various processes. POWERTRAIN is composed of persons appointed from the membership of COMINSPORT and COMINTECH and, if needed, outside experts.

505.02 - PROCESSES

UIM establishes two processes depending on the entity initiating the homologation request.

505.02.01 - PROCESS #1

An engine manufacturer applies for an engine homologation for competition in certain UIM classes.

505.02.01 - PROCESS #2

COMINSPORT or COMINOFF requests homologation of an engine for competition in certain UIM classes.

505.03 - HOMOLOGATION APPLICATION - PROCESS#1

Engine manufacturers are invited annually to apply to the UIM for engine homologation via their affiliated UIM National Authority of the country of engine manufacturer. Homologation application must be made using the electronic homologation forms available from the UIM Secretariat.

505.04 - MINIMUM PRODUCTION QUANTITIES

The required number of engines manufactured prior to homologation is to be verified by the manufacturer and endorsed by the National Authority of the country of manufacture. If insufficient numbers of engines have been manufactured at the time of homologation, a written certificate, witnessed by a practicing lawyer, of the firm intention to manufacture the specified numbers is required from the manufacturing company which must clearly state the completion date of manufacturing schedule to meet the required minimum production numbers. Minimum required quantity of outboard engines is 250 units. Minimum required quantity of offshore inboard engines is 30. In Process #2, no manufacturer statement or statement of intention is required.

505.05 - DEADLINE FOR APPLICATION

In Process #1, Application for the request of homologation of an engine must be received by the UIM Secretariat by close of the last business day before the relevant year's GA, to be considered for validity commencing 1st April in the following year.

In process #2, COMINSPORT must direct POWERTRAIN to complete the homologation of a candidate engine at the COMINSPORT meeting during the General Assembly of any given year to be considered for validity commencing 1st April in the following year.

505.06 - APPROVAL OF APPLICATION - PROCESS#1

An application for homologation, running production change or extension of validity will be considered by COMINSPORT (or, in the case of engines designated for use by the offshore category, COMINOFF). This commission will determine if the candidate engine complies with the rules of the class of racing for which the engine is designated (i.e.: availability, performance level, suitability).

Once an application for homologation, running production change or extension of validity of a candidate engine is deemed acceptable for a given class by the relevant commission, the inspection and verification procedure (or administration of the running production change or extension of validity) will commence.

505.07 - INSPECTION VERIFICATION PROCEDURE

At a time and place agreed upon by the UIM Powertrain committee and the entity requesting homologation, a production example of the candidate engine; all its components; and any relevant inspection tools will be examined to complete and verify the declarations in the homologation file as applied.

This inspection must be completed before 1st April for the homologation to be valid for commencement in that year.

In Process #2, Powertrain will procure the example engine; examine it; complete the relevant documentation; and dispose of the engine (all @ UIM expense).

The homologation becomes valid when all correct and completed documentation including the finalized homologation document has been received by the UIM Secretariat. This must be before 1st April for the homologation to be valid for commencement in that year.

505.08 - TERM OF HOMOLOGATION

A homologation remains valid from the date of completion through to 31st December of the tenth year of validity.

505.09 - ANNOTATION OF VALID CATEGORIES

The final homologation file will display the specific UIM power boating category(s) for which the engine is approved. The annotations will be made appropriately as follows:

- CIRCUIT
- OFFSHORE
- CIRCUIT/OFFSHORE

505.10 - HOMOLOGATION FILE COPIES

Copies of homologation files are obtainable from the UIM office against payment of a nominal fee.

The copyright thus bought allows a National Authority to reproduce the file with as many copies as necessary for its drivers and technical services. A nominal charge may be levied for copies provided by the National Authority.

For restricted stock UIM classes a homologation sheet is required for engine and propulsion units. This file is valid only for the model describer. Any model derived must be subject to a separate homologation.

A copy of the homologation sheet must accompany any engine, boat or accessory used in a class in which homologation is required.

505.11 - RUNNING PRODUCTION CHANGES

Approval of application for running production change must initially follow the rules of 505.07.

An application for a running production change may be requested by a manufacturer at any time of the year, although its commencement will be dated from 1st April in the year applied for. Powertrain will confirm whether any requested change is acceptable as a running production change, or requires the engine model to be re-homologated. Modifications to specifications dictated by manufacturing or structural requirements are admitted, but not those primarily aimed at improving performance. (as a guide, any changes or accumulation of changes likely to increase power by more than 5%, or the speed performance corresponding to more than 5% increase above that given by the original homologation specifications, may be grounds for re-homologation).

An approved running production change will be announced on the UIM Website and will be deemed legal for use in racing 30 days after the official date of approval.

505.12 - EXTENSION OF VALIDITY

Extension of validity of an homologation is determined solely by COMINSPOORT or/and COMINOFF.

505.13 - RESPONSIBILITY FOR HOMOLOGATION EXPENSES

The expenses of inspection are to be borne by the UIM in either process.

The verification inspector will be designated by Powertrain and his expenses (travel, hotel and meals) are to be reimbursed by UIM. It will be COMINSPOORT's intent to minimize costs by designating the nearest capable person as the inspector for each candidate engine.

508 - CREW SAFETY

All other 508 Rules apply to all categories of boats.

All Class 1 mono/multi and Class 3C, 3D, 3S and 3-225 must be equipped with a Reinforced Cockpit(s) with Canopies for all riding crew members and buoyancy to ensure the boat floats. The crew, who must be seated, must have a restraint system comprising of and conforming with the following rules:

A Reinforced Cockpit with Canopies is defined as a containment area for crew and can be constructed as an integral part of the boat. This Reinforced Cockpit Area must be designed and constructed to a specification capable of withstanding the forces of a water impact when running at the highest design speed of the boat, and therefore protecting all members of the crew in the event of an accident. The various components that constitute the Reinforced Cockpit shall be properly maintained to ensure reliable operation of all components, with emphasis being placed on the canopy release mechanism, emergency air supply and restraint systems.

It is recommended that Sponson Cockpits are not used.

These rules also apply to any boat in any class using Reinforced Cockpits with Canopies.

Boats with reinforced cockpit are not allowed to be driven faster than the maximum speed set by the designer specified in the closed cockpit registration. Any boats found to be driving faster than their maximum speed will be penalized up to disqualification.

508.01 - COCKPIT EVACUATION / IMMERSION TRAINING

Before racing in a craft with restraint systems, all crews must have passed in the last fourteen months, an immersion training in a restraint system to ensure that they can exit a Reinforced Cockpit crew compartment successfully.

Prior to taking the Immersion training, all crews must have a valid scuba certificate or have received suitable training. This alternative training should be approved by the National Authority.

It is mandatory to wear a Frontal Head Restraint (FHR) device during the Cockpit Evacuation / Immersion Training. Self-removal of an FHR forms part of the Immersion test training.

An Immersion Certificate to certify the passed test, showing the expiry date, must be delivered by experts recognised by a National Authority.

All riding crew members using restraints must sign the National indemnity form prior to competing in any race or practice.

A model for the certificate and instructions of how to perform immersion training are available at the UIM Secretariat.

508.02 - DRAWINGS AND MEASUREMENT

Three view drawings (plan, side and elevation) of the design of the Reinforced Crew Cockpits(s), the Bulkheads, the type of Canopy, the Buoyancy System and the Restraint System anchorage Points must be lodged with the National Authority of the measurer and verified at the time of craft measurement.

Drawings shall be provided showing canopy aperture dimensions for full or partial canopies, single or tandem arrangements. Arrangements shall describe whether fore and aft, or side by side seating is fitted.

Drawings shall show the method and construction of release devices. Drawings should show the material specification of the transparent areas.

Drawing of electrical system must show all electric and information bus cables, junction points and access points.

Existing boats: implementation 01/01/2021 - New boats: implementation 01/01/2020

Prior to Boat Measurement the drawing and material specifications shall be sent to the Measurer requested to measure the boat. On completion of measurement, the drawings and material specifications called for by the designer shall be lodged with the measurers National Authority before they issue a certificate of compliance and measurement.

508.03 - REINFORCED COCKPIT AREA AND CANOPY

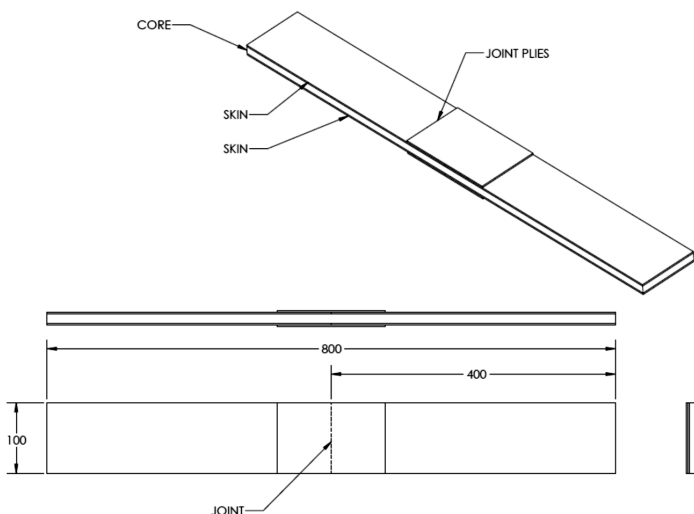
The Reinforced Cockpit(s) shall be of a closed type design with a minimum of one opening hatch and constructed to a similar strength as the running surface of the boat. This area must be the sides, floor, decking and bulkheads fore and aft.

All new cockpits built after January 1, 2015 shall be built by a UIM registered cockpit builder. Cockpit builders wishing to be registered must submit panels for test according to the following standards. Cockpit builders meeting these standards will be registered as UIM registered cockpit builders.

UIM OFFSHORE COCKPIT/CANOPY TEST STANDARD

Sample Construction Requirements

- a. Sample quantity must be 3, one of which must include a sample of the joint/bonding of the cockpit parts, transverse to the length of the sample.



- b. Trimmed sample size must be 100 mm \pm 1.0 mm wide x 800 mm \pm 5.0 mm long, with the width being parallel.
- c. For fibre orientation the 800 mm length is to be parallel with the centerline of the boat.
- d. Sample must be laminated on a flat surface using the same manufacturing process, materials, and fibre orientations as the intended homologated cockpit construction.
- e. The sample must have a uniform thickness with no core crushing along any edges.
- f. The sample must have one moulded face and the other face being unmoulded, the moulded face will be taken as being the external surface of the cockpit during testing.
- g. The sample must be representative of the thinnest lay-up of the cockpit/canopy (excluding the various

flanges for windshields, hatches etc.).

- h. The sample and cockpit must be manufactured using balanced or unbiased materials.

Sample Test Method

- a. The sample will be supported across the full width perpendicular to the 800 mm edges by two parallel 25 mm Steel bars at a distance of 500 mm apart. The load will be applied equally through two 25 mm Steel bars, each a distance of 167 mm parallel from each support.
- b. The moulded face of the sample will have the load applied and the unmoulded face will support the sample.
- c. The load will be applied at 0.4 mm/sec and the deflection will be measured at the two 25 mm Steel bars applying the load within 2 minutes.

Sample Test Requirements

- a. The sample when loaded with the force required for the Class must have no more than a maximum deflection of 25 mm without the sample failing.
- b. The sample weight in gm/sq m will be calculated, skin thickness and sample thickness will be measured to enable inspection and comparison of damaged homologated cockpits/canopies.
- c. Further non-destructive test analysis methods may be used to compare test samples with homologated cockpits during the life of each cockpit/canopy.

Sample Manufacturing Information Requirements

- a. Ply laminating sequence (stating which ply is the moulded face).
- b. Ply materials.
- c. Ply weave styles
- d. Ply material weight in gm/sq m (dry weight ie. Without resin)
- e. Ply orientation (where 0D is parallel with the 800 mm edges).
- f. Core material and density in lbs/cu ft or kg/cu m.
- g. Manufacturing method (stating vacuum, pressure, and temperature).
- h. A 100 mm x 100 mm sample of all materials used (resin samples not required)
- i. The completed questionnaire for offshore cockpits (available on the UIM web site) along with the supporting analysis for the question on "Primary Structure Strength"

Samples as per sample construction requirements must be sent to the UIM appointed person/company.

For classes 3-225, 3C, and 3D the minimum test standard shall be 3000 Newtons force. For XCAT and Class V1 the minimum test standard shall be 10000 Newtons force. For Class 1 the minimum test standard shall be 20000 Newtons force.

508.03.01 - REPAIRS

- 1. Any damage on the Cockpit must be repaired by a UIM registered Cockpit manufacturer only; who must send to the UIM and NA pictures of the sequential steps of repairs and a signed letter certifying the repair has been correctly done.
- 2. For any other damage on structural areas of the boat, the repair must be certified in writing as the best state of the art from the company/person in charge of repairing the boat and delivering pictures of the sequential steps of repair to the UIM and NA.
- 3. Copy of the above documentation (1 & 2) must be shown to the UIM Technical Commissioner at first race after repair. The acceptance is based only on Manufacturer/Company declaration.
- 4. These documents will be inserted into the boat's measurement certificate in the digital log book where available, otherwise attached to the paper Measurement Certificate.

508.04

Canopies must be a composite structure with the following features.

508.05

Polycarbonate areas are strongly recommended to be as small as possible while still maintaining that the driver and co-driver have clear, safe and undisturbed visibility ahead at sea level whilst racing. For Class 1 it is strongly recommended that these polycarbonate areas are built using 12 mm thickness, or more.

The combined visibility of driver and co-driver must be through a horizontal arc of 225 degrees (112.5 degrees either side of the centre line of the boat).

These polycarbonate panels are to be recessed into the composite structure and may be bonded using a suitable bonding agent, and/or "bobbins".

It is highly recommended that there is also a through bolted outer flange for the fitting of the polycarbonate panels.

508.06 - SCREEN FLANGES

Screen flanges shall be a minimum of 50 mm at forward direction and 35 mm towards sides and should be fastened every 100 mm if using "bobbins"; it is recommended to use metal "bobbins" with heads, as opposed to the recessed plastic type.

The outer polycarbonate area of the flange fitting must not be painted, so that the measurer/ scrutineer may monitor any discrepancies.

- Window to flanges joints must be glued and/or use bobbins of nylon or aluminium.
- Bolts: min 6 mm stainless steel, nylock nuts, washers.
- Bolt spacing: max. 10 cm if not glued
- The outer edges of the canopy surrounding the hatch, must be fitted with a water deflector, (height 10 mm min) to prevent water forcing open the hatch in the event of a capsize.

508.07 - ROLL BAR

These Restraint Cockpits must be fitted with an internal roll bar, two in a tandem cockpit as a minimum. There must also be, between the two single cockpits, an anti-compression strut or structure of similar strength to the roll bar.

- Roll bar in front of/around each crew member.
- Roll bar strong enough and well secured to the bottom stringers.
- Central compression strut to hold roll bar, for side by side cockpits. Side compression struts may also be necessary for side by side cockpits.
- Alternatively, instead of a compression strut, the design of the cockpit primary structure will consist of a center roof rib connected to the roll bar and the aft bulkhead with sufficient strength to satisfactorily react the design impact loads.

508.08 - HATCHES

Hatch openings shall have a minimum of 25 mm flange.

Hatches must have a slot for pry bar, on the opposite side of the hinges, use in emergency/rescue.

508.09 - HATCHES

Hatches should be recessed on the front and sides.

The outer edges of the canopy surrounding the hatch, must be fitted with a water deflector, (height 10 mm min) to prevent water forcing open the hatch in the event of a capsize.

Water deflector to be fitted only on front and sides of hatch, not behind of hatch. (A water deflector on back of hatch might force water into cockpit area.)

508.10

It is mandatory that the hatches are constructed, at least, to the same specification as the cockpit. The hatches shall be fitted with a catch which has a positive open and positive close mechanism and should hold the hatch against lateral forces. These hatches shall be able to be opened from both inside and outside the cockpit and must have a second emergency mechanism to allow the rescue team to easily remove the hatch from outside if necessary.

These hatches should be fitted with hinges with short release pins.

508.11

There should be one or more divers grab handles fitted to the outside of each hatch.

508.12

Canopy hatch release handles, which must be provided both inside and out, must be painted fluorescent orange or have a fluorescent orange background panel to identify them and directional arrows to indicate the method of opening.

508.13

The canopy lid hinges and the canopy hatch covers release mechanism must not encroach within the canopy aperture area, and these hinges and release mechanisms must not in any way hinder the exiting of crew members when fully race fitted.

508.14

Canopy openings should have the entry/exit apertures located directly above the crews' heads.

The canopy aperture openings should be at least 0.55m in length and 0.55m in width. If the crew is seated side by side, then the opening should be at least 0.55m x 0.825m wide. In tandem configuration, the opening(s) should be 0.55m x 0.55m per crew member. The canopy apertures should be cut with all corners having a radius of 0.025m minimum or 0.25m maximum. The radius should be constant and have a smooth finish to relieve stress.

508.15

The canopy aperture must have a 20 mm wide (minimum) fluorescent orange band around the opening, both inside and outside of the opening.

508.16

It is mandatory that one single air supply (not oxygen) and an air supply bottle for each riding crew member in all classes where the crew are restrained.

It is mandatory that sufficient air be provided in each individual bottle for ten minutes breathing. (min 500 ltr of air) Air bottles must have a pressure gauge fitted for visual checking at pre-race scrutineering. This gauge should be filled with liquid and be at least 5 cm in diameter for easy reading.

Each air supply bottle must show 'full' in order to pass pre-race scrutineering. Air supply bottles shall be "Turned On" before starting a race or taking part in practice and/or testing.

Each air supply bottle, regardless of size, shall be designed for the delivery of breathing air. The air supply bottle shall be stamped to verify inspection and certification of the tank to meet air delivery standards.

The air supply bottle must be securely fastened to the boat .

The air regulators / mouthpiece for each crew member must be easily accessible for each individual on-board.

Alternatively, a driver's mask may be used. The mask must cover the driver's nose and mouth and be designed to be watertight. The mask must be attached in such a way as to prevent its being dislodged or removed inadvertently. Each crew member in full race attire & race position must physically demonstrate to the scrutineer that they are able to locate and use their Air Supply Equipment. Competitors & crew members are responsible at all times for maintaining their equipment and ensuring that it complies with the rules.

It is strongly recommended that all crew members have a valid recognised diving qualification.

508.17

Reinforced Cockpits must have flood tubes or other means of flooding the cockpit to equalise the pressure quickly in an accident. The floor of the cockpit should be as air tight as possible to help the cockpit pressure equalise far more quickly when in an upturned position.

508.18

Boats with restraints must have stop buttons/switches located in the cockpit area, immediately accessible to driver, co-driver and rescue officers. The stop buttons/switches must be identified by a fluorescent colour.

These switches must shut off all fuel pumps as well as the ignition circuit.

In the case of diesel boats, the stop control cable for the fuel injection pump shall be a non-sleeved cable, so as to eliminate the cable being able to bond in a fire.

508.19 - STROBE LIGHT

All boats shall have a White or Orange High Intensity Strobe Light fitted to indicate "coming off the plane" but not needing assistance. The strobe light must be able to be operated by the throttle man, and should be operated by the throttle man if a problem occurs, to enable any following race boats to take avoiding action. The strobe light shall be mounted on the top rear of the canopy. When dual canopies are used, the light may be on or behind either one.

This strobe light may also be used as a substitute for the orange retirement flag when returning to port under reduced power.

508.20

Cockpits with Restraints must be fitted with rear of head protection for each crew member. This must be an integral part of the seat, which must be attached directly to the structure of the Restraint Compartment. The head protection must be a minimum of 0.2m wide and extend at least 75% of the height of the safety helmet as worn by the crew whilst in the normal seating position. There must be a minimum of 0.12m vertical and lateral clearance between the canopy and each of the crewmembers when in the normal seating position.

508.21

The Restraint System must consist of a **minimum** 6 point/6 strap harness and should utilise belts with a minimum width of 50 mm and grommets to prevent chafing or cutting of the belt. Harness straps must be attached directly to the cockpit structure.

The certified (or recertified) mounting system must be replaced after 4 years for polyester restraint belts, or according to the manufacturers recommended replacement interval, or after an accident that results in structural damage to either the cockpit or hull, or in injury to the driver. The manufacturer's certificate must be available and show the date of manufacture or recertification.

Those straps close behind the driver's head and neck must be 100 mm to 150 mm apart at point of attachment. The shoulder harness should be installed at 90 degrees to the spine at shoulder line to minimise compression injuries under high "G" loading. All straps must be free to run through intermediate loops or clamps/buckles. All anchor point bolts must be fitted with backing plates of 10cm minimum width.

The driver harness attachment bolts in reinforced cockpits must consist of minimum grade EN8 bolts, with an 8 x 1.25 mm thread and locked nuts. There must be a spacer and plain washers on each bolt. The spacers must be glued to the cockpit structure. Intention of these spacers is to prevent buckling of surface material near bolts. This always leads to local delamination which easily spreads out over cockpit structure, when it is under stress.

On the sides of the structure, which has to take up the force on the attachment bolts, there must be a stainless steel plate (washer of minimum 3 mm thickness and 100 cm² area).

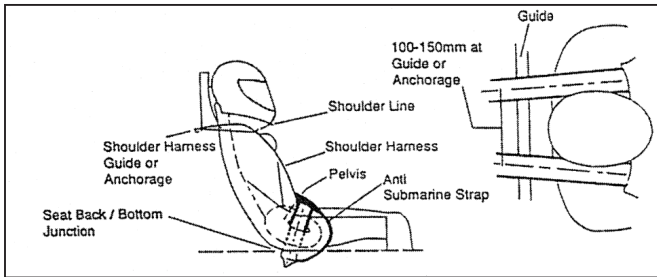
When using seats with suspension, and therefore not using a bulkhead restraint anchorage, drawings must be lodged with the National Authority of the measurer and approved prior to boat measurement.

All restraint systems must have a common method of release. The single lever method (sometimes called the NASCAR type) or rotary type, are both acceptable restraint release systems.

Both types of restraint release must be examined for satisfactory operation by the scrutineer before every race.

The harness system must comply with Drawing 2.

The shoulder harness should be installed 90 degrees to the spine at shoulder line to minimise compression injuries and the high "G" loading.



75 mm minimum/maximum to Centre line of Lap Belt at Seat Back, Seat Bottom junction. Lap Belt should continue in straight line to anchorage.

508.22

A quick release steering wheel may be fitted on a boat with personal restraints, but all drivers must be able to exit the cockpit without removing the steering wheel.

508.23

Rear view mirrors are mandatory, as well as a method of cleaning the canopy whilst under way.

Each wing mirror must have a minimum size of 60 sq.cm and be bolted on 2 points to assure proper mounting.

508.24

For Class 3C, one extinguisher is sufficient.

Two fire extinguishers, each a minimum of 2kg, or of equivalent capacity, must be carried and be readily accessible to the crew.

The flares described in UIM Offshore Rule 715.10 may be placed in a shallow locker adjacent to the deck race number.

Should a life raft be carried, it may be placed in the same locker.

All crew containment areas of inboard engine 508 canopied boats must be fitted with a carbon-monoxide alarm.

508.25

Racing Vests - the efficiency of the racing vest is a matter of the exclusive responsibility of the wearer. Every crew member whilst on board, must wear a racing vest during the practice runs and throughout the race. Racing vests must be coloured high visibility orange or yellow. The racing vest must have epaulets/handles to help extract crew from the boat. The racing vest must have crutch straps or a method of ensuring that the vest does not "ride up".

The use of an automatic inflatable racing vest is prohibited.

508.26

Each Reinforced Cockpit Area shall have one or more water activated light(s) or similar.

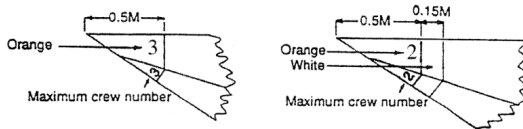
508.27

All boats with restraints must have their bows painted fluorescent orange for at least 0.5m. Only boats with restraints and closed canopies are allowed to use orange coloured bows. If the hull is of a similar colour, then there must be a white separating band of at least 0.15 m wide to ensure that the fluorescent orange band is obvious. If the number of riding crew exceeds two, the number of riding crew members must be written in black in at least 0.25m high numbering on the orange nose in the following three locations:

- a) The lower running surface.
- a) The topside of the hull/sponson.
- b) The deck of the hull/sponson.

Should any boat be found to have contravened the riding crew number requirement, the penalty shall be disqualification from that event.

Note : Numbers shall be placed on the orange nose, not the white band area



508.28

It is mandatory that sufficient buoyancy is provided in the boat, or in the material used for its construction, to ensure that the boat floats if capsized or holed. If extra buoyancy is needed, the buoyancy system described by the designer should be verified by the Measurer. This added buoyancy must be in at least four separate flotation units.

It is recommended that the buoyancy should float the hull as parallel with the surface of the water as is practical, to help in rescue accessibility.

508.29 - CLASS 3 REINFORCED COCKPITS CRITERIA

Reinforced Cockpits are permitted in any category of Class 3. The following specification is the minimum mandatory standard for any reinforced cockpit used in any category of Class 3 boat. See also rule 508.

Cockpit type:

The Reinforced Cockpit(s) shall be of a closed type design with a minimum of one opening hatch and constructed to a similar strength as the running surface of the boat.

Cockpit minimum size:

Hatch opening per person: 55 x 50 cm min.

Width: shoulder level 60 cm min.

Clearance: helmet to hatch 10 cm min.

Cockpit construction:

- Window to flanges joints must be glued and/or use bobbins of nylon or aluminium.
- Bolts: min 6 mm stainless steel, nylock nuts, washers.
- Bolt spacing: max. 10 cm if not glued
- The outer edges of the canopy surrounding the hatch, must be fitted with a water deflector, (height 10 mm min) to prevent water forcing open the hatch in the event of a capsized.
- Hatches must have a slot for pry bar use in emergency/rescue.
- Controlling crew must have clear visibility ahead with adequate panoramic view.

Window areas:

- Material: Polycarbonate or similar.
Glass (in any form) is specifically prohibited.
- Min thickness of window :
Side by side cockpits min 9.5 mm.
Screens with curvature and/or tandem cockpit min 7.9 mm

N.B. With the exception of the above specific criteria in this section, the 508 rules apply in full.

Refer to UIM Offshore Rule 715.10 for application of flares. These flares must be readily accessible from the deck.

600 - RECORDS AND PERFORMANCES

600.01 - GENERAL

All record trials and their control are submitted to the following rules.

The record belongs personally to the driver who has established or beaten it. The record is entered under the name and nationality of the driver.

Any race against the clock, and called kilometre or mile trials or any similar name is prohibited if not conducted in accordance with these rules.

Combining speed records with distance records is not allowed.

No direct or indirect aid is to be provided to the driver who attempts a record.

600.02

World speed records, hour records, distance records and competition records are all records open to all boats and aquabikes of International classes adopted by UIM.

600.03

National records recognised by UIM are the records established by boats of national classes duly recognised by the national authority (the rules of which have been approved by UIM). The Certificate differs from those issued for World Records.

600.04

The World's Unrestricted Water Speed Record is awarded to the fastest boat in the world piloted by the driver, irrespective of the class of boat; this record is established in conformity with UIM rules.

601 - CLASSES ELIGIBLE FOR RECORDS

601.01

World records may be attempted with the following craft:

- All UIM series and classes
- American Powerboat Association classes
- Prototypes

601.02

A boat can establish a record in its own class only.

601.03

When a class is modified so as to reduce the performance of the class, for example by :

- reducing the cylinder capacity,
- restricting the tuning permitted,
- restricting fuel permitted,
- introducing a minimum weight,
- increasing the minimum weight,

- or any other means,

the records established before the modification comes into force will be frozen and a new series of records will be started.

All proposals for new rules, rule changes and UIM General Assembly minutes shall state :

- whether or not records will be frozen,
- the classes to be frozen,
- the date(s) when the classes are to be frozen.

601.04 - QUALIFICATION

For offshore records, a boat must have completed the course, taken the chequered flag and finished first, second or third, in an UIM World or UIM Continental Championship race in the class to be attempted and after the date when the class was last frozen.

If there has been no World or Continental Championship during the year, boats that has participated in national races and finished top three will be qualified to set a world record.

602 - DEFINITION OF UNITS

602.01 - TIME, DISTANCE AND SPEEDS

The hour is the twenty-fourth part of a terrestrial day. The symbol is letter "h".

The minute of time is the sixtieth part of one hour. The symbol is letters "mn";

The second of time is the sixtieth part of one minute. The symbol is the letter "s".

nautical mile	=	nm
statute mile	=	st.m
kilometre	=	km
nautical mile per hour	=	knot
statute mile per hour	=	mph
kilometre per hour	=	kmh

602.02 - STATUTE MILE, NAUTICAL MILE AND KILOMETRE

The statute mile is an Anglo-Saxon measure.

The nautical mile is used at sea.

The knot is not a unit of length; it expresses the speed of one nautical mile per hour.

One statute mile (st.m) = 5280 feet = 0.8690 nm = 1,609.3 km

One nautical mile (nm) = 6076 feet = 1,852 km = 1.1508 st.m

One kilometre = 3280.83 feet = 1000 metres

604 - BASES (THE COURSE)

604.01

Records may only be established on bases recognised by National Authorities and notified to the UIM in accordance with these rules.

604.02

The base is measured and certified by an official surveyor holding a certificate of competence from a recognised institute, in the presence of a delegate of the National Authority.

The base must be measured by triangulation or electronic distance measuring equipment (EDM), which must have a first class certificate delivered by an Observatory or similar authority. This certificate must not be older than two years.

The official surveyor provides a certificate in duplicate in which the strict adherence to the above requirements is certified.

The certificate is signed by the surveyor and countersigned by the delegate of the National Authority. One of the copies is for retention by the National Authority for its special national records files and the other is sent to UIM for its special World record files.

The base for a record must be a fixed base, as laid out for a National Authority, or must be measured for a special occasion in waters designated by the driver. It must be defined by fixed marks ashore.

604.03

No distinction is made between records established on the sea, rivers or lakes. Records must not be attempted during the period between half an hour before and half an hour after a change in direction in flow of water over the course (change of tidal flow).

604.04

Any expenses incurred in the laying of a temporary course are defrayed by the entrant attempting the record.

604.05

For speed records there shall be only one attempt on the course at any one time. An attempt must not start until the director of the trial is satisfied that effective rescue boats are on the course.

605 - CALCULATION OF SPEED

605.01

The National Authority calculates the speed from the data provided by timekeepers. The speed is to be shown in kilometres per hour (kph) and statute miles per hour (mph), even when the attempt takes place on a course of one nautical mile.

The duration of each run is obtained by taking the arithmetical mean of the times recorded by two sets of timing devices, the mean time being given to one tenth of a second.

Should one of the timing devices stop or one of the signals fail and only one duration be registered, this duration will be accepted.

605.02

The only duration so obtained serve to calculate the speed of each run. Only two decimal places are to be used.

605.03

The speed of the trial will be calculated on the basis of the arithmetical mean of times registered on two consecutive runs in opposite directions, two decimal places being used.

605.04

For speed records established on a distance of one nautical mile (1 nm = 1.852 km = 1.1508 st.m) the following constants are to be used :

Where t is the time in seconds :

the speed in mph = $4142.8 \div t$ the

speed in kph = $6667.2 \div t$

606 - MARGIN REQUIRED

A record will be valid only if its speed at least equals the speed of the previous record multiplied by 1.003.

607 - MOTORS**607.01**

All accessories and/or elements required by the racing rules for each class of boat attempting to establish or improve a record must be on board during said attempt.

607.02

A boat which holds two certificates for two different classes is entitled to establish World records in those two classes, but shall make two distinct trials, one for each class.

607.03

Immediately after the record trial, the motor(s) or engine(s) must be sealed with a distinctive seal in the presence of the officials who have witnessed the trial.

607.04

Within 48 hours of the trial, two measurers must check that the hulls, motors and equipment are in conformity with the specifications of their class, and this inspection must be carried out in the presence of the Officer of the Day or an Official specifically appointed by the National Authority.

607.05

When attempting to break a UIM class record, the noise level of the motor shall not exceed the authorised level (rule 734.2).

608 - REQUEST TO ORGANISE**608.01**

All applications for records trials must be made in writing to the National Authority at least one week before the trial and must be accompanied by the fee stipulated by the National Authority.

The National Authority applies to the UIM for homologation of records.

608.02

Only records established under the direct control of a National Authority affiliated to UIM can be recognised.

608.03

Each National Authority decides on the application for records to be established on its territory. The National Authority may refuse to consider a record application, but must then explain the reasons in writing.

The National Authority indicates the validity of the record permit.

608.04

It is the duty of the driver to accept responsibility for any safety measures deemed necessary for this attempt.

The Officials will not accept any responsibility, they will only record the results and ensure that the rules are complied with.

609 - OFFICIALS**609.01**

The National Authority shall appoint an Official Observer and other duly qualified persons to hold the official functions.

An Official so nominated shall not hold any other office than that to which he was nominated. An Official shall not himself establish a record.

609.02

The Official Timekeepers and Officials may receive payment for their services at rates fixed by the National Authority.

609.03

Time keeping may only be carried out by Timekeepers and Officials who have been recognised and authorised by the appropriate National Authority.

The stop-watches or any other apparatus employed must have a first-class certificate delivered by an observatory or similar authority. This certificate must not be older than two years.

Each Timekeeper hands to the National Authority a signed report of the record attempt, countersigned by the Official Observer.

609.04

Timing from aboard anchored boats or aboard competing boats is not allowed.

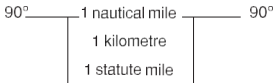
610 - SPEED RECORDS**610.01**

There is only one World record per class. This record can be established over the nautical mile, Statute mile, or the kilometre. For aquabikes the distance may be 500 metres.

610.02

The course is covered once in each direction consecutively.

The course is to be marked at either end by two posts in solid material, put up on shore with approved distinguishing marks affixed to them. The two lines uniting the two pairs of posts are parallel to each other and at right angles to the line of the measured course. Steering marks may be placed wherever needed.



610.03

In wide rivers and lakes, the width of the course may be marked off at each end by two buoys, moored at a distance of one hundred metres from each other. The boats must run between these buoys.

610.04

Timing is to be one tenth of a second up to 200 kph. Above 200 kph timing is to be by photoelectrical or similar apparatus to one hundredth of a second.

There must be a Timekeeper and a Timekeeper Observer at each position.

Individual timers may be used at each position or a single timer electrically activated from each position.

Where two timers are used at a position the time is the average of the two timers.

The times of day of each attempt must be recorded.

The time elapsing between the two runs must not exceed 20 minutes except for jet attempts, when the permitted interval is one hour.

610.05

A driver may re-start an attempt because of breakdown or other reason and may stop the engine or boat between runs.

If the attempt has not been completed within four hours of a starting time fixed by the National Authority, the Officer in charge may stop the trial.

611 - DISTANCE RECORDS

Please refer to section 610 under Pleasure Navigation rulebook

612 - HOUR RECORDS

612.01

The following International and National records are recognised by UIM: 1, 2, 3, 4, 6, 9, 12 and 24 hours duration records for all the series recognised by UIM.

The homologation of a record of lesser duration than that applied for may be granted, but only within such limits as provided for by the above rule.

612.02

The base must not exceed six nautical miles from station to station, that is to say twelve nautical miles up and down.

For aquabikes only, the distance may be 3 nautical miles from station to station, that is to say 6 nautical miles up and down.

612.03

The base is defined by two posts set in concrete at either end.

612.04

The boat may be driven by more than one driver, but their names must be filed in the record application.

612.05

Repairs and adjustments which can be carried out on board may be effected on the course.

The same motor or engine and hull must be used throughout the trial.

On the other hand, repairs that cannot be effected on board and refuelling and changing of drivers must be effected at the control station and are to be supervised by an Official.

612.06

Any time during which a boat stops during an attempt is included in the elapsed time for the attempt.

Turns are included in the course and are consequently not excluded from the timing.

612.07

Timing is carried out by one or several Timekeepers with two timing devices stationed at the start. The Timekeeper is assisted by two Officials, one stationed with him and one stationed at the other end.

612.08

A driver can claim several different hour records during one trial by selecting the best series of consecutive laps.

612.09

The boat must cross the finishing line at the end of the lap (the last lap) during which the record time has elapsed.

The average speed of the last lap is calculated and the distance which corresponds to the time still to be run is added to the distance covered at the end of the penultimate lap.

The result is shown as the distance covered in the record time and the average speed for that distance.

612.10

Example for a two hour record on a base of six nautical miles (nm), twelve nautical miles per lap :

boat completes 8 laps in	1 h 54 mn 40 s	= 110.48 st.m
ninth lap completed in	13 mn 50 s	= 830 s
time balance	5 mn 20 s	= 320 s
distance balance	= 13,81 st.m + 830x320	= 5.32 st.m
Total distance in 2 h		= 115.80 st.m

$$\begin{aligned} & \text{Average speed} \\ & = 115.80 \div 2 = 57.90 \text{ mph} \end{aligned}$$

613 - WORLD COMPETITION RECORDS

613.01

The UIM recognises World records of 5, 10 and 15 statute miles in races for all UIM circuit classes.

No other records may be established during a race.

Unlimited hydroplanes only are entitled to statute mile records established on :

- single lap course (two laps for APBA Gold Cup races) while qualifying or racing;
- total heat average speed while racing.

614 - PERFORMANCE CERTIFICATES

614.01

UIM may issue Performance Certificates for the best heats made during races for the principal International trophies.

614.02

Application for these is to be made by the National Authority of the country where the race took place and the accuracy of the results, timing, course and class is to be certified by them.

614.03

UIM only recognises the results which beat previous performances.

614.04

The amount of the fee for Performance Certificate is decided upon annually by the General Assembly.

614.05

UIM may issue a Performance Certificate for speed trials made by boats not included in UIM classes. These trials must, however, be made in accordance with UIM rules.

UIM award Performance Certificates for boats of the Production Boat Series having established or broken speed, duration, distance or competition records according to the Record Rules.

614.06

For these performances, it is not permissible to remove any of the boat's accessories, or items of comfort, provided by the builder and these are compulsory for racing.

UIM may award Performance Certificates for any of the offshore classes, International and National, established at sea on properly measured runs.

615 - HOMOLOGATION OF RECORDS**615.01**

Only records homologated by UIM are considered as World Records.

Only records established under the direct control of a National Authority affiliated to UIM can be recognised.

615.02

If a record has been established on the territory of two National Authorities, it will be entered as a record by the National Authority on whose territory the start was made.

As soon as a record trial has taken place, the National Authority communicate the results to the Secretary General of UIM by fax or e-mail and confirm it by letter.

The information has no official character and is only transmitted to such National Authorities as apply for it, in order to avoid useless trials.

615.04

The Timekeepers and Measurers must complete the official UIM record application form, which must be signed as correct by the Senior attempt Official (President, Chairman, O.O.D. etc.) and be sent to the National Authority within three days of the trial, seven days for APBA controlled classes.

The National Authority transmits the application for homologation, together with other necessary papers, to the UIM no later than four weeks after the trial, sixteen weeks for APBA controlled classes.

615.05

For a request for homologation to be considered by the UIM, the National Authority must send :

- a plan of the course if not already in possession of the UIM,

- the completed official UIM application form which must include any National Authority calculations,
- a copy of the boat's measurement certificate,
- a photograph of the boat under way with the colours, inscriptions, etc. noted on the reverse ; also to be noted on the reverse, the driver's name, class and speed achieved,
- a list of the full names of the Officials with, at least, the names of the Timekeepers, Measurers, Rescue Officer, O.O.D. and Observer,
- offshore boats, a copy of the results in which the boat qualified, as per UIM rule 601.04,
- for attempts on tidal waters, the calculation stating the times of the changes of direction of water along the course (changes in tidal flow) and the source of the information,
- a cheque for the amount due.

615.06

The recognition fee is fixed annually by the General Assembly.

615.07

Pending the official confirmation by UIM, neither the driver, builder, nor any other shall publish or cause to be published, circulate or cause to be circulated, the results of the trial, until the delegate of the National Authority has given the actual results in writing, after checking the calculations in the presence of Timekeepers.

Even when such authorisation has been received, results may only be published with the addition of the words "Subject to official certification by UIM" in as large and prominent type as that in which any part of the notification itself is printed.

Neglect to comply with the above regulations automatically entails the refusal to recognise the record. The National Authority have the right to penalise whoever is responsible.

615.08

UIM issues annually a list of World records, changes being made known, when they occur, by means of newsletters.

UIM keeps a registered list of all World records and delivers a certificate for each new record.

616 - LONG DISTANCE OFFSHORE MOTORBOAT WORLD SPEED RECORDS

Use Section 616 in Pleasure Navigation rulebook.

~~616.01 – AUTHORITY~~

~~The UIM through the relevant National Authority is the authority in all matters concerning world water speed records.~~

~~616.02 – RATIONAL~~

Records

~~Records will be recognised for passage between pre-determined points providing all relevant rules for independent observation are established, maintained and ratified.~~

Racing rules

The UIM racing rules do not apply during individual (non-race) record attempts.

616.03—GENERAL

The purpose of the rules is to enable attempts to be made on a variety of offshore records. They do not form the conditions of any prize or trophy, nor are they motorboat instructions.

The record for each passage shall stand until the elapsed time of that record has been reduced by at least one minute. Every request to ratify a record shall be considered in time and date order.

The time used for this purpose will be Greenwich Mean Time (GMT).

The UIM/relevant National Authority cannot accept any responsibility for personal injury or loss of life, damage to or loss of property arising from any record attempt made under its rules whether supervised by its officials or not.

The official language is English.

616.04—LONG-DISTANCE OFFSHORE WORLD RECORDS

The World Record for the passages, approved by UIM, will be held by the motorboat and skipper which establishes the shortest elapsed time in accordance with these rules.

Any offshore distance record can be held in either of the following categories:

All records are to be divided into three outright classes, up to 30 ft/9.14 meters LOA, over 30 ft/9.14 meters LOA, and over 50 ft/15.24 meters LOA, to be measured using the method for Offshore Class 1. Any of the above classes could also be eligible for the fastest outright record. For example: a skipper may apply for the up to 30 ft record, but if he beats the existing outright time, then he would be eligible for the outright record.

It is not allowed to attempt any records single handed.

Assistance—means that during any record attempt, a vessel may enter harbour for fuel, repairs, alterations or stores as required. A craft may be anchored or beached during the record attempt but any repairs must be made entirely by the crew without outside resources or materials. During any such stops, the timing of the voyage continues.

It is never permitted to take on board stores or equipment or get any other kind of help from another vessel whilst under way (except as permitted by 616.05-6 Emergencies).

616.05—MOTOR BOAT RULES

Applies to all long distance offshore records and all types of vessel.

Propulsion—any method of mechanical force applied to the water.

Steering—any type of automatic steering is allowed.

Navigation—any type of navigation equipment is allowed and there is no objection to any type of information or advice being transmitted to or from the vessel. However, the vessel must be driven by the onboard crew.

Emergencies:

In the event of the record attempt being diverted or compromised by the necessity to render assistance to a mariner in distress (excluding members of the record crew), time allowances may be made subject to the provision of adequate documentary and substantive evidence of time lost.

In the event of fouling another vessel or structure (e.g. an oil rig).

It is permitted for the crew of the other vessel or structure to assist the vessel in getting clear.

Rounding—when a course calls for a mark, beacon or point of land to be “rounded”, this means that an imaginary string from the start to the finish points must enclose the feature specified when pulled tight.

Tidal stream or current—no allowance is made for tidal stream or current in considering any of these records.

Refuelling—must not be transferred at sea from another vessel excepting where the record attempt passage exceeds 3500 nautical miles and no adjacent landfall or harbour is available en route. Recognised or National Authority approved fuel outlets within harbour confines must be used in all other cases. If re-fuelling takes place at sea, the re-fuelling vessel shall be stationary and properly equipped with suitable transfer hoses. Should such re-fuelling at sea be planned, the record attempt application must provide details that include the name and size of the re-fuelling vessel and its proposed location.

Responsibility—it is the sole and inescapable responsibility of the skipper of a motorboat engaged in any such record attempt to decide whether to start and, having done so whether to continue the voyage.

The Vessel—shall have communication equipment capable of maintaining contact throughout the attempt with monitoring stations along the route.

Life Raft—a certified life raft(s) suitable for the maximum number of persons on board shall be carried equipped with full safety equipment appropriate for the planned passage.

Tow—if a tow is received, the record attempt vessel shall return to the last official recorded “own power” position before resuming the attempt.

616.06—SAFETY RULES

It is not within the province of these rules to set safety standards. However, all vessels making record attempts must comply with the appropriate safety standards laid down by International Maritime Law and the relative marine safety authority of their country of origin or registration.

In the case of a world circumnavigation attempt, the challenge vessel shall be built to comply with the rules for classification of an International Organisation (I.M.O.) recognised Classification Organisation and as such, be of suitable class for the range and speed of the vessel. In addition, the vessel shall be certified by the Statutory Regulating Authority of the country of registry, which, as a minimum, shall be equivalent to the UK Maritime and Coastguard Agency (M.S.A.) Code of Practice for Safety of Large Commercial Sailing and Motor Vessels.

Evidence of compliance must be provided to the relevant National Authority prior to departure.

616.07—NOTICE

At least one month's notice must be given of intended record attempts, accompanied by the appropriate fee; otherwise the relevant National Authority cannot guarantee to observe a record. Records cannot be recognised retrospectively.

616.08—OBSERVATION DECLARATION

When proper notice of a record attempt has been received, the relevant National Authority will appoint an observer to make arrangements for the start and finish to be witnessed and timed. The observer or a person appointed by him will also need to check that the documentary evidence provided relates to the vessel that has completed the record passage. The skipper and one other member of the crew will be asked to sign a declaration that all rules have been followed. Where practicable, there is no objection to the observer being on board during the record attempt.

616.09—TIMING

The moment of starting and finishing a record passage must be recorded by Timekeepers nominated by the relevant National Authority to the nearest second using GMT. The accuracy of these must be checked within six hours of the start and finish of the attempt by reference to an official time signal by telephone, radio or synchronisation with GMT via the WWW. Details of the timepiece used must be logged and signed for by the observer or his appointee.

Records will always be defined as an elapsed time in days, hours, minutes and seconds. Average speed may be shown for information only.

616.10—RECORD COURSES GENERAL

Only fixed points of land, fixed navigational beacons or other charted fixed objects can be used as reference points though they need not necessarily be sighted. In special cases, pre-approved by the Observer, such as positions derived from satellite navigation systems are acceptable.

All routes are reversible and the record time from A to B can be beaten by an attempt from B to A.

If a new route is requested then an application from a National Authority to the UIM is required. This application can be submitted to the UIM at any time during the year, however all applications must be made no later than 90 days prior to the intended record attempt. Provided that the new route does not conflict with a very similar existing route it will be approved. The application should detail any restrictions and the estimated mileage, in nautical miles, of the route including any rounding's.

The start and finish positions if A to B must be given.

The UIM shall hold records of all Record Courses and any specific rules applying to such Record Course. Any record challenger should obtain these from the UIM via their relevant National Authority prior to attempting any such challenge.

616.11—FEES

The skipper or organisation wishing to make an attempt on a record is responsible for the costs of observing and ratifying it.

These must be paid in two parts as follows:

On making an official application to the relevant National Authority for a record attempt to be observed, a fee fixed annually by the UIM General Assembly is required plus a fee from the National Authority.

If the attempt is unsuccessful then the UIM portion of the fee will be refunded, if successful the UIM fee will be forwarded to the UIM for the ratification of the record.

616.12—EXPENSES

The person or organisation making the record attempt is responsible for the legitimate expenses and remuneration of the official Observer, Timekeepers and all other officials and any assistants that may be required. This must be paid before any record claim can be considered.

616.13—RATIFICATION

The following documents are to be submitted to the UIM/relevant National Authority; the submission may be by fax if followed up by the original documents.

- A statement by the skipper giving details of the vessel, the crew and the course followed. This must include a declaration that these rules have been followed, signed by the skipper and at least one other member of the crew.
- A report by the Official Observer giving details of the timing and verifying the accuracy of all observations.
- All other items as listed in Rule 615.05.

616.14—INTERPRETATION

In any case of any dispute over any of these rules, the decision of the relevant National Authority is final.

700 - INTERNATIONAL OFFSHORE RULES

701 - GENERAL

Rule changes are only made following approval by UIM Offshore nations at General Assembly. Such changes taking effect not less than six months after approval, unless a special decision is mentioned in the wording of the decision with its justification. Changes affecting safety may be made at any time, according to their necessity.

701.01

The following basic rules and definitions are for Offshore powerboats which have been designed and are suitable for racing in open and unprotected waters.

701.02

Organisers shall not be permitted to make any additions to these rules which by their nature would affect the eligibility of any boat EXCEPT in circumstances specifically affecting safety or in respect of special laws which may apply to the particular locality of the race. Organisers shall seek the approval of their National Authority to make such additions.

701.03

Organisers shall have the right to refuse any boat which they deem to be unsuitable and/or which does not conform to the requirements of these rules.

701.04 - RESERVE NUMBER

701.05

The finishing order is determined by the order in which the boat finish in its Class.

Points for Championships are awarded separately for the Classes.

701.06

Organisers are free to organise prize categories for varying types, such as cabin boats, diesel engines etc., provided the craft comply with fundamental rules.

701.07

Organisers may also organise separate races for the different classes and/or prize categories.

701.08

Championships: Races included in championships are governed by individual rules of the particular championships as defined under their own rules.

701.09

All boats entered for racing shall be subject to the direction and control of the Race Committee.

701.10

It shall be the sole responsibility of each boat's driver(s) to decide whether or not to start or to continue the race.

701.11

Unless specified in racing instructions, no outside assistance (including refuelling) is allowed during a race. In an International Championship race no outside assistance (including refuelling) is allowed.

The Race Committee has the right to decide whether or not there was outside assistance or not. It is permitted to use electronic steering compasses and/or electronic position fixing equipment. It is expressly forbidden to interface any of this equipment to the steering system.

702 - CREW**702.1**

All boats will carry a minimum of two crew members with valid powerboating licenses and of minimum age 18 years.

For Classes 3: 3J the minimum age is 13 years, 3A and 3B, the minimum age is 16 years.

For Classes 3C and above, the pilot must also have raced in at least three races in a powerboat class with minimum 90 hp.

702.2

Only licensed drivers are permitted to control the boat when under the jurisdiction of the race organiser.

702.3

Members of the crew under their age of majority must be required to produce evidence of parental consent to participate in the race.

702.4

Breach of the above rules shall entail immediate disqualification.

702.5

In championship races involving points qualification, the points will be awarded to the driver designated as the first driver on the entry form and who shall be aboard throughout the races.

703 - HULL**703.1 - DECK**

The deck must be able to bear the weight of a standing man (100 kg) at any point.

703.2 - DECK, OUTBOARD MOTOR PROPELLED CRAFT

Wherever the motor is, the hull shall be fully decked to the stern, incorporating a well formation if desired.

Any holes for the passage of cables, fuel pipes, etc., shall be fitted with sealing grommets and be above the lowest point of the stern structure.

703.3 - STEERING POSITION

The steering arrangements shall be sited so that the safe handling of the boat shall not be prejudiced by interference to the driver's line of sight across the bow at any state of trim in calm water.

703.4 - GUARD RAILS

Rails or wires or hand holes shall be fitted which shall extend fore and aft to enable crew to proceed from the cockpit to the whole deck for the working of mooring, anchoring and towage and access to deck hatches.

No ropes can be used as rails or hand holds.

703.5 - MOORING CLEAT

All boats shall be fitted with a well secured cleat or sampson post on the fore-deck adequate for anchoring in a seaway and for towing at sea over a prolonged period.

703.7.1 - CRANAGE

Boats must be fitted with a minimum of three lifting eyes, either through deck or topside hull cleat type, suitably engineered to withstand lifting the boat fully equipped and fuelled with an adequate safety margin.

Each boat shall be equipped with a detachable strop assembly providing a single lifting point.

The strop must be certified to carry total boat weight.

703.7.2 - CRANAGE SAFETY

The Race Committee shall cordon off, restrict and supervise the crane area. Access to this area shall be limited to authorised race officials and designated race boat crews.

703.8 - WINDSHIELD

Windshields, if fitted, shall be strong and well supported. All edges of plastic material and framing shall be effectively padded. Transparent windscreens are to be made of polycarbonate material.

703.9 - OPEN COCKPITS

703.9.1

The cockpit opening shall provide seating positions for at least two drivers, with the following minimum dimensions; length 0.76 m, width 0.53 m per driver, with a round-off radius of 0.25 m.

For class 3J only minimum dimensions; length 0.63 m, width 0.50 m per driver, with a round-off radius of 0.25 m.

703.9.2

There shall be a minimum cockpit clear depth of 0.38 m everywhere, with the exception of seats, steering wheel and controls. Measurement is done from the upper part of the cockpit edge or from the top of the cockpit coming if it is substantial.

703.9.3

All cockpit seats must be securely fixed to the main hull structure. A seat for each crew member must be provided. The crew should be seated at all times when racing or attempting the race start.

703.9.4

The structure of cockpit fairings must at least equal the strength of the main deck i.e. be able to be walked on at any point as per Rule 703.1.

703.9.5

For Classes 3J, 3A, only the overdeck water deflectors are mandatory.

The Reinforced Water Deflector must be designed and constructed of materials of sufficient strength to provide adequate crew protection, both over and under the deck and hull. The forward fairing on the deck must rise to a minimum height of the chin of the tallest crew member when in the normal driving position. It is recommended that lateral protection covering be provided up to the shoulders. The top 0.05m (5cm) of the Water Deflector must be at least 45 degrees from the horizontal, with a minimum 0.3m (30cm) width per person measured transversely in the horizontal plane.

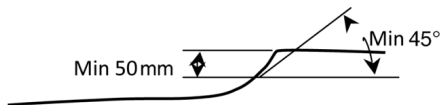
The Reinforced Water Deflector must be designed and constructed so as to present no hazard if the crew is thrown forward and must be so designed that it would not restrict the crew from being ejected. In all cases, the visual requirements in Rule 508.05 must be adhered to.

Measurers and Scrutineers will examine boats with the crew in the normal driving position. The flares described in UIM Offshore Rule 715.10 must be readily accessible from the deck.

Rear of head protection is recommended. If fitted, it should be at least 0.3m (30cm) wide and the height of the padding must extend at least 75% of the height of the safety helmet as worn by the crew whilst in the normal driving position.

If a monohull has a canopy and/or restraints, it must conform to the same criteria as multihull boats as described in these 508 rules.

Water deflector, overdeck



703.9.6.

Only boats with restraints and closed canopies are allowed to use orange coloured bows.

703.9.7

In open cockpits, the cockpit edge or the type of a substantial coaming is not to be higher than the top of the crew persons' shoulders.

704 - INBOARD ENGINES

704.1 - EXHAUST

The engine exhaust manifolds, pipes and exhaust driven turbines, from the engine outlet to the point of exit must be water cooled by the water jackets or shielded. The external surface of the shield must not exceed 150° C at any time. The exit must be located in such a position whereby the crew cannot be effected by exhaust fumes.

704.2 - SHAFT GUARDS

Inboard propelled craft must have a protected shield to each input drive shaft which shall include at least two rings which completely encircle the shaft and a 180° scatter shield over each universal joint.

In the event of a failure this protection shall be capable of containing the shafts and couplings from causing damage to the hull skin, fuel tanks, any other installation and or component, and from causing any danger to the crew.

704.3 - ENGINE COMPARTMENTS

Inboard engines are to be installed in a compartment separated from the cockpit and other accommodation which is to have adequate ventilation. Vent holes in bulkheads or covers shall not be in close proximity to the drivers and crew without flame trap protection. The compartment(s) shall have rigid covers.

704.4 - FIRE EXTINGUISHERS

For all inboard engine installations, it is mandatory to have a fully automatic fire-extinguisher system, though it is permitted to have a separate manual system.

705 - ENGINES

705.1

Turbo and/or Supercharged petrol engines are not permitted.

When a diesel engine includes a device for supercharging or turbocharging, the nominal cylinder capacity is to be multiplied by 1.4 and the boat will pass into the class corresponding to the effective volume resulting from this multiplication.

705.2

A dynamic air inlet for ducting the atmospheric air toward the engine's air intake is not considered a supercharging device.

If approved for use in offshore by Cominoff and annotated on the Homologation Certificate, Low emission engine, outboard engines utilising "air pumps" as part of the induction system are not considered as supercharged.

705.3

Turbo Compound engines and Gas Turbines are not permitted.

A Turbo Compound Engine is defined as a process in which effective power is produced not only by expansion in the working cylinders, but also in a second stage. In compound engines, the exhaust turbine, or one of the exhaust turbines, is coupled to the engine output shaft.

706 - ENGINE CUT-OUT

706.1

- a) Engine cut off switches for connection to all crew are mandatory (first man out shuts off engine). An emergency override system to restart engines shall be mandatory. The lanyards used must not exceed 120 cm between the driver and the boat. The lanyards shall be attached to all crewmembers at all times when the boat is at racing speeds.

- b) The lanyards must be able to support ten times the strength necessary to operate the device or to resist a load of ten kilos. Having chosen the biggest value, they must be capable of operating the device in any direction on a horizontal level.
- c) Lanyards are not necessary when restraint systems are used.
- d) If the engine is a Diesel, the action of the device should operate on the injection pump gear.

707 - ENGINE AND FUEL COMPARTMENT BULKHEADS

707.1

Bulkheads of engine and fuel tank compartments must be sealed to the hull across the bottom and have sufficient height above the bottom to prevent fuel and fumes flowing throughout the boat. The separate compartments thus formed must have provision for separate pumping out of bilge's.

Fuel containment systems (tanks, cells, etc.)

All boats must have fuel filling and fuel venting capabilities outside the crew containment area. Canopied craft are to have fuel tanks contained in sealed compartments from the hull and crew area to avoid leakage of liquid or vapour being released into the area being used by the crew. Fuel filling / fillers are to be outside of the crew compartments.

707.2

Closing of the fuel flow must be done by means of a device, the control of which must be in the cockpit and within reach of every crewmember. No sleeved cables are allowed, so as to eliminate the cable being able to be bonded in a fire.

707.3

The fuel tank or tanks must be grounded to enable the discharge of static electricity.

707.4

Fuel tanks may be constructed as an integral component of the hull construction, or may be fabricated material suitably secured to the hull.

Purpose designed and constructed rubberised collapsible fuel cells may be used.

Fuel may not be transferred during a race except by means of permanently installed fuel lines connected to the tanks.

708 - PROPULSION

708.1

One hundred per cent of the propulsive effort shall be derived from the water while proceeding at racing trim in calm water.

708.2

All craft must be able to be manoeuvred ahead and astern and have neutral capability, operated by controls at the helmsman's position. This facility must be a permanent installation and able to be demonstrated as practical at any time.

708.3

Boats running two or more propulsion systems must have either an external tie bar to stabilise out drives or some other protective device that will prevent drives colliding should a failure occur.

708.4

No multi-ratio transmissions, torque converters, or variable ratio drives are permitted in Class 3.

709 – GYROS ~~AUTO PILOTS~~

709.1

All moveable surfaces allowed on the boat shall be under the control of the onboard crew without any sensors in the control loop (i.e. no auto pilots, gyros **auto trims**, accelerometers or other attitude or acceleration sensors may be in the control system).

710 - RACE NUMBERS

710.1

All boats are to be allocated a race number by their National Authority. These numbers shall be painted in waterproof black paint or to be made of black coloured self-adhesive materials of adequate strength. They shall be applied to a white or yellow background. No number may begin with a zero. All numbers shall be plain and up- right.

710.2

On all boats the numbers shall be positioned as far forward as possible whilst adhering to the requirements of rules 710.3 and 710.4.

On catamaran boats the numbers must be placed on:

- a) The foredeck within front 1/3 of boat.
- b) The tunnel underside within front 1/3 of boat.
- c) The outside of both sponsons within front 1/3 of boat.

On all other boats the numbers must be placed on:

- a) The foredeck within front 1/3 of boat.
- b) Both sides of the hull within front 1/3 of boat.

710.3

Those numbers displayed on the foredeck and on the underside of a tunnel must read correctly from the transom and shall be underlined by a black bar.

710.4

The individual numbers shall conform to the following minimum dimensions, the only exception being where the size of the boat does not allow the minimum size to be carried:

Height	Width	Thickness	Spacing
30 cm	23 cm	5 cm	8 cm

The background shall extend at least 23 cm in front of and beyond the end numerals and at least 7.5 cm above and below the numerals.

The beam numbers may also be painted on slightly curved non-vertical surfaces, provided that the whole number is within 30 degrees from the vertical position. The height must be to the minimum height measured vertically.

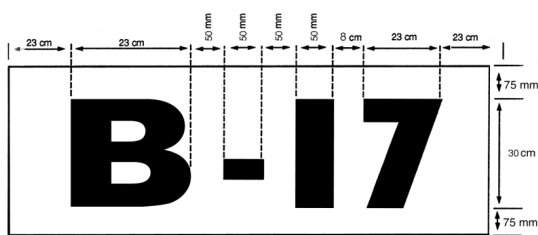
710.5

Race Organisers are empowered to require a number to be changed in the event of identical numbers being issued by different National Authorities. Except in exceptional circumstances the visiting craft has priority.

710.6

The class letter will precede the numbers and they will be separated by a dash. The class letter must conform with the same minimum dimensions as the race number.

Dimensions are as per 710.4



711 - NATIONAL FLAG AND STICKERS

711.1

All boats are to fly their appropriate national flag of the designated driver as determined by the entry, with minimum dimension 0.45 m x 0.30 m, throughout the race.

711.2

Alternatively, the flag must be painted, or glued, on a panel of not less than 0.45 m x 0.30 m on both sides of the hull.

711.3 - UIM STICKERS

The UIM actual logo, minimum 20 cm in length stickers, supplied by the UIM or other manufacturer, must be attached to both sides on a near vertical surface, of all boats participating in UIM titled events. The loss of the UIM logo will not be a reason for disqualification at post-race technical inspection.

712 - RACING VESTS

Racing vests (for boats without canopies). Each person aboard a boat must wear, during the race and practise, an efficient racing vest.

The racing vest shall be of full jacket type, with collar and leg straps. All straps shall be at least 40 mm wide and have a minimum breaking strain of 500 kg.

The vest shall be at least 70 % orange or yellow, have lifting straps at the front or on the shoulders and have impact protection material covering the back.

The disposition of the buoyancy must be such as to ensure that an unconscious person will float face up in the water.

The racing vest's ability to float and rotate the wearer face-up must be checked by each individual wearer and personally ensured it is fully operational.

The racing vest must have a minimum of 7.5 kg buoyancy.

The choice and efficiency of a racing vest is the sole responsibility of the wearer. Race organisers are required to repeat this important clause in the Advance Programme and the Race instructions.

For boats with canopies, refer to rule 508.25.

713 - HELMETS

Any person aboard any boat partaking in races must wear an adequate helmet of orange colour throughout the race and during practise runs. Helmets may only be removed when effecting repairs and the boat is "off plane".

Each crew member's helmet must be identified with their boat race number. This number shall be placed on the top surface of the helmet and shall be read from the rear. The numbers shall have a minimum height of 7.5 cm and shall be of the same style as the boat race number. These numbers shall be painted in waterproof black paint or be made of black coloured self-adhesive material of adequate strength.

The helmet must comply with the current valid SNELL, FIA helmet standards in accordance with the list available on the UIM Website.

713.01 - FRONTAL HEAD RESTRAINT (FHR)

It is mandatory for all restrained Competitors or members of crew in canopied / partially canopied boats to wear a Frontal Head Restraint (FHR) system that complies with SFI38.1 or FIA 8858 standards.

Quick release fixing posts that disconnect the device via a 'tab pull system' for FHR's are mandatory.

It is the responsibility of the wearer to ensure that the FHR device that they are using is suitable for the application that they will be wearing it for and consideration of use should be given to FHR devices that are : easy to release, have a low upright section at the back of the head.

It is mandatory to wear your FHR device during your Cockpit Evacuation / Immersion Training. Self- removal of a FHR before attempting to exit a cockpit forms a part of the Immersion test training.

714 - PROTECTIVE CLOTHING

All crew members whilst racing must wear suitable protective clothing that covers the torso and all limbs to the wrists and ankles.

Protective clothing used must be durable enough to provide bodily protection and it is recommended to be fire retardant

715 - SAFETY EQUIPMENT

Whilst on the water at an event, all the relevant safety equipment, i.e., restraints, racing vests, helmets and racing suits must be worn whilst the race boat is on the plane.

715.01

The following equipment shall be carried and stowed to the satisfaction of the Race Committee.

715.02

Boats meeting the criteria of UIM Offshore Rule 508 (restraints and canopies) must comply with the requirements regarding storage of safety equipment contained in those rules.

715.03

When additional electric pumps are fitted to the fuel supply a fuel cut-off switch for the pump shall be fitted within reach of either crew member.

715.04

A manually operated bilge pump with the capability of pumping out any one of the watertight compartments.

In addition to the above minimum it is highly recommended to have any additional electric bilge pumps that appear appropriate.

715.05

Suitable gear for anchoring and berthing, including one anchor, not less than 30 metres of suitable chain or warp.

Two towing lines of sufficient strength, one twice the length of the boat. This equipment can be removed if necessary, as determined by the O.O.D. in the Race Instructions or in a race bulletin.

715.06

Two (2) fire extinguishers to be immediately accessible to the crew, and must be minimum of 2kg each, or of equivalent capacity.

For Offshore 3 Classes with 200 hp or less For Class 3A, 3B and 3C, there is only a requirement for one fire extinguisher of 2 kg, or of equivalent capacity. The extinguishers must fulfill the classification ABC (eq. US: classification AB).

American	European	Australian/Asian	Fuel/Heat source
Class A	Class A	Class A	Ordinary combustibles
Class B	Class B	Class B	Flammable liquids
	Class C	Class C	Flammable gases
Class C	UNCLASSIFIED	Class E	Electrical equipment
Class D	Class D	Class D	Combustible metals
Class K	Class F	Class F	Cooking oil or fat

715.07

An orange flag measuring at least 0.60 x 0.40 metres and the means of hoisting it, to indicate retirement.

715.08

A fitted steering compass.

715.09

Up-to-date charts, on paper or in electronical form, covering the whole course of the race. If used in electronical form, it must have a back-up.

715.10

Two red hand-held distress flares and two orange smoke flares. This equipment can be removed if necessary, as determined by the O.O.D. in the Race Instructions or in a race bulletin.

715.11

One whistle attached to each crew member.

One compresses attached to each crew member.

It is strongly recommended that one hand held flare is attached to each crew member.

715.12

A sharp knife suitable for cutting webbing, clothes or rope. The knife shall be suitably sheathed so as to protect crew members against accidental injury. It may be located in a fixed position in the cockpit adjacent to all crew members or, be separately carried on each crew member.

715.13

One diving-mask.

715.14

For Class 3

A pail or bucket with a minimum capacity of 5 litres. This equipment can be removed if necessary, as determined by the O.O.D. in the Race Instructions or in a race bulletin.

715.15

VHF type radios are mandatory in class 3C and 3D EPA in order to guarantee clear communication between competitors and the Officials.

Radiomen must speak English.

One radioman per boat is mandatory.

Radio checks will be carried out during pre-race scrutineering and during on-water activity by the officials.

If radio equipment is not working competitors will not pass scrutineering or could be removed from on water activity.

715.16

Each Organiser can, in the Advance Programme, specify additional safety equipment necessary for their race.

CLASS 3

730 - HULLS AND CLASSES

Offshore Class 3 racing shall permit the use of boats powered by Outboard engines. In class 3J Hulls with steps and/or air lubrication are not allowed. Kevlar, Aramid and Carbon material are not allowed.

730.1

Class 3 subdivisions are established in accordance with the following

Class	Mono 60	Mono 115	Open 115	Mono 200	Open 200	Open 400	<i>Mono 600</i>
Class 3	J	A	B	X	C	D	<i>S</i>
Cubic Cap.	-	up to 2100cc	up to 2100 cc	up to 3000	up to 3000	up to 6000	<i>up to 10000</i>
Max Power	60 hp	115 hp	115 hp	200 hp	200 hp	400 hp	<i>600 hp</i>
Min Length	4.15 m	5.75 m	5.00 m	6.75 m	6.50 m	7.60 m	<i>8.25 m</i>
Max Length	5.70 m	7.00 m	6.80 m	8.00 m	8.40 m	10.00 m	<i>10.00 m</i>
Mono min weight	530 kg w crew	700 kg w crew	655 kg w crew	1000 kg w crew	695 kg	1650 kg	<i>1800kg</i>
<i>Min Width</i>		<i>1.60 m</i>		<i>1.70 m</i>			
<i>Max Width</i>		<i>2.00 m</i>		<i>2.10 m</i>			
Multi min weight	-	-	730 kg w crew	-	845 kg	1650 kg	
Add kg per		-	50 kg/m	-	65 kg/m	100 kg/m	<i>-</i>
Cube lenght	-	2.35 m	2.35 m	2.75 m	2.75 m	3.60 m	<i>3.60 m</i>
Cube width	-	1.20 m	1.20 m	1.20 m	1.20 m	1.20 m	<i>1.20 m</i>
Cube height	-	0.46 m	0.46 m	0.46 m	0.46 m	0.46 m	<i>0.46 m</i>
Bouyancy							
Mono GPR	150 L	250 L	270 L	370 L	370 L	500 L	<i>500 L</i>
Mono Sandwish	125 L	130 L	140 L	150 L	150 L	280 L	<i>500 L</i>
Multi GPR	-	-	280 L	380 L	550 L	550 L	
Multi Sandwish	-	-	180 L	200 L	300 L	300 L	

In the J, A, X, ***S*** classes, only monohulls will be accepted.

Hull measurement Classes 3J, 3A and 3X

All hull measurement are to be taken while the boat is ashore.

The length must be measured between perpendiculars of the external moulded length of the boat, taken at the extreme bow and the interface between the hull and bracket/engine.

Hull extension beyond the transom shall be deemed to be "fixed trim tabs" and shall not be included in the measured length.

Hull extensions added to the bow and/or any extending parts, rubbing strakes, fenders, stabilizing trim tabs and rudder assemblies are not to be included in the measured length.

When defining "extreme bow", any form that constitutes the bow and its construction and contributes to the performance of the boat shall be included in the measured length. Any other attachment that is added to meet a

minimum length requirement shall not be included in the measured length.

Boat width : 3A	1.60 m - 2.00 m.
3X	1,70 m - 2.10 m

731 - MINIMUM/MAXIMUM LENGTHS AND WEIGHTS

The weight is ready to race dry, including all safety equipment for 3A and 3B including crew and their helmets and life vests and for 3C and 3D only except the crew and their helmets and life vests. For control after a race, residual fuel in tanks will be included in the minimum weight. Slings carried in the boat during the race will count as safety equipment. The boat must be empty of water.

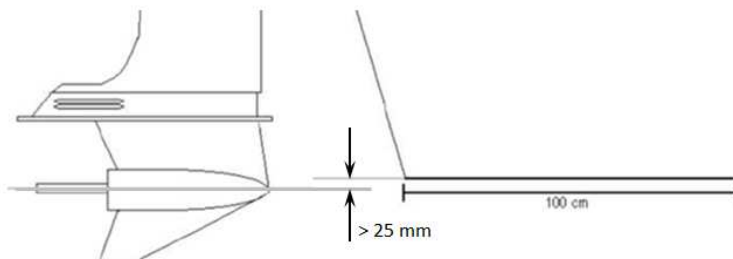
For Class categories 3B, 3C and 3D the minimum weight mentioned is for a boat with the mentioned minimum length. For boats longer than the minimum, the weight shall be increased according to the formula shown above.

731.1 Engine Height

For class 3J only

Transom jacks that are adjustable under way are not allowed. Fixed transom jacks are allowed

Engine are not allowed to be placed higher than having the centerline of the propeller shaft 25 mm below the extension of the keel line then parallel to each other. If the keel line is not straight the end of the keel line and a point 100 cm forward shall be used to construct the keel line, see drawing:



732 - HULL DIMENSIONS

732.1

For monohulls, the outer surface of the hull excluding chine-rubbers and spray rails, must contain a cube of the dimensions mentioned in the 730.1 chart.

733 - MINIMUM FLOTATION

All boats shall contain a minimum volume of buoyancy permanently installed in the hull.

The minimum volumes measured in litres are mentioned in the 730.1 chart.

If a boat is constructed of wood, the wooden weight content of the boat may be accepted as buoyancy as per the following formula: Wood weight in kg x 2 = litres of buoyancy.

734 - ENGINE ELIGIBILITY

734.1 - ENGINE ELIGIBILITY (LOW EMISSION) OUTBOARD ENGINES

Low Emission approved engines used in Class 3 shall be strictly standard marine production engines as marketed by manufacturers to leisure boating (or touring) customers.

734.2

At time of homologation, manufacturers must certify that their motors meet the UIM requirements regarding noise when fitted to an appropriate offshore powerboat. The noise level is to be measured by means of a phonometer which conforms to the specifications laid down by IEC and ANSI, a precision sound meter using the "A" weighting and set to slow response. The registering microphone is placed at a distance of 25m from the boat. The boat must pass it at top speed. Measurements must be made on open water free of all obstructions over a minimum distance of 25m in all directions. Two measurements must be carried out, while the boat approaches and while moving away. Neither of the measurements is to exceed 91db (A) with a 4db (A) tolerance.

734.3

The only Low Emission outboard engines eligible for use in Offshore are those approved (at time of homologation application) by Cominoff.

734.4

No. of manufactured engines up to 1000 cc = 1000 units.

1001-2000 cc = 500 units. 2001 cc and above = 250 units.

734.5

The engine being placed in water, the cooling shall be effected only by its own standard circulation pump. The intake to the circulation pump may be modified for cooling purpose only. Bearing carriers and prop shaft may be changed from original. Bearing carriers may be fixed to gear case by additional screws or clamps.

Bearing carriers and prop shafts may be changed from original.

Refer also to 735.09 for water intake definition

734.6

Violation of any of the above rules will entail disqualification.

735 - MODIFICATIONS PERMITTED (LOW EMISSION) OUTBOARD ENGINES

MODIFICATIONS PERMITTED (LOW EMISSION) OUTBOARD ENGINES

735.01

The propeller is free, together with its washer(s) and nut(s).

735.02

The steering bar and brackets may be reinforced as a safety measure. It is also permitted to modify the standard engine cowling in order to facilitate the fitting of steering assemblies, provided that any openings are sealed so the engine cannot pull in any additional air.

735.03

The rubber mounts of the engine may be changed or substituted.

735.04

All external (not contained within the powerhead) studs, screws, nuts, bolts and their washers are free as well as the method of locking them, providing there is no performance advantage.

735.05

Where two engines are fitted, the counter rotation of one underwater unit is permitted providing:

- the standard underwater unit casing is retained (subject to 735.09)
- the final propeller to crankshaft ratio is unaltered

735.06

The use of thrust blocks mounted on the lower unit and or on the boat is permitted.

735.07

Power Trim: a properly engineered system for altering engine trim whilst under way is permitted.

735.08

In the process of modification, minor optional alternatives as listed and priced by the manufacturer of the homologated engine, may be permitted provided they do not affect engine performance, but improve convenience and safety.

735.09

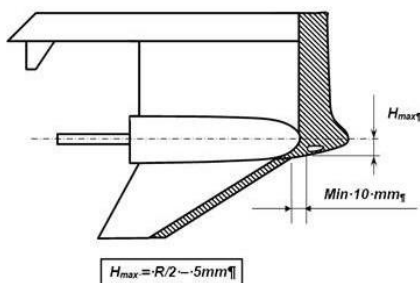
The water intake may be repositioned. It must however remain on the gear case torpedo. The width and or height of the gear case torpedo must not be changed and the depth of the torpedo cross section from the aft part of the water intake and forward is not allowed deeper than measure $H_{max} = R/2 - 5\text{mm}$, where the measure R is taken from min width of gear case in homologation file. The length may be increased. The rear edge of the water intake opening must not be further aft than 30 % of the total length of the modified gear case torpedo.

The original intake to the circulation pump may be filled in and faired. The front of the gearcase may have material added for cooling purposes.

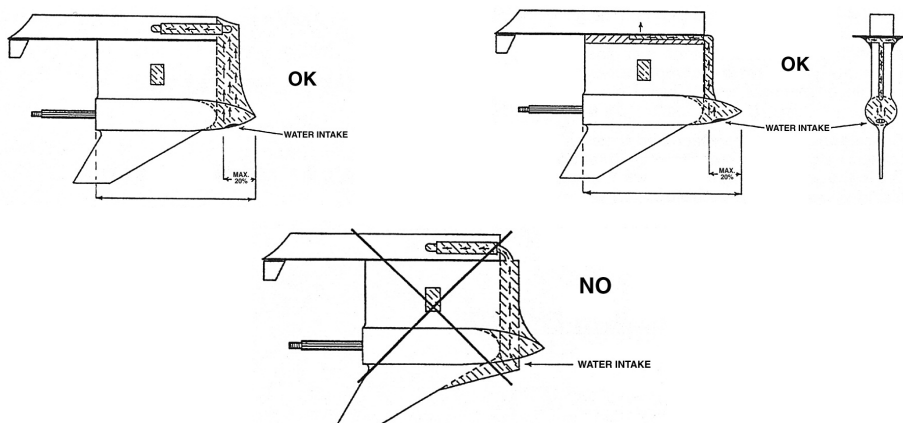
The width of the gearcase must not be increased, except where the gearcase meets the lower side of the anti-cavitation plate. The modification shall be for cooling purposes only and shall form a radius. It is also permitted to add material to the centre section exhaust housing for the purpose of reducing noise.

It is allowed to add material to the leading edge of the gear case skeg up to 10 mm behind a repositioned water intake. The profile of the skeg is free.

Remote water pick-ups are not allowed.



Method of measuring maximum depth of water intake.



735.10

Transom brackets may be reinforced, this is only by adding material.

735.11

- The fuel connector in the lower cover may be removed and the fuel hose from the fuel tank connected directly to the fuel pump. The remaining void must be sealed to prevent any extra air entering the cover.
- Sacrificial anodes on gear house and transom bracket may be removed. Trim fin under the anti-cavitation plate may be removed or cut off.

MODIFICATIONS NOT PERMITTED (LOW EMISSION) OUTBOARD ENGINES

735.12

The following modifications are expressly NOT permitted.

Blueprinting' of the powerhead.

Alteration or modification of any powerhead components.

Removal of material from the powerhead for any reason other than recognised (by the manufacturer) repair.

ECU/PCM's equipped with data memory, must not have the memory erased or modified without the prior permission of the Technical Inspector. Any information sourced by the Technical Inspector from the ECU/PCM's race data memory which does not correspond with the technical data declared by the manufacturer in the homologation file will be viewed as reason for disqualification.

735.13

Violation of any of the above rules will entail disqualification.

736 - ECU BOXES FOR CLASS 3C AND CLASS 3D AND 3X

There will be **up to** ten ECU BOXES, UIM property, to be allocated as follows:

For the first race – **up to** 8 granted by lot of number of the boats made by **the** UIM **Sport** Commissioner and OOD and 2 granted by **the** UIM **Sport** Commissioner in accordance with **the** UIM Technical Commissioner.

From the second race and for each following race – granted officially to the first ten boats classified in the previous race; the ECU BOXES could be changed by UIM Commissioner, OOD or Technical Commissioner, at every race.

The ~~ten~~ ECU BOXES will be handled only by **the** UIM **Technical** Commissioner and the Technical Commissioner appointed by the organizer.

The ECU BOXES will be forwarded on **to** the **next** race **venue** field of the World and Continental Championships, through the UIM Secretariat and all the costs for the transportation (journey there and back) will be borne by the UIM office.

If a competitor refuses to use **the** UIM ECU BOXES, he will be immediately disqualified from the event, without right of protest.

Drivers are responsible for the replacement of ECUs damaged in any way during the course of the race event. Replacement ECUs will be offered at preferential rates from the manufacturer. The method of paying for the replacement ECUs will be specified in race instructions.

737 – RULES FOR UIM CLASS V2

737.01 - INTRODUCTION

These rules are intended to ensure safe and competitive racing in a offshore race series at a reasonable cost to the participants. The series is based on identical Chaudron SVR27 boats and is designed to expand and broaden the general base of participation based on the key criteria of affordability, accessibility and safety.

The class is raced at national level in various markets with some events carrying UIM International Ordinary Event status. Annual World Championship level events are also staged. The class uses stock engines and organisers work closely with the marine industry to develop and demonstrate the performance of its products. Any development that is contrary to this policy may give rise to a rule change as provided for under these rules.

737.02 - CONCEPT

- (a) All participating boats are strictly one design Chaudron SVR27 boats (UIM Homologation file no B102) and Mercury 300XS engines (UIM Homologation file no 00518) **or Mercury 300R (UIM homologation file n° 00537).**
- (b) The boats are constructed in glass reinforced plastic with a UIM registered Reinforced Cockpit.
- (c) The boats must carry a minimum of two crew members; a driver and a navigator.
- (d) No physical modifications may be made to the hull breaching the homologation. Minor running repairs must be documented in the log book and cleared by technical scrutineers.
- (e) No modifications may be made to the engine or engine position.
- (f) Original hull drawings are available in the homologation file and templates will be used at events to ensure compliance with the homologated design.
- (g) Outside communication with Team radio-man is permitted during races.
- (h) Safety takes priority over racing at all times.

737.03 - CLASSIFICATION AND APPROVAL OF RACES

The race calendar is coordinated and managed by the series organiser. World / Continental Championship and UIM International Ordinary Events are sanctioned by the UIM.

737.04 - BOAT PROVISION, OWNERSHIP AND LEASE

The series organiser sells new and used boats, and from time to time makes boats available for use by participating teams.

737.05 - ONE DESIGN SPECIFICATIONS

It is a condition of entry into the series that participating teams acknowledge the boats and engines available are of a certain age and have all previous repairs documented in the measure certificate/logbook. Participating teams accept the series organiser will have done everything possible to ensure boats are as even as could reasonably be assured, but that ultimately it is each competitors' responsibility to ensure their boat and engine meet the regulations and homologations.

Once inscribed for the season or a specific event, competitors will be provided with homologation files for boat and engine.

737.06 - LICENCE TO RACE

To enter the series or an event, all pilots must be in possession of a valid Powerboat Racing License issued by their National Authority to the standard required for that event. E.G. UIM International sanctioned event requires an International Powerboat racing license.

In addition, all pilots must be in possession of a valid UIM Immersion training certificate.

737.07 - AGE REGULATIONS

- (a) The minimum age for the driver is 18 years old and for the navigator is 18 years old.
- (b) All age regulations apply at the date of the race.

737.08 - PARTICIPATION CRITERIA

- (a) Only valid license holders are permitted to control the boat whilst racing.
- (b) Boats are allowed out on the water at the times designated in race instructions only or with prior agreement from the OOD. Failure to adhere to this may result in disqualification from the event and/or a fine of €300.
- (c) Any team with a pilot competing in his or her first event must display a fluorescent orange disc on either side of the transom.
- (d) These teams will be positioned furthest from the start boat during their first three events.

737.09 - ENTRIES

- (a) All entries must be made via the Official Entry Form and all accompanying terms and conditions complied with.
- (b) Teams are responsible for the behavior of all members and crew.
- (c) The series organiser has the right to refuse any boat considered unsuitable and /or which does not conform to the requirements of the rules. The reasons for refusal shall be submitted to the team in writing.
- (d) No individual or team who have been expelled from UIM events, or who are currently under suspension by the series organiser or their own National Authority shall be permitted to officiate, serve as a race committee member, act in any capacity of assistance or participate as a boat owner or crew member in any racing event run by the series organiser. No boat belonging to that individual or team shall be allowed to compete, nor shall it be chartered or otherwise transferred except by final sale to render it eligible for a V2 series sanctioned race. The series organiser reserves the right to deny future membership and entry to anyone who has previously been expelled or suspended.
- (e) Race entries are only accepted for the full series or designated World/Continental Championship event unless otherwise agreed with the series organiser in extenuating circumstances.

737.10 - RACE NUMBERS AND NUMBER DECALS

Race numbers are allocated by the series organiser. Teams may express a preferred number; however, these cannot be guaranteed. Number decals should conform to the following requirements:

- (a) Numbers should be black on a white background.
- (b) The font to be used is Impact Italic.
- (c) Numbers shall be a minimum of 300mm tall, on both sides of the hull, and on the deck (read correctly from the driver's position).
- (d) The minimum stroke shall be 50mm. The two digits shall be separated by no less than 80mm and the white border shall be at least 50mm from the digits.

(e) Location - the deck number panel shall be placed immediately behind the series organiser reserved area on the deck. The side number panels shall be placed on the front half of the boat.

737.11 - VALID STARTERS

On arrival in race pits/venue/event area, all teams are deemed to be under race rules and regulations. All rules will apply, as will penalties.

737.12 - CRANING REGULATIONS

a) All boats must be fitted with four lifting eyes suitably engineered to withstand lifting the boat fully equipped and fuelled with an adequate safety margin. Lifting eyes fitted to the boat during construction must not be altered. The positions of the lifting eyes must be identified using standard stickers as supplied by the series organiser.

b) Race boat numbers must be clearly indicated on the boat's trailer.

c) A minimum of one team member must be present at launch or recovery. All boats must be

d) 'launch-ready' on arrival at the crane (ropes, fenders on, covers off, etc.) otherwise the boat may be refused launch or recovery.

e) All standard health and safety procedures apply throughout any craning activity.

737.13 - SEATS

Race boats will be provided with standard seats Sparco or Recaro with 6-point harness seat belts.

737.14 - FUEL

a) All fuel must be carried in the permanently installed fuel tank.

b) No secondary tanks are permitted, and fuel may not be transferred between tanks during a race.

c) Except where a fuel sponsor has provided fuel, fuel must be standard road-side or marina methods only.

d) Boats are required to be fueled for the day unless otherwise specified and no refueling is permitted between races

737.15 - ENGINES

a) The specified engine used in the series is the 3.2 litre V6 Mercury 300XS homologation file no 00518 **or Mercury 300R (UIM homologation file n°00537).**

b) No modifications whatsoever are allowed to the engine.

c) No engine cowling modifications are permitted. Cowlings must be in place throughout the entire period of a race.

d) All engines will be sealed by the series organiser before the start of the first race in the season.

e) If any work that requires an engine seal(s) to be broken is carried out, it must either be done by the series organiser's appointed agent or done in the presence of the series organiser's appointed scrutineer.

f) It will be the competitors' responsibility to produce their log book at each event during scrutineering. Failure to do so will result in disqualification.

g) The series organiser will seal all engine EMMs / ECUs at the start of the season. These EMM's/ECU's may be transferred between boats as chosen randomly by UIM commissioner or series organiser and fitted in the presence of the V2 technical scrutineer.

h) Engine shall be attached to the jack plate (lifter) with at least six bolts.

i) Series organiser will notify all teams of any parts permitted to be changed from those originally supplied by the engine manufacturer.

j) ~~Gear ratios may be changed as chosen by the teams.~~

737.16 - PROPELLERS

Propeller must have minimum 4 blades and cleaver style propellers must have full exhaust tube.

737.17 - MINIMUM WEIGHT

(a) V2 boats shall have a minimum post-race weight (as raced) of 1,400 kilograms excluding crew and personal safety equipment.

(b) The minimum weight is the sole responsibility of the team.

(c) The minimum weight shall be calculated post-race using a calibrated load cell or equivalent weighting device.

(d) All boats may be subject to post race weighing and must be made available at the request of the scrutineer and directly after racing finishes.

(e) Non-conforming boats will be disqualified.

737.18 - VHF RADIO

(a) Each race boat must have on board an operational, multi-channel 25-Watt PEP VHF radio.

(b) This VHF radio shall be capable of transmitting on the international distress frequency.

(c) It is mandatory for at least one crew member to hold a VHF operator's license.

737.19 - MANDATORY MARKINGS AND DECALS

(a) All boats must display mandatory series and event logos, as set out in the Team Agreement or as otherwise required by the series organisers.

(b) Failure to do so will result in a fine of €100 per sticker, per race.

(c) All decals must be intact and in good order at the start of each race.

737.20 - SCRUTINEERS INSPECTIONS

(a) Scrutineers shall use the UIM scrutineering checklist as a guide and equipment listing.

(b) Competitors are advised that scrutineering does not constitute a condition survey of the boat.

(c) The scrutineering sheet may not necessarily cover every item that a scrutineer may wish to check on a particular boat.

(d) A scrutineer shall reject a boat if it does not comply with all of the requirements of the series organiser or the UIM.

737.21 - TEAM MANAGER / POINT OF CONTACT

Each boat must designate a representative that is present at the event, who is responsible for team equipment, trailers, and vehicles and is the designated point of contact for the team at that event.

737.28 - DRIVERS' BRIEFING AND SIGNING IN

- (a) Pilots shall 'sign in' to signify their attendance prior to the start of the briefing. Only crew members and race officials will be allowed to attend this briefing.
- (b) Roll call will be taken.
- (c) Failure to sign in by the time stated will result in a €50 fine per person.
- (d) Non-attendance at this briefing may result in a €500 fine per person, with a re-scheduled briefing being held at the OOD's convenience.

737.29 - PRACTICE

- (a) Practice is highly recommended. A minimum of 3 laps must be completed by every boat, before racing can commence.
- (b) Should any Practice Session be cancelled or curtailed, the OOD shall not be obliged to resume the session or re-run sessions and the decision of the OOD shall be final.

737.30 - STARTING PROCEDURE

There must be a minimum of one nautical mile visibility over the whole racecourse and there must be no forecast or other reason to believe that there will be any less visibility on any part of the course or its vicinity throughout the expected duration of the race.

From the wet pits:

- (a) The Start Boat will communicate via radio to confirm departure from the Wet Pits. Where available, flashing amber lights will be used to also signal the departure. Full details will be provided at Drivers' Briefing.
- (b) All race boats are to follow the Start Boat to muster area in the agreed position order as briefed at the driver's briefing. No race boat may proceed ahead of the start boat.
- (c) Raising of the red flag signals the wet pits are closed and race boats may not leave the wet pits at this time. A late start procedure may be given at Drivers' Briefing.
- (d) (Where possible, a parade lap, around the course to the muster area will be included.

From the muster area:

- (a) The location of the muster area will be described in the Race Instructions.
- (b) Once boats are in the muster area, the yellow flag will be raised, meaning that the boats must follow the alignment procedure.
- (c). When the start boat leaves the muster area, towards the start line, the boats will line up in the pole position order and 30m astern, of the start boat. Race boats must observe a safe spreading distance (minimum 3 meters) between boats with no contact permitted. Failure to remain 30m behind the start boat will be considered a jump start and offending boats will be subject to a one-minute penalty.
- (d). A race official on the Start boat will use a radio channel to control the fleet prior to the start. They will have the authority to impose penalties, as detailed below. The radio channel will be announced at Drivers Briefing.
- (e). When the starter is satisfied that all boats are in a satisfactory line and moving at a satisfactory speed, the green flag will be raised, and the yellow flag will be dropped. The raising of the green flag indicates the start of the race.
- (f) Depending on conditions, the start boat speed will be approximately 30 knots when the green flag is raised.
- (g) The official timing starts when the leading boat crosses the start-finish line, unless otherwise designated in Race Instructions. Crossing the line constitutes the start of Lap 1 of the race.

(h) If at any time during the start procedure after the yellow flag has been raised, a red flag is raised, the start has been aborted and all boats must return, at a safe speed, to the muster area for restart, or follow specific instructions from the start boat.

(i) Any boat that fails to line up in the muster area will not be allowed to start.

(j) Should a boat fail to start, having lined up in the muster area, it may start within ten minutes of the time of the start provided the boat:

- Gets permission from the safety officer / OOD to start;
- Starts from the start position; and
- Follows the start run going to the start/finish line when it is safe to do so.

(k) A description of the start will be published in the Race Instructions.

(l) During the start run, if a boat passes the start boat before the green flag, it will be disqualified.

(m) Safety takes precedence over racing at all times. Competitors should do nothing to endanger crew, spectators or other participants.

(n) Video camera evidence may be used by Race Committee for any reason.

(o) Standing starts: Standing or jetty starts may be used, full details will be provided in Race Instructions and confirmed at Drivers' Briefing.

Diagram 1 - Start procedure under yellow flag

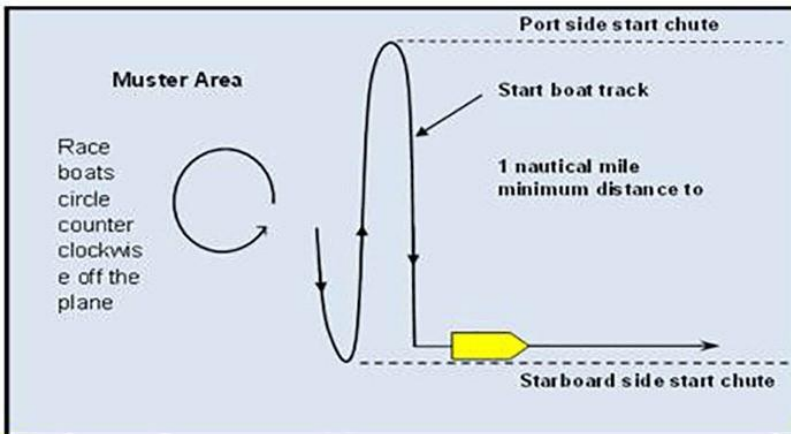
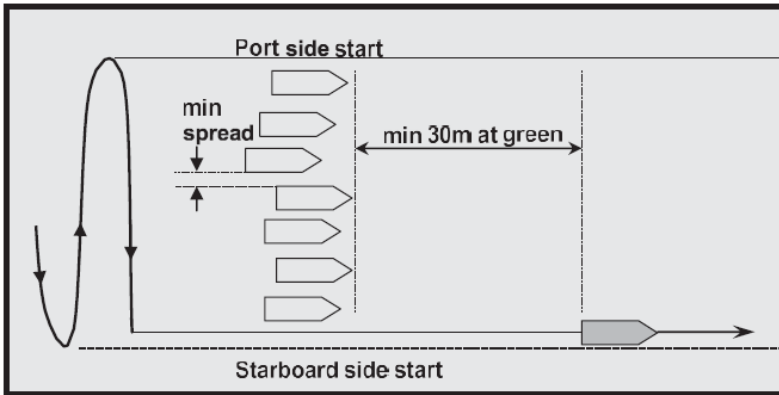


Diagram 2 - Start procedure, green flag



737.31 - POLE POSITION

- a) The series organiser may run one or a series of timed laps to determine a set of qualifying times to determine pole position. Details will be provided at Drivers' Briefing and/or in the Race Instructions.
- b) Alternatively, the pole position order will be defined by means of a lottery for the first race of the event.
- c) Grid positions (if done by lottery) or the order for qualifying (for timed laps) will be advised, or immediately following, at Drivers' Briefing.
- d) The grid for subsequent races will be based on a reverse of the current standings for the event, with the leading boat positioned on the outside of the course, furthest from pole position.
- e) The team with the highest number of points will benefit from pole position for the final race of the event.
- f) Pole position will be nearest to the start boat.
- g) Teams where either one or both of the pilots has not competed and finished in a minimum of three races and achieved 'competent' sign

737.32 - OVERTAKING

- (a) Overtaking is a competitor's responsibility on the water. It is the duty of each crew member to ensure that their boat is driven in a manner that does not compromise the safety of themselves, any other competitor or any spectator. Failure to observe this fundamental rule will result in severe penalties being applied.
- (b) Powerboat racing is a non-contact sport and crew members will be imposed penalties if contact occurs.
- (c) It is the responsibility of each crew member to ensure they are fully aware of the consequences of their actions and to anticipate the actions of other boats in their immediate vicinity. All crew members must take any action necessary to avoid a collision at all times, a constant look out must be maintained and crews are reminded of the importance of good and efficient communication at all times.
- (d) The International Regulations for the Prevention of Collisions at Sea apply at all times between race boats and non-race boats.
- (e) Overtaking - Any overtaking boat must give way to the overtaken boat.
- (f) A boat being overtaken must not deliberately alter its course in any way that would hinder the overtaking boat.
- (g) If a boat in consequence of its neglect of any of these rules compels another to foul, it will be imposed a penalty in line with the UIM 406 rules.

(h) All colliding boats will be disqualified.

(i) Fouling - If any boat by its action collides with another boat, causes another boat to have a collision, or causes another boat to take avoiding or evasive action to avoid a collision - which may or may not result in that boat infringing another rule. (e.g. missing or hitting a mark of the course), they will be imposed a penalty.

737.33 - TURN MARKS AND MISSED MARKS

(a) Unless otherwise specified in the Race Instructions the Colour of the course buoys will be as follows: all inside course marks: Yellow (to be left to starboard when racing anti-clockwise) and all outside course marks: Orange or Red (to be left to port when racing anti-clockwise).

(b) If a boat destroys a buoy or cuts the securing line the team will be imposed a fine that will be commensurate with the replacement cost of the damaged mark. Replacement costs range from €500 - €1,000.

(c) A competitor may not return to a missed mark. The competitor must continue to follow the designated course passing all remaining marks correctly. Dangerous driving resulting from missing marks will result in further penalties.

(d) The missed mark penalty will be an amount of time added to the team's overall time for the race, equivalent to the average lap time of all competing boats.

737.34 - COMPLETING A RACE

Upon completion of a race, a boat shall:

(a) Turn in to the centre of the course as described in Drivers' Briefing

(b) Conform with the International Regulations for Preventing Collisions at Sea,

(c) Not hinder other boats that are still racing and

(d) Await escort back to the Wet Pits.

(e) All boats have a maximum of 15 minutes from the time the winning boat crosses the finish line to complete their final lap.

737.35 - CHAMPIONSHIP POINTS SCORING SYSTEM

Points will be awarded to race boats for each race contested. No points will be awarded if a boat is disqualified for an infringement of the technical rules. Points will be awarded as follows:

First place 20 points

Second place 17 points

Third place 15 points

Fourth place 14 points

Fifth place 13 points

Sixth place 12 points reducing by one point for each subsequent position.

DNF – Did Not Finish = 0 points

DNS – Did Not Start = 0 points

DQ – Disqualified = 0 points

737.36 - FLAG SIGNALS

Flag Flown	From	Meaning
Yellow Flag	Start Boat	Start procedure underway
Yellow Flag	Safety/Patrol Boat	Incident in vicinity, proceed with care, no overtaking
Green Flag	Start Boat	Race Start
Red Flag	Start Boat (during start)	Start aborted
Red Flag	Official Boats	Race stopped
Chequered Flag	Finish Line	Race finished
Chequered Flag & Red Flag	Finish Line	Race curtailed
Black Flag & Race Boat No.	Start Boat	Disqualified from race; stop racing
White Flag	Finish Line	Last lap indicator
Orange Flag – static	Competing Boat	Retirement
Orange Flag – waving	Competing Boat	Retirement and in distress
Black flag with Yellow X	Official Boat	Identification as official boat

• Yellow Flag - on seeing the yellow flag signal from an official boat, Drivers and Co-Drivers must acknowledge the signal proceed with caution, not overtake other race boats whilst in the area of the incident and keep clear of any danger areas. Any competitor who ignores or abuses the yellow flag signal will be imposed a penalty.

The Start boat yellow lights may be used in conjunction with yellow flags. These lights shall have the same meaning as a yellow flag.

• Red Flag - on seeing the red flag signal, all boats shall come off the plane stop racing immediately, turn in to the centre of the course and await further instructions. Infringement of any of the above may result in disqualification and/or yellow card and/or a time penalty or any combination.

• Black Flag - any race boat deviating from the course into restricted areas, or displaying conduct deemed to be unsporting or dangerous or having damage to the boat considered to be dangerous, will be shown the black flag the next time it passes the start boat and will be disqualified from the race and is not eligible for appeal.

Disqualified boats must return to wet pits area, safely moving off the course and avoiding any interference with the race or other race boats.

• Disqualified boats will not be awarded points for that race and may be fined.

737.37 - ADDITIONAL PENALTIES

In addition to the penalties outlined in the General Rules of the UIM Rulebook, the following additional penalties will apply:

Penalty Card	Number of Offence	Associated Additional Penalty
Yellow Card	First yellow card	€100
	Second yellow card	€200 + 1 min penalty
	Third yellow card	€300 + 2 min penalty
Double Yellow Card	First double yellow card	€250 + 2 min penalty
	Second double yellow card	€400 + 3 min penalty
Three Yellow Cards will result in a Red Card and suspension for the following race.		
Red Card	First offence in calendar year	€500 + disqualification
	Second offence in calendar year	

If the resulting associated additional penalty includes a time penalty, then the appropriate time will be added to overall elapsed race time if the card is given for an on-water offence.

737.38 - CHAMPIONSHIP SPECIFIC PENALTIES

At the discretion of the OOD, a yellow card penalty may also be applied in conjunction with the penalties listed below. A written penalty notice will be given, and the time of the penalty written on the notice.

- (a) Smoking in the defined wet or dry pits: €200.
- (b) Fuel transfer outside the designated fueling areas: €300.
- (c) Persons on boats during lifting or craning: €300 to the driver of the boat.
- (d) Failure in launch/ramp discipline: first offence - warning and/or €100, second offence - €200
- (e) Late or non-attendance at prize giving ceremony, €300.
- (f) Failure to present engine or race boat for technical examination: disqualification.
- (g) Failure to raise and fly retirement flag when able: €100
- (h) Failure to report Retirement to Race / Safety Control: €100
- (i) These penalties are not exclusive and do not protect the offender from further action by the series organiser / UIM. Penalties listed above will be applied by the OOD and may be protested. Protests must be lodged within one hour of the penalty being issued.

737.39 - IDENTITY TAGS

(a) All pilots will be issued with waterproof temporary identification which must be worn on the right wrist at all times during racing, practice and testing.

737.40 - PODIUM PRESENTATIONS

All podium finishers must wear their race overalls at the podium ceremony. Winners' caps may be provided by the Organiser and should be worn accordingly. Failure to do so will result in a €100 fine per pilot.

For all other relevant rules please refer to the General Rules in the UIM Offshore Rulebook

738 – RULES FOR SUPERSPORT AND EVO CLASSES

The title of the Championship shall be known as the “UIM Powerboat World Championship Endurance Racing for SuperSport and Evo classes”. A similar title is applicable to any Continental Championship to which these rules apply.

UIM POWERBOAT WORLD CHAMPIONSHIP ENDURANCE RACING FOR SUPERSPORT AND EVO CLASSES RULES 2020 FUNDAMENTAL RULE POLICY

These rules are intended to ensure safe and competitive racing in a race series at a reasonable cost to the participants; to expand and broaden the general base of participation and the enjoyment of leisure craft and to help the marine industry to develop and demonstrate the performance of its products. Any development that is contrary to this policy may give rise to a rule change as provided for under these rules.

RULE AND INTERPRETATION MANAGEMENT

f.1 General Administration

The UIM Powerboat world Championship Endurance racing Rule is a system of measurements and limitations to classify boats for competition, without time allowance, in two classes, SuperSport and Evo.

The UIM Powerboat World Championship Endurance racing for SuperSport and Evo classes Rule is part of the UIM Rules for Offshore. In the case of conflicting rules, these rules shall prevail over any other UIM rules. Any reference to the UIM Rules is more specifically defined as the UIM Rules for Offshore and secondly the UIM Offshore Rules as published by the Union Internationale Motonautique (UIM) and currently in force.

It is not possible to foresee every eventuality or to anticipate design innovation. Consequently, if it is found necessary to make any changes to the UIM Powerboat World Championship Endurance racing for SuperSport

and Evo classes Rules regarding safety or to prevent unforeseen developments outside of the intent of the Fundamental Rule Policy any such changes may be made. Such changes will be presented to the Management Committee who shall accept or reject such changes.

f.2 Jurisdiction

The last version of the UIM Offshore Rules, and in particularly Rule 309, applies to the UIM Powerboat World and Continental Championships Endurance Racing for SuperSport and Evo classes and supersedes all previous versions and all interpretations and amendments thereof.

The rules and regulations exist for the safety and security of competitors, officials, and the public and for the orderly conduct of racing events and must be followed. All Team members are required to behave in a responsible and acceptable manner throughout the duration of any event. Any behaviour which acts to disrupt the smooth running of the events or could be deemed to have brought the sport in to disrepute may be subject to penalties, which may include disqualification, suspension from an event, reprimands, yellow or red cards, withdrawal of passes, expulsion from the venue or financial penalties of up to €1500, in addition to any costs to the organiser. Sporting and/or financial penalties may be applied by the OOD or the UIM Commissioner for breaches of these sporting and technical regulations or the Race Instructions, or Race Bulletins.

f.3 Liability

No claim for damages arising from an infringement of any of the UIM rules or the advance programme or any of the race instructions, or race bulletins shall be adjudicated upon by any race committee or appeal authority, but shall be subject to the jurisdiction of the courts.

The Crew of a racing powerboat which acknowledges infringing a rule does not thereby admit liability for damages.

The findings of fact and the decision of the Race Jury shall be relevant only to the purposes of the powerboat racing rules and shall not be referred to in any proceedings for damage without the written consent of all parties to the protest.

f.4 Copyright

The copyright of the rules is retained by the UIM

f.5 Language

The language of the UIM Powerboat World Championship Endurance Racing for SuperSport and Evo classes Rule is English. The meaning of any word shall be by reference to the latest version of the Oxford English Dictionary.

The words 'shall' and 'must' are mandatory. The words 'can' and 'may' are permissive. The word 'should' is advisory.

f.6 Technical Compliance Committee

To ensure conformity with the UIM Powerboat World Championship Endurance Racing for SuperSport and Evo classes technical rules, a committee shall be established to verify the technical information supplied by the Teams, to compile information on the performance of participating Boats, and to monitor compliance with the technical rules during the season. This committee shall be called the UIM Technical Compliance Committee ("UIM TCC") and it shall be comprised of representatives nominated by the UIM and the Promoter and any outside experts that may from time to time be asked to assist. It shall be the task of the UIM TCC to verify all Boats comply with these rules. Only when a Boat has been verified and approved by the UIM TCC shall it be eligible to compete in the Championship.

f.7 Interpretations

Interpretations of the Technical Rules shall only be made by the UIM Technical Compliance Committee. Each of the members shall have an equal vote in all interpretative issues. Should a tie exist after voting, the Head of the UIM TCC shall have the casting vote.

f.8 Interpretation Process

All requests for interpretation shall be submitted in writing to the Head of the UIM TCC via the e-mail address given below and will be answered, in writing, by sequentially numbered interpretations. All interpretations will be distributed to all registered competitors and placed on a publicly accessible electronic notice board as soon as reasonably possible. If the UIM TCC considers that an issue requires wider confidential consultation, it may seek an outside opinion at the discretion of the Head of the UIM TCC. If a member of the UIM TCC is in doubt as to the application of the rules or to any characteristic of design, construction or installation he shall seek an interpretation.

Only formal interpretations signed by the Head of the UIM TCC, on behalf of the UIM TCC, are valid. All other forms of communication with the UIM TCC shall be considered advisory and shall not have any validity under the interpretation process or under the rules.

The members of the UIM TCC will be detailed in the Race Instructions.

Competitors are advised that interpretations should be sought if there is any doubt of compliance with or meaning of the Offshore rules 738.

E-Mail address for UIM TCC: TCC@telenet.be

Definitions

d.1 Units of Measurement

Measurements shall be taken in units of the metric system to two places of decimals. The weight of a Boat shall be rounded down to the nearest 10kg and each Boat given a 20kg tolerance. Any other weights, if used, shall be rounded down to the nearest 1.0kg. Angles shall be to the nearest 0.10.

d.2 Major Axes

There are three major axes of a Boat at 90° to each other - vertical, longitudinal and transverse.

d.3 Pilot

The driver, throttle person and, if carried, the navigator, collectively the Crew, who operate the Boat during a Championship race, Pole Position, test or practice session. Pilots must have a UIM Super Licence or a provisional Super Licence. See rule S.5.

d.4 Team and Team Members

The entity that enters the Boat in the World Championship, the Pilots, reserve Pilots (including any substituted pilots or substituted reserve pilots) and the people who assist in preparing the Boat for racing in the Championship and are responsible for the functioning of the Team.

d.5 Boat

The equipment used by the Crew to take part in a pole position, race, testing or practice session of the Championship. It includes the Hull, deck, engines, drive systems, steering system(s), associated equipment and fittings and all items used during these sessions including ballast but excluding consumables and personal equipment.

d.6 Hull

d.6.a for supersport class boats, a Hull is defined as the one piece shell structure that is removed from a standard production mould as a whole unit or as multiple sections of the whole unit if a Hull is made in more than one standard production mould. See Rule T.6.b.

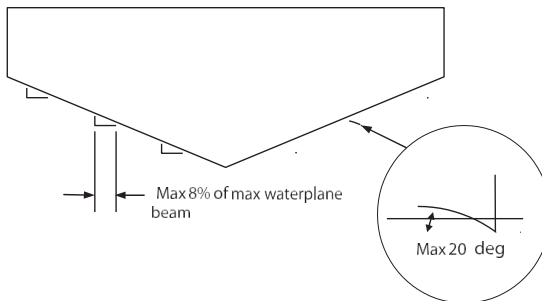
d.6.b for evo class boats, the Hull is any part of the Boat below the edge of the deck.

d.6.c for both classes, below the Static Waterplane, no point on the Hull outer surface, in any transverse section, shall be lower than any point nearer to the centreplane, except:

- i) At Hull Steps and areas associated with Hull Steps immediately fore and aft of a Hull Step.
- ii) At spray deflectors. The width of each spray deflector is defined as the transverse distance measured between the lower outer most edge of the spray deflector and the Hull outer surface. Spray deflectors may have a concave surface and shall be no wider than 8% of the Boats maximum waterplane beam. The angle between the transverse axis and a line from the lower outer most edge of the spray deflector and its lower Hull junction shall not exceed 20 degrees. See Diagram A.

All Hulls shall be essentially symmetrical about the vertical centerplane.

Diagram A - Spray Deflectors



d.7 Hull Steps

For Hull Steps, the distance measured in the longitudinal plane between the fore and aft extremities of the Hull Step shall be no greater than 25% of the measured length of the Hull.

d.8 Static Waterplane

The Static Waterplane is defined as the flotation waterplane with the Boat at its Declared Power Output (DPO) minimum weight (see rule T.8.e). Ballast used to bring a Boat to its DPO minimum weight may be placed in any

location within the Hull for the purposes of Static Waterplane measurement.

d.9 Length Measurement

Length measurement shall be taken ashore with the Boat orientated such that the Static Waterplane is parallel with the longitudinal plane.

The Measured Length shall be defined as follows:

d.9.a for a Supersport category Boat

The Measured Length shall be the length measured between perpendiculars at the extreme bow and extreme stern of the Hull. See D.6.a.

Fixed or movable trim tabs shall be no longer than 10% of the measured length.

Hull extensions beyond the transom shall be no longer than 10 % of the measured length except if their sole purpose is supporting the steering and / or drive system. Steering and drive system supports may incorporate a deck extension but shall not incorporate an extension of the Hull topsides for more than 10% of the Measured Length.

The transom is defined as the transverse or near transverse, structure where either the prop shaft or the engine output shaft exits the Hull.

See Diagram B.

d.9.b for an Evo category Boat:

The Measured Length shall be the length measured on the centre line between perpendiculars taken at the extreme bow and the rear most planing surface including all Hull planing steps, regardless of height, but excluding trim tabs, either fixed or moveable.

Extreme bow shall include all structures that contribute to the performance of the Boat. It shall not include attachments added to meet the minimum length.

Fixed or movable trim tabs shall be no longer than 10% of the measured length.

Hull extensions beyond the transom shall be no longer than 10 % of the measured length except if their sole purpose is supporting the steering and / or drive system. Steering and drive system supports may incorporate a deck extension but shall not incorporate an extension of the Hull topsides for more than 10% of the Measured Length.

The transom is defined as the transverse or near transverse, structure where either the prop shaft or the engine output shaft exits the Hull.

See Diagrams C and D.

Diagram B

For SuperSport category Boats the measured length is related to the structure removed from the mould. See rule D.9.a.

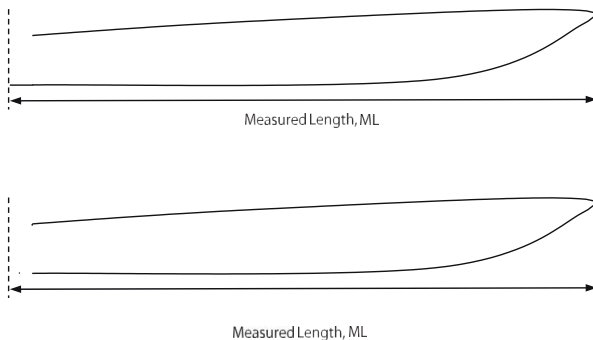


Diagram C

For Evo category Boats the measured length is the length from the bow to the rear of the last planing step - see rule D.9.b and Diagram D below.

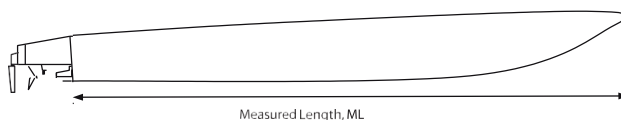
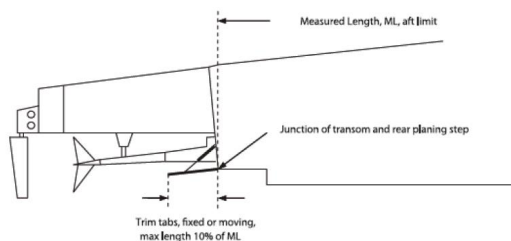


Diagram D

For Evo: Measured length aft limit and trim tabs. See rule D.9.b



SPORTING REGULATIONS

s.1 World Championship Title

The UIM Powerboat World Championship Endurance Racing for SuperSport and Evo classes is a championship for Teams and will be composed of a minimum of five Grand Prix events per season. The Title “World Champion” shall be awarded to the Team from each class whose Boat achieves the highest points score over the course of the Championship. To be eligible for the Championship titles, (and subject to exceptional circumstances agreed by Management Committee) the Team with their Boat must be present and participate in all Championship events.

s.2 World Champion Title for Engine Manufacturer - The title “Engine Manufacturer World Champion” shall be awarded to the Engine Manufacturer of the Teams (one from each class) achieving the highest points total at the end of the season. To be eligible for this title, the manufacturer must support a minimum of one team participating in the Championship with an engine supply deal and declare this fact and its intention to compete for the title to the Promoter and meet all the requirements established by the Promoter. The title of Engine Manufacturer World Champion shall only be awarded if there are a minimum of 4 engine manufacturers that have declared their participation for the title. Points shall be awarded on the same basis as Team points, including reliability points.

s.3 World Champion Title for Boat Constructor - The title “Boat Constructor World Champion” shall be awarded to the Boat Constructor of the Teams (one for each class) achieving the highest points total at the end of the season. To be eligible for this title, the boat constructor must support a minimum of one team participating in the Championship with either a preferential supply deal (must be better than a wholesale as determined by the Promoter) or a full works team supply deal and declare this fact and its intention to compete for the title to the Promoter and meet all the requirements established by the Promoter. The title of Boat Constructor World Champion shall only be awarded if there are a minimum of 4 constructors that have declared their participation for the title. Reliability points shall not be counted for purposes of this Title.

s.4 Boat and Pilot Combination - For purposes of defining “Boat and Pilot combination”, each Team shall consist of a minimum of three and a maximum of four licensed pilots inscribed in the World Championship. The driver and

throttle person shall be considered the first and second pilots and must be identified as such in the World Championship inscription. The third and/or fourth pilot(s) shall act as alternate (i.e. Reserve) to the first and second pilot and, in the event of their absence or inability to race, may substitute or replace them.

s.5 Super Licence - All persons exercising control over a Boat in a race as a driver, throttle person or navigator must be in possession of a "Super Licence" or a provisional Super Licence.

A Super Licence is issued on an annual basis for competitions in the same calendar year by the UIM upon application and payment of the current Super Licence fee. The U.I.M application form, obtainable from the Promoter and all supporting documents must be lodged with the UIM at least six (6) weeks before the Super Licence is required. Late applications will be subject to an additional fee of €500. Neither the Promoter nor the UIM can accept responsibility for the issuing of Super Licences if documents are lodged less than six (6) weeks before the licence is required. The items listed in S.5.a - S.5.c are required to obtain a super licence.

s.5.a Uim National Authority License - Pilots must possess a valid international license issued by their National Authority UIM member; if no national body is a member of the UIM, then that pilot must be licensed by another UIM national authority member.

s.5.b Relevant Racing Experience - To be awarded a Super Licence, Pilots must demonstrate relevant racing experience to the relevant UIM representative(s), by means of official results, at national or international level:

- for SuperSport Class - a minimum of 5 races in other appropriate categories;
- for Evo Class - a minimum of 8 races in other appropriate categories;

Persons who have participated as a pilot in a minimum of 10 starts in the SuperSport class meet the relevant racing experience requirement for Evo class automatically.

The UIM Commissioner and OOD may grant a provisional Super Licence where a pilot which otherwise meets the criteria does not have the full racing experience required, provided there is an experienced Super Licence holder racing beside the provisional holder and the UIM Commissioner and OOD consider the person, who has

some relevant experience, will satisfactorily complete the racing experience criterion during the course of the season. The provisional Super Licence may be withdrawn at any time by the UIM

s.5.c Medical certificate - Pilots shall undergo a medical examination and must provide a certificate of their medical fitness to take part in the Championship. This certificate must be issued by an approved medical practitioner in the same calendar year as the first event in which they wish to participate.

The medical examination shall include the following checks:

- cardio-vascular function, including no evidence of heart or lung disease;
- blood pressure and blood group;
- stress electro cardiogram test;
- respiration;
- urine analysis;
- mobility and functions of all limbs;
- eyesight, with or without correction;
- field of vision and evidence of colour vision;
- hearing;
- relationship of height and weight;
- history of fainting, blackouts, epilepsy or head injury which lead to concussion or loss of consciousness;
- any past medical history relevant to the above.

s.6 Grand Prix Racing Format - Each event shall be composed of at least two official practice sessions, a "Pole Position" session and two races, for each class, for the Championship. Grand Prix and Championship points

shall be awarded for both races but not for the Pole Position. In the event of inclement weather or other factors concerning safety, different event formats or race lengths may be decided upon by the OOD, Race Director, UIM Commissioner and Safety Officer.

s.7 Pilot's Briefing - At each event there will be a main Pilot briefing on the day before the first scheduled race of the Grand Prix. Attendance of the official pilots briefings by 1st and 2nd pilots is mandatory. The timing and location of the pilot's briefings will be advised in the Race Instructions or communicated by a Race Bulletin.

Non-attendance, or late arrival shall be punished by a minimum financial penalty of €500 to cover the cost of an additional, personal briefing or suspension and possible disqualification from the Event if such briefing is not possible or does not take place for any reason. Absence and a separate briefing will only be allowed in very exceptional circumstances. The use of mobile phones during briefings is strictly forbidden and shall incur a penalty of €100 for a first offence, with larger penalties for second or subsequent offences.

s.8 Official Practice - At each event, there will be a minimum of two official practice sessions. Each Boat must participate in every official practice session, and must complete at least two laps of the practice course. If a Boat cannot take part in official practice sessions due to unforeseen reasons the Team must request permission to be absent from the Officer Of the Day (OOD), who may grant or deny such permission. The OOD must ask the UIM TCC for verification of any technical reasons given for not attending practice sessions. Failure to participate in official practice without permission will result in a fine of €1,000 for the first session missed, €2,000 for the second session and so on throughout the season.

s.9 Pole Position - There will be a time trial on the day before the first scheduled race of the Grand Prix. Each competitor will be required to complete one or more laps of the course as indicated in the race instructions. The starting order for both rounds in this event will be determined by the finishing classification of the Pole Position. The boat which has first place in pole position, will have first starting position next to start boat, and so on.

s.10 Sprint Race - The sprint race shall be a minimum distance of 40 nautical miles for the Evo class, but may be less for the SuperSport class. Races and courses are subject to modifications due to, but not limited to, safety, bad weather or local authority restrictions.

s.11 Endurance Race - The endurance race shall be a minimum distance of 70 nautical miles for the Evo class, but may be less for the supersport class. Races and courses are subject to modifications due to, but not limited to, safety, bad weather or local authority restrictions.

s.12 Race Procedures - Race start and finish procedures will be detailed in the Race Instructions.

s.13 Thirty Minute Rule - There shall be a race time limit such that the race shall end thirty (30) minutes after the leading Boat has crossed the finish line. For the avoidance of doubt, the race finish procedure begins when the leading Boat is shown the chequered flag.

s.14 Boats Being Lapped At the Finish Line - In the event that a lapped Boat is approaching the gate just before another Boat which will have completed the race distance, the chequered flag will be shown to the Boat which has completed the race distance, and the number of the Boat being flagged will be displayed on the Jury boat.

s.15 Missed Buoys - Boats shall not re-take a mark.

For each mark missed a one lap penalty will be applied.

s.16 Podium Presentations - Podium presentations shall take place after each race on the basis of the provisional results. All Crew members of the Boats finishing in 1st, 2nd and 3rd positions must appear on the podium for presentations as directed by race officials. All Crew members must be in their full race uniform. Only Crews who have finished the race in 1st 2nd and 3rd are permitted on the podium.

s.17 Dry & Wet Pit Regulations - The Dry and Wet Pits are areas of danger and further regulations regarding these areas will be published in the Race Instructions.

In the Dry and Wet Pits, each Team shall:

- Comply with the directions of the crane supervisor, wet pit officials and scrutineers. Once craned into the

water, Teams must move their Boats from the immediate area of the crane as soon as practically possible or as directed.

- Ensure that their Boat is placed in the water no later than 20 minutes before the scheduled time for leaving the Wet Pits or as informed by a Race Bulletin. Failure to comply with this Rule will incur a financial penalty of €250 for the first such offence, €500 for the second offence and disqualification from the event for any further incidents. A waiver to this Rule may only be granted by the OOD or Race Director upon application by the Team Manager. The OOD may ask the TCC to verify any technical reasons stated for requesting a waiver.
- Follow the instructions of the wet pit officials regarding the positioning of their Boat in the wet pit. Failure to follow instructions will result in a penalty as detailed above. The use of cranes to facilitate propeller changes is only permitted when there are no other Boats waiting to be craned in or out of the water.

s.18 Finishing Procedure - A Boat shall be timed for completing a race when her bow crosses the finishing line. When the leading Boat completes the race and crosses the finishing line, the chequered finishing flag will be waved. This designates the start of the finish procedure of the race. The chequered flag will also be given to all subsequent boats that cross the finish line after the first Boat. Boats shall not begin a new lap if they cross the finish line after the leading Boat has taken the chequered flag.

Boats will be ranked according to the number of laps completed and then the time it has taken to complete those laps.

A complete lap is a lap as stipulated in the Race Instructions, taking into account all race buoys or their geographical positions as indicated in the Race Instructions in case of a destroyed buoy or disappeared buoy.

Upon completion of a race, a Boat shall immediately withdraw to the centre of the course inside the course line, shall conform with the International Regulations for Preventing Collisions at Sea, and shall not hinder other Boats which are still racing.

s.19 Points Eligibility - Unless a race is curtailed, to be eligible for Race Points and Reliability Points a Boat must have completed the minimum number of laps announced at the pre race briefing or issued in a Race Bulletin. If not stated at this briefing the minimum number of laps required to be completed shall be 70% of the total race distance rounded up to the nearest lap. Boats must take the chequered flag to be eligible for Race Points and Reliability points - See also Rule S.21. To be eligible for reliability points, boats must be in compliance with rule T.2.a to the satisfaction of the TCC at the end of the Grand Prix weekend.

s.20 Curtailment of a Race - A curtailment may be implemented at any time during a race. The race may be curtailed or stopped at the finish line by waving the chequered finishing flag and curtailment flags. Once the curtailment signal has been displayed all Boats will stop racing at the end of their current lap.

To be eligible for race points and reliability points when a race is curtailed, a Boat must have covered a minimum of 70% of the number laps completed by the first Boat to finish.

Retiring from a race will not preclude a driver from getting finishing points that would otherwise be awarded if the race is curtailed after a Boat retires.

s.21 Points - Race Points shall be awarded for each race. For the allocation of Race points, the Pole Position is not considered a race. Race Points will be awarded to Boats that are eligible (see S.19) and take the chequered flag within the time limit (see S.13), as follows:

First place	20 points
Second place	16 points
Third place	12 points
Fourth place	7 points
Fifth place	6 points
Sixth place	5 points
Seventh place	4 points
Eighth place	3 points
Ninth place	2 points

Tenth place	1 points
Eleventh place	0 points

s.23 Replacement Boats - As points are awarded to Boats, should a Team wish to exchange a Boat or Hull (see Rules D.5 and D.6) all the points gained by that Boat or Hull will remain with that Boat or Hull and not with the Team. In exceptional circumstances the Management Committee, upon a written application, may allow a Team to change its Boat or Hull once without loss of points. The Management Committee reserves the right to verify any facts contained in the written application.

s.24 Tie breaks - In case of equal points at the end of a Grand Prix, the winner shall be the winner from one of the races or if no winner can be decided this way then the highest placing Boat from the race run over the longest distance. In case of equal points at the end of the Championship, the winner shall be decided by the most first place finishes in races, then second place finishes, then third place finishes and so on. If a tie still exists after this process has been exhausted it shall be broken in favour of higher placed Boat from the final Grand Prix.

s.25 Championship Points Penalties - Failure to adhere to the Championship rules and requirements with regard to attendance and / or participation at Events may result in penalties.

Teams inscribed in the Championship that fail to attend a championship event or who attend and fail to race in a championship race without prior approval of absence or non participation (with Boat and Pilots) shall be penalised by 20 points per Grand Prix event.

The Management Committee may penalise a Team up to 20 points per Grand Prix for cases deemed inconsistent with the Team's commitment to the Championship.

Points penalties shall be applied to Championship standings after each event and shall not affect individual Grand Prix results.

In cases where the Boat is damaged or destroyed, making it impossible to race, the Management Committee, upon a written appeal and declaration of such may reduce or waive the points deduction. The Management Committee reserves the right to verify any facts contained in the written declaration.

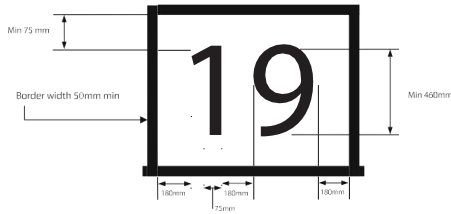
s.26 Boat Numbers/Decals - Boat numbers will be issued by the Promoter only upon receipt of the full and complete inscription for the championship. Boat numbers used in the previous championship year will be reserved for those Teams returning in next season provided such Teams have fully inscribed by the inscription deadline.

Boat Numbers:

1. Shall be whole two digit numbers between 00 and 99 inclusive.
2. Shall be permanent for the season.
3. Shall be displayed on the deck and within 4.0m of the bow and on the topsides (port and starboard) between 1.0m and 2.0m from the bow.
4. Shall, on the deck, be orientated such that it can be correctly read from the driver's seat.
5. Shall be black digits on a white background. No other colours shall be used.
6. May be any font provided it is legible. The UIM TCC shall be the final arbiter regarding legibility of Boat numbers.
7. On the deck - See diagram E below :
 - a. Shall be at least 420 mm high.
 - b. Shall have a thickness of no less than 65 mm with the two digits being separated by no less than 100 mm. The black digits shall be surrounded by no less than 50 mm of white border.
8. On the hull:
 - a. Shall be as large as possible given the location between 1.0m and 2.0m aft of the bow;
 - b. Shall have dimensions proportionate to those given in point 7 above and scaled according to the maximum height.

Number, logo and sponsor panels may be supplied by the Promoter, including the appropriate UIM logo and Championship or Event sponsor logos as required.

Diagram E - Best practice guide to Boat number and panel sizes for use on deck.



s.27 Boat Names - Each boat name should be that of the primary sponsor or Team owner. Names or graphics which are deemed to be offensive, in poor taste, or which may in the sole discretion of the Promoter effect the credibility or reputation of the sport may be refused by the Promoter.

s.28 Timekeepers - The Promoter shall appoint The Official Timekeepers for the Championship who shall use independently certified timekeeping equipment. It shall be the task of the Timekeepers to calculate the elapsed time of each participant and establish the finishing order for the race. The finishing order shall be provided to the OOD for purposes of establishing the provisional results. The Timekeepers shall be declared as Judges of Fact, and no protest against the results they issue will be entertained, unless the Timekeeper can be shown to have been grossly negligent or to have used incorrect information to arrive at a result. Competitors shall have access to all timekeeping data for the purpose of verification of the facts.

TECHNICAL REGULATIONS

GENERAL RULES APPLICABLE TO BOTH CLASSES

T.1 HULL

All Boats shall be monohull (see definition of Hull)

T.1.a Air Intakes - The use of air intakes for engine induction and cooling is allowed. Air intakes must not be directly connected to carburettors, fuel injection flange, air filters or turbo inlets.

T.1.b Aerodynamic Devices - The use or addition of any device which has an aerodynamic function as its primary purpose is strictly forbidden. This includes vertical, horizontal, anhedral, dihedral and polyhedral devices.

T.1.c Fluorescent Bow - All Boats must have their bows painted fluorescent orange for at least 0.5m. If the Hull is of a similar orange colour, then there must be a white separating band of at least 0.15 m wide to ensure that the fluorescent orange band is obvious. The number of riding Crew members must be written in black in at least 0.25m high numbering, on the orange area of the nose and it must be on at least the deck and on both sides of the topsides of the Hull.

Any Boat wishing to test or practice with a different number of Crew to that stated on the bow must inform race control prior to leaving the harbour. Failure to inform race control may result in disqualification from the next race. Should any Boat be found to have raced with a different number of Crew to that stated on the bow, the penalty shall be disqualification from that race.

T.1.d Buoyancy - It is mandatory that sufficient buoyancy is provided in the Boat, or in the material used for its construction, to ensure that the Boat does not sink if capsized or holed. If extra buoyancy is needed, the buoyancy system described by the designer should be verified by the UIM TCC. This added buoyancy must be in at least four separate flotation units.

It is recommended that the buoyancy should float the Hull as parallel with the surface of the water as is practical, to help in rescue accessibility.

T.1.e Rear View Mirrors - All Boats shall be fitted with at least two rear-view mirrors, or other rear-view imaging equipment giving the driver and throttle-man the maximum possible opportunity to see Boats approaching from behind. It is recommended that if mirrors are used, they should be shrouded to minimise the effects of spray and the possibility of breakage.

T.1.f Strobe Light - A high intensity white strobe light shall be fitted to the tallest point of each Boat for the purpose of signalling race officials and other boats that it is off plane and not racing. For an Evo Category Boat the strobe light shall be mounted on the top rear of the canopy. When dual canopies are used, the light may be on or behind either canopy.

This strobe light may also be used as a substitute for the orange retirement flag when returning to port under reduced power.

T.1.g Cranes - Teams shall ensure that their Boat has fixed lifting points. Teams must supply their own certified and valid (i.e. within the time period covered by the certificate) strops and shackles. Each Team must ensure that all of the lifting strops are of appropriate length and connected to a certified central ring or shackle to facilitate connection to the weighing device. It will be the responsibility of Team members to connect lifting strops to their Boat and the central shackle or ring to the crane to facilitate lifting in or out of the water. Any damage caused by failure of strops or central ring, or due to incorrect attachment to the crane, shall be the responsibility of the Team.

T.1.h Mandatory Weighing - All Boat weights shall be verified by mandatory weighing after each race and after the Pole Position. No boat is permitted to refuel after racing or after the Pole Position until after they have been weighed. Failure to comply may result in disqualification from the Pole Position, the race or from the Grand Prix. The UIM TCC reserves the right to weigh Boats at any time during the event when they are being lifted into or out of the water.

T.2 ENGINES

All Boats shall be limited to the use of two essentially identical engines while racing. Teams are limited to the use of a maximum of three engines per Grand Prix. For purposes of this rule an "engine" shall be defined as the cylinder block, the cylinder heads, the pistons, connecting rods and the crank shaft. For clarity this means that each Team

may only change one engine during the course of a Grand Prix, and any engine changes must be notified to, and agreed by, the UIM TCC before being carried out. See rule T.8.b regarding failure to inform the UIM TCC.

T.2.a Engines Seals - All engines must be equipped with pre-drilled studs or bolts, to allow the attachment of wire seals by the UIM TCC, either at the time of the pre-season inspections, or at the first event where the engine is used. Any seals which are tampered with, or broken will result in the cancellation of Reliability Points gained in the relevant part of the season or disqualification, as appropriate. Engine seals must prevent :

- the separation of the cylinder heads from the engine block
- the separation of the oil sump from the engine block
- any modifications to the "engine" as defined in rule T2

T.2.b Cradle - All Teams must have available at all times at events a cradle or casing capable of safely containing an engine of the type fitted to the Boat, to allow for the removal and shipment of an engine for testing or re-testing purposes.

T.2.c Fuel and Fuel Systems

Standard fuels - Boats must use "standard" pump fuels only. "Standard" means fuels that are widely available on sale at local public refuelling stations. The use of performance enhancing compounds or fuel additives is strictly prohibited.

Petrol fuel used must not exceed 93 MON, 102 RON or 97 PON.

Diesel fuel shall comply with the NEN-EN 590 norm.

Boats fitted with 2 stroke engines may use oil-injection systems, but must also use "standard" pump fuels and 2 stroke oils which are widely available to the general public at local public filling stations.

Alternative Fuels - Applications to use alternative fuels or energy sources will be welcomed and considered by individual application to the UIM TCC, and the UIM TCC shall decide upon the appropriate power to weight ratio to be applied.

Fuel Supplier - The Promoter reserves the right to mandate an official global fuel supplier. In this case, Teams will be permitted to use only the fuel provided by that supplier. This fuel will not exceed the maximum specification of this rule.

Fuel Cells - The use of flexible, "self-sealing" or "safety" type fuel cells and "dry break" refuelling couplings is strongly recommended for all Boats.

T.2.d Fuel Transfer - Fuel may only be transferred between tanks using permanently installed fuel lines connected to fixed, permanently installed tanks. All fuel tanks must have an earth or ground wire to enable the discharge of static electricity.

Any Team which transfers fuel either into or out of the Boat other than at the designated fuelling area or fuel discharge area and from the designated fuel source, or without the prior approval of the UIM TCC will be subject to a fine of €2,000 for a first offence, and/or a larger fine or disqualification for a subsequent offence in any given season.

T.2.e Throttles - The use of foot throttles is prohibited.

T.2.f Propellers - Propellers shall be of a type that is readily available on the market at commercially reasonable prices and produced using a casting method.

Specialized high performance propellers (e.g., forged steel, fabricated, welded or propellers which have been CNC machined from solid billet) are prohibited.

Teams shall provide the Promoter with a signed affidavit from the propeller manufacturer that the propellers have been produced using a casting process and are not specialized high performance propellers.

T.2.g Maximum permitted noise level – The maximum permitted noise level from any individual competing boat in a UIM endurance race for EVO and SuperSport boats is 100 Decibels +5% tolerance.

Testing may be instigated by a Technical commissioner for noise readings during the race weekend or upon request at any time.

Readings are taken at 50 metres distance, at max. RPM+/- 2% tolerance with no other race boat in the vicinity.

Readings are only accepted as official when they are taken with the official UIM organisers' calibrated sound meter. Boats with a noise level of 106 DBA and above after the first 2 races of the season, will be not be eligible to race.

T.3 CREW

There shall be a minimum of two (2) and a maximum of three (3) Crew members in the Boat during a race. The control of the direction of the Boat and the control of the throttles shall be considered to be two separate functions and shall be performed by two persons.

T.3.a Life vests - Racing vests must be worn at all times by all riding Crew whilst on the water. The efficiency of the racing vest is the responsibility of the wearer. The following conditions must be complied with:

1. All vests must have inherent buoyancy of at least 7.5kg, must be fitted with collars and be in good condition.
2. Lacing ties must be adequate and in good condition.
3. All straps must be at least 40mm wide and have a minimum breaking strain of 500kgs.
4. There must be lifting straps on the front or shoulders.
5. Zips are not permitted as the sole means of fastening a racing vest.
6. Where zips are used, as an auxiliary means of closure, they must be in good working order.
7. Vests must be at least 70% coloured orange or yellow. If inflatable, this relates to the colour when inflated.
8. Racing vests must not be able to ride up over the wearer's head and must be secured to the wearer's body to prevent this happening.
9. The Crew must satisfy themselves that the disposition of buoyancy is such as to ensure that an unconscious wearer floats face up in the water.
10. For SuperSport Pilots only, the racing vest must have impact protection material covering the back.
11. For Evo Pilots, life jackets that inflate must have any automatic firing system removed or disabled.

T.3.b Crash helmets - All crash helmets must conform to the SNELL or FIA standards listed on the UIM website. No open faced crash helmets are permitted to be worn in open cockpit boats. If a full face crash helmet is worn in a full canopy boat, the air supply system must be permanently fitted inside the helmet. The upper 70% of crash helmets shall be ORANGE except for the area covered by the boat number as detailed below.

When a crash helmet is produced for scrutineering the wearer must prove compliance with the above standards. This may be by means of product literature.

Each riding Crew member's crash helmet must be identified with their Boat number. This number must be placed on the top surface of the helmet and must be read from the rear. The number must have a minimum height of 7.5cm and a maximum of 10cm. These numbers must be painted in waterproof black paint or be made of black coloured self-adhesive material of adequate strength.

Chin straps must be in good condition and operative. Crash helmets must be devoid of damage, other than superficial scratches. Crash helmet visors must be in good condition, devoid of cracks and easily detachable. Double D ring fastening chin straps are highly recommended for Evo pilots and mandatory for SuperSport pilots.

Crash helmets must be worn by all riding Crew on board at any time when the Boat is on the plane, during the journey to and from the race and during racing, practising or testing unless specifically allowed to be removed by the OOD or the UIM commissioner. Crash helmets may be removed during the race if the Boat is anchored, adrift or the engine is stopped or idling.

Scrutineers will reject any defective or damaged helmet.

T.3.c Race Overalls - All Crew are required to have appropriate matching race overalls. Compliance with current FIA homologation is strongly recommended

T.3.d Kill Switches - For SuperSport Boats, all Crew members must be attached via lanyard or other mechanical device to a kill switch which stops both engines and all fuel pumps in the event of any Crew member being ejected from their normal race position. The maximum length of a kill switch lanyard or attachment shall be 2m.

For Evo Boats, the kill switches for the engines and the fuel pumps must be immediately accessible to the Crew in the cockpit and easily identifiable.

T.4 SAFETY EQUIPMENT

All Boats must carry the following safety equipment at ALL times during testing, official practice, Pole Position and whilst racing. All equipment must be fit for purpose and fully functioning.

T.4.a Fixed Equipment

- Two electrically powered bilge pumps. The pumps shall be positioned in the engine compartment and shall be appropriate for the size of the Boat and acceptable to the UIM TCC.
- Fire extinguishers with appropriate test certificates as follows
 - Two (2) manual fire extinguishers. Minimum 2Kg each. Located so they are immediately accessible to the Crew in the cock pit plus
 - Two (2) automatic fire extinguishers. Minimum 2Kg each. Located in the engine compartment.
- Main battery cut off switch clearly labelled.
- Steering navigation compass
- GPS navigation system

T.4.b Portable Auxiliary equipment

Auxiliary equipment must be securely fastened against movement and must be located in a position so as to be easily accessible to the Crew.

- Manual bilge pump
- Anchor and anchor warp. The anchor must be appropriate for the size and weight of the Boat. Anchor warp must be a minimum of 30 metres long and acceptable to the UIM TCC.
- Tow rope. (In addition to the anchor warp). Minimum of 30 metres in length. The ability to attach this rope to the towing point from on board the boat must be demonstrated to the UIM TCC by the Crew.
- Torch (not reliant on ships main power supply)
- First Aid Kit, in date, containing dressings, antiseptic etc. suitable for dealing with minor injuries
- Boat hook of appropriate size for retrieving items from the water alongside the Boat
- Orange Flag
- In full-canopy Boats, each Crew member must carry on their person or within easy reach when seated and strapped, a safety knife, capable of cutting restraint straps. It is strongly recommended that all Crew carry a safety knife.

T.5 COMMUNICATIONS

T.5.a Marine VHF communication - All Boats must be fitted with a VHF/GMDSS unit of at least 25 watts PEP to enable clear communication between the Crew and Race Control. All Crew must have an "in-helmet" communication/intercom system capable of transmitting and receiving via this VHF unit. All Crew members should be trained in the use of this equipment and must be able to converse in basic English, using relevant words and phrases and respecting international communication regulations.

T.5.b

An additional connection must be provided so as to allow the official Championship TV broadcaster access to Crew communications. Details of the connection type will be sent to each Team.

GSM communication - All Boats must carry a GSM communication device in case of failure of the VHF unit or the Boats power supply.

T.5.c External Assistance - There shall be no external technical assistance during a race. Teams are allowed any assistance that the Crew in the Boat may provide using only materials and tools carried in the Boat. The use of telemetry whilst racing is prohibited except as provided by the Promoter. The use of post race boat-to-land telemetry is permitted.

T.5.d Tracking, timing and logging equipment - Teams shall fit on their Boat a supplementary GPS tracking system, and other electronic data-logging device/s, for race and technical control purposes as provided by the Promoter. Teams are obliged to fit the equipment in line with the instructions supplied. Any Team which is deemed to have tampered with this equipment in any way will be subject to disqualification. In the event that a sensor or other data-logging equipment supplied by the Promoter is broken or damaged (except for fair wear and tear), then the Team shall be responsible for the cost of repairing or replacing that equipment.

T.6 CATEGORY SUPERSPORT

UIM Powerboat World Championship Endurance Racing for SuperSport class is the UIM Offshore endurance classification for cruising or leisure monohull craft in a racing series (See definitions).

The class should reflect models in standard production from leisure boat manufacturers. The use of the term "standard" in these rules is generally meant to describe components or parts that are both manufactured and intended for sale to the public at commercially reasonable prices under a manufacturer brand name. Entries must meet the requirements of standard production as set forth in these regulations.

Eligible Boats shall comply with the following regulations:

T.6.a Be cruising or leisure boats with a Hull "CE" certification or national equivalent (and clearly displaying a CE Certification plate or national equivalent mark) with a Measured Length no less than 10.06m (33 ft) and no greater than 12.80m (42 ft.) See Rule D.9.a - Length Measurement.

T.6.b The Hull and deck must be a standard model from a production mould, demonstrably in series production and be fitted with standard production model engines offered in the Hull manufacturer's catalogue and having common & typical "Offshore" characteristics throughout. Drive systems may be any commercially available standard production model compatible with the engine.

T.6.c Be "open-top" models, configured as per the production model from which it is derived. Canopies or partial canopies are specifically prohibited. The use of windscreens or water deflectors is permitted if these are a feature of the production model. Additional windscreens and/or water deflectors may be accepted for safety reasons by the UIM TCC upon written application by the Team.

T.6.d Crews may be seated or standing as per the production model, however, tandem cockpit arrangements are specifically prohibited. Crews in SuperSport Boats may not use safety harnesses or restraints.

T.6.e Boats shall have no major modifications to standard production model Hulls and decks. Minor modifications to Hulls or decks will be considered upon prior individual application to the UIM TCC, provided that the Hull manufacturer makes such modifications available on subsequent production boats as a "no cost" option to purchasers. Blueprinting is allowed and repairs, including changes to materials, may be undertaken provided they are consistent with the production mould. Cut down decks for racing purposes are specifically prohibited.

T.6.f Hulls and decks shall be a standard model with a minimum commercial production of 10 units that have been sold and titled to pleasure boat owners. The UIM TCC may grant exceptions for craft where the means and intent to manufacture for commercial production can be clearly demonstrated. The first example produced of a particular model will be deemed to be a "prototype" and will not be considered eligible for racing. Existing boats in the UIM Powerboat World Championship Endurance Racing for SuperSport and Evo classes that do not meet this rule may be approved by the UIM TCC upon written application provided there is no pronounced competitive

advantage. For the avoidance of doubt the term standard model includes the material that is used in the construction of the standard production Hull and deck.

T.6.g Only solid fixed ballast is permitted. The use of water ballast is prohibited. Failure to comply with this ruling will result in disqualification.

T.6.h Boats must be fitted with standard specification engines which have a commercial production run of at least 100 units. The UIM TCC may grant an exception to this rule where the manufacturer can demonstrate an acceptable production schedule which will achieve this figure within 12 months. The standard production requirements specifically excludes engines prepared by "tuning" companies or specialists with no formal relationship to the manufacturer. However, engine blocks (basic cylinder block and cylinder head of automobile or

industrial engines) that are prepared for commercial sale under a brand name and sold through regular marine distribution channels (resellers) may be considered standard if approved by the UIM TCC;

T.6.i Aftermarket spare parts for engines that are supplied from a manufacturer other than the original manufacturer are permitted provided the new parts are of the same type and configuration (i.e. essentially equal characteristics) as those replaced.

T.6.j For the drive system only, after market spare parts or special accessories generally available on the market shall be permitted, including extension boxes, nozzles, steering systems, special flaps, and power lifts provided such parts are the same (i.e. essentially equal characteristics) as the standard parts provided by the drive system manufacturer. If in doubt, Teams must refer to UIM TCC for a decision before purchasing or fitting drive equipment or systems.

T.6.k Multi-speed gear boxes are permitted only if they are standard and included in the manufacturer production package for the model and engine; it must be possible to select forward, reverse and neutral with the engines running;

T.6.l Turbo-charging for petrol inboard engines is prohibited;

T.6.m Maximum engine capacity per engine shall not exceed:

- Diesel - 9500 cc (= 580c.i.);
- Petrol - 8400 cc (= 512c.i.).

T.6.n Have a maximum DPO to weight ratio of 1hp per 4.5kg (no tolerance) for petrol boats or have a maximum DPO to weight ratio of 1hp per 4.4 kg (no tolerance) for diesel boats. See rule T.8.e - Declared Power Output.

T.6.o There will be a maximum top speed of 85 mph/136,79 kph/73,86 knots (as determined by the Official Timekeeper) for safety reasons. The maximum speed of Boats will be checked using GPS or other electronic speed measuring devices. During a race, any Boat found to have reached or exceeded the maximum top speed for a continual period of more than 5 seconds will be subject to a 30 second time penalty for a first offence and a 60 second penalty for each subsequent offence up to a maximum of five offences after which the Boat shall be disqualified. Any Boat found to have reached or exceeded the maximum top speed continually for 30 seconds or more, shall be disqualified.

T.6.p Maximum individual engine horse power shall not exceed 610HP. This shall be the horse power during racing calculated from the output of the torque measurement device. See T.8.c

T.7 CATEGORY EVO

Evo is a racing class for modified production and/or prototype craft. Eligible Boats shall comply with the following regulations:

T.7.a Boats shall have a Measured Length no less than 10.97m (36ft) and no greater than 13.41m (44 ft.) See Rule D.9.b - Length Measurement.

T.7.b Boats shall have a minimum weight of 4000 kg post race.

T.7.c Engines shall be inboard only.

T.7.d Spare parts are unlimited.

T.7.e Multispeed gear boxes are prohibited.

T.7.f Engine capacities - The maximum engine capacities shall be;

- Forced induction Diesel - 13,000 cc (= 793c.i.);
- Forced induction Petrol - 9,315 cc (= 572c.i.);
- Normally aspirated petrol - 11,000 cc (= 671c.i.).

T.7.g Have a maximum DPO to weight ratio of 1hp per 3.5 kg. (no tolerance) for petrol boats or have a maximum DPO to weight ratio of 1hp per 3.35 kg. (no tolerance) for diesel boats. See rule T.8.c - Declared Power Output.

T.7.h Ballast - Only solid fixed ballast is permitted. The use of water ballast is prohibited. Failure to comply with this ruling will result in disqualification.

T.7.i Crew Safety - All Evo Category Boats must be equipped with a fully enclosed reinforced cockpit(s) with a canopy or canopies for all riding Crew members. A reinforced cockpit with canopies is defined as a containment area for Crew members and shall be constructed as an integral part of the Boat. This reinforced cockpit area must be designed and constructed by the manufacturer to be capable of withstanding the forces of a water impact when running at the highest design speed of the Boat.

T.7.j Cockpit Evacuation / Immersion Testing - Before racing in a craft with restraint systems, all pilots must have passed in the last fourteen months, an immersion training in a restraint system to ensure that they can exit a reinforced cockpit crew compartment successfully. Prior to taking the Immersion training, all crews must have a valid scuba certificate or have received suitable training. This alternative training should be approved by the National Authority.

It is mandatory to wear a Frontal Head Restraint (FHR) device during the Cockpit Evacuation / Immersion Training. Self-removal of an FHR forms part of the Immersion test training.

an Immersion Certificate to certify the passed training, showing the expiry date, must be delivered by Experts recognised by a National Authority. All riding Crew members using restraints must sign the National indemnity form prior to competing in any race or practice.

a model for the certificate and instructions of how to perform immersion training are available at the UIM Secretariat.

T.7.k Drawings - Plan, side and elevation drawings of the design of the reinforced crew cockpits(s), the bulkheads, the canopy, the hatch, the buoyancy system and the restraint system anchorage points must be lodged with the UIM TCC and verified at the time of craft measurement.

Drawings shall also show or state

- canopy aperture dimensions
- the method and construction of release devices and
- the material specification of the transparent areas.

T.7.l Reinforced Cockpit area and Canopy - The components that constitute the reinforced cockpit and canopy shall be properly maintained to ensure reliable operation of all components, with emphasis being placed on the canopy release mechanism, emergency air supply and restraint systems. Canopies must be a composite structure.

T.7.m General - The cockpit area and the canopy should be constructed entirely of materials equal to the strength of the running surface of the Boat, or stronger. This area includes the top, sides, floor, decking and bulkheads immediately fore and aft of the cockpit area.

Cockpits shall

- Have flood tubes or other means of flooding the cockpit to equalise the pressure quickly in case of an accident. The floor of the cockpit should be as air tight as possible.
- Be fitted with an internal roll bar. There must also be, between two single cockpits, an anti-compression strut or structure of similar strength to the roll bar.
- Be fitted with a carbon-monoxide alarm.
- Have one or more water activated, or similar, internal lights placed to maximise their effect.

A quick release steering wheel may be fitted but all drivers must be able to exit the cockpit without removing the steering wheel.

T.7.n Visibility and Transparent Materials - The arc of visibility of the pilots must be through a horizontal arc of 112.5 degrees either side of the centre line of the Boat.

Polycarbonate areas are strongly recommended to be as small as possible while giving pilots clear, safe and undisturbed visibility ahead at sea level whilst racing.

Polycarbonate areas shall be at least 12 mm thick and shall be recessed into the composite structure and attached using a suitable bonding agent and/or "bobbins".

If a through bolted outer flange is fitted around the polycarbonate panels,

this outer flange should be a minimum width of 50 mm and should be fastened every 100 mm. If fastening the flange with "bobbins" it is recommended to use metal "bobbins" with heads, as opposed to recessed plastic "bobbins".

The outer polycarbonate area of the flange fitting must not be painted, so that the measurer/ scrutineer may monitor any discrepancies.

T.7.o Cockpits Hatches - It is mandatory to close a canopy with a cockpit hatch and for this hatch to remain closed during all racing, testing and practice.

Cockpit hatches shall:

- Have openings that are at least 0.55m in length and 0.55m in width. If the Crew is seated side by side, then the opening shall be at least 0.55m x 0.825m wide. The canopy apertures shall be cut with all corners having a constant radius and a smooth finish to relieve stress.
- Have openings that are at least 0.55m in length and 0.55m in width. If the Crew is seated side by side, then the opening shall be at least 0.55m x 0.825m wide. The canopy apertures shall be cut with all corners having a constant radius and a smooth finish to relieve stress.
- Have openings with a flange around at least the front and the sides of the hatch. The flange shall have a minimum width of 25mm.
- Be fitted with a catch or catches which have a positive open and positive close mechanism. These catches shall be able to be opened from both inside and outside the cockpit. Cockpit hatches must have a second emergency mechanism to allow the rescue team to easily remove the hatch from outside if necessary.
- Have release handles painted fluorescent orange or have a fluorescent orange background panel to identify them and directional arrows to indicate the method and direction of opening.
- Have hinges and hatch cover release mechanism(s) that must not encroach within the hatch aperture area. The hinges and release mechanism(s) must not in any way hinder the exiting of Crew members.
- Have a 20 mm wide (minimum) fluorescent orange band around the aperture.
- Either be recessed on the front and both sides so they are flush with the surrounding structure or shall have a water deflector on at least the front and both sides that extends at least as high as the edge of the hatch.
- Be fitted with hinges with the shortest possible release pins for that design.
- Have the entry/exit apertures located directly above the Crews' heads. It

is highly recommended that:

- Hatches be constructed to the same specification as the main reinforced cockpit.
- There should be one or more divers grab handles fitted to the outside of each hatch.

T.7.p Air Supply - Each crew member must be equipped with their own separate breathing apparatus and air reservoir (no octopus systems allowed), with a capacity sufficient to provide for normal breathing for a period of not less than 30 minutes. All crew members must also have a valid recognised diving qualification.

Each air supply bottle, regardless of size, shall be designed for the delivery of breathing air. the tank shall be stamped to verify inspection and certification of the tank to meet air delivery standards. the air tank shall be securely mounted to the boat. the air supply bottle must be securely fastened to the boat and switched on during all on-water activity.

Each air supply bottle must have a pressure gauge fitted that should be at least 5cm in diameter to allow easy reading during pre-race scrutineering and by crew members on-board.

Each air supply bottle must show 'full' in order to pass pre-race scrutineering.

the air supply hose from the tank to the driver mask or mouthpiece hose connection shall be 3 M to 4.5 M long or of sufficient length to allow the driver to move clear of the farthest side or front of the hull measured from the center of the steering wheel.

the air regulators / mouthpiece for each crew member must be easily accessible for each individual on board. Air regulators / mouthpiece must operate in any position i.e. upside down. Alternatively, a driver's mask may be used and must cover the driver's nose and mouth and be designed to be watertight. the mask must be attached in such a way as to prevent its being dislodged or removed inadvertently. an ambient air valve is required. a quick release pressure sealing coupler shall be used to connect the air supply hose from the tank (first stage regulator) to the driver mask hose (second stage regulator); the driver mask hose length shall be 25 cm (min) to 91 cm (max) to the connection; the mask shall be worn by the driver anytime the boat is under racing or testing conditions.

a female coupler fitting shall be attached to the air supply hose from the tank; the male coupler fitting shall be attached to the mouthpiece or driver's mask hose. a tee block with two male coupler fittings, attached to the driver mask or mouthpiece hose, is allowed. Parker part number SH1-62 / SH1-63 (or other manufacturer interchange) is the accepted design sealed coupler assembly; stainless steel material is highly recommended, brass is an acceptable alternative.

Each crew member in full race attire & race position must physically demonstrate to the scrutineer that they are able to locate and use their Air Supply Equipment.

Competitors & crew members are responsible at all times for maintaining their equipment and ensuring that it complies with the rules.

It is also recommended a personal air bottle (in addition to the requirements above) with a breathing regulator for each crew member and enough air for at least 10 minutes to be carried and be immediately accessible to each crew member.

T.7.q Seats - Seats must be attached directly to the structure of the reinforced cockpit. Rear head protection must be an integral part of each seat. The head protection must be a minimum of 0.2m wide and extend over at least 75% of the height of the safety helmet as worn by the Crew whilst in the normal seating position. There must be a minimum of 0.12m vertical and lateral clearance between the canopy and each of the Crewmembers when in the normal seating position.

When using seats with suspension and not using a bulkhead anchorage for restraints, drawings must be lodged with the UIM TCC and approved prior to pre-season inspection and Boat measurement.

T.7.r Restraint Systems - The pilot restraint system must consist of a minimum 6 point/ strap harness and should utilise a minimum 50 mm belt, width rated at 4,100kg (9,000 lb.) and have grommets to prevent chafing or cutting of the belt. Harness straps must be attached directly to the cockpit structure. Those straps close behind the driver's head and neck must be 100 mm to 150 mm apart at the point of attachment. The shoulder harness should be installed at 90 degrees to the spine at the shoulder line to minimise compression injuries under high "G" loading. All straps must be free to run through intermediate loops or clamps/buckles. All anchor point bolts must be fitted with stainless steel backing plates that are a minimum of 3mm thick, have a 10cm minimum width and have an area of at least 100cm².

The harness attachment bolts must consist of minimum grade EN8 bolts, with an 8 x 1.25 mm thread and locked nuts. There must be a compression spacer between the two surfaces of the bulkhead through which the bolts pass and there must be plain washers on each bolt. The spacers must be glued to the cockpit structure. Spacers are to prevent local buckling of surface material near bolts and should be appropriate in length and material for that purpose.

See T.7.q above for non bulkhead mounted seats.

All restraint systems must have a common method of release. The single lever method (sometimes called the NASCAR type) or rotary type, are both acceptable restraint release systems.

Restraint release mechanisms must be examined for satisfactory operation by a scrutineer before every race.

See diagram in UIM Offshore Rule 508.22.

T.8 TECHNICAL VERIFICATION AND CONTROL

T.8.a Technical Logbook - As a part of its inscription in the Championship, the Team shall provide the Championship Promoter with a fully completed Technical Logbook, containing full details of the Boat and all relevant equipment, with the signature of the Team Manager signifying the accuracy of the information contained therein. This Logbook should be submitted to the Promoter no later than 16 February of the upcoming season. Failure to submit the Technical Logbook on time will result in a €400 fine.

T.8.b Technical Verification by UIM TCC - Upon receipt of the Technical Logbook, and no later than 30 days prior to the season's first Grand Prix, each Team shall fix an appointment for the UIM TCC to verify the Boat conforms to the rules. If the Boat is presented for verification in a state where the full checks cannot be carried out, the Team will be subject to a €1,500 fine.

The UIM TCC shall not be obliged to carry out verification visits that do not comply with this deadline, and it will not guarantee late verifications with a delay shorter than this deadline. If the UIM TCC agrees to a verification visit after this deadline, the Team will be required to pay a sum of €1,500 to cover the cost of this visit or the actual costs of the visit, whichever is greater.

Upon successful verification the UIM TCC will issue the Boat a Certificate of Conformity allowing the Boat to participate in the Championship. Barring any alterations to the Boat, or new information that could have affected the original certification, the Certificate of Conformity confirms that the Boat is within the rules and any protest thereafter must demonstrate non-conformity with the rules.

Any modifications made to a Boat shall be reported to the UIM TCC and may require re-verification for ensure conformity. It is recommended that prior approval is sought before any modification is made except for a modification to or change of an engine used for racing which must be declared to the UIM TCC prior to the modification or change being carried out.

Failure to inform the UIM TCC of a modification will result in a penalty to be decided by the OOD, Race Director and the UIM Commissioner. Alternatively, the UIM TCC may require that the Boat be returned to its' original specification to certify conformity.

T.8.c Declared Power Output (DPO) - Each Team shall declare the engine power capacity for each of their engines. For the SuperSport class, the Declared Power Output must be within the 3 % of the manufacturer specification Power Output. The UIM TCC shall calculate the total engine power capacity of the engines used while racing and this figure will be the Declared Power Output or DPO. The UIM TCC shall create and maintain a DPO Ratio Table for all entries. The DPO Ratio Table will use the DPO and the category power to weight ratio to calculate the minimum post race weight for each entry. The DPO Ratio Table will be placed on the official notice board at each Grand Prix.

Failure to meet the post race minimum weight (the DPO weight) within the tolerances set in rule D.1 will result in disqualification from that race.

Note: Teams are reminded that the power output from an engine may increase during the season even without any intervention from the Team. Given this and the fact that the DPO weight is the minimum post race weight requirement, Teams may wish to increase their DPO (and ballast their Boat accordingly) to ensure compliance with the relevant power-to-weight ratio rule.

T.8.d Torque Measurement Device - Immediately at the rear of each engine, mounted between the engine output driveline and any drive shaft, drive ratio gear box or drive system, Teams shall fit the torque measurement device provided by the Promoter as required. The torque measurement device shall be connected to the data logger. A Revolutions Per Minute sensor is incorporated within the torque measurement device. The torque measurement device will calculate the horse power output of the engine during racing. This reading shall be corrected using European Directive 88/195/CEE and the corrected figure will be the horse power used to confirm the DPO (see Rule T.8.c). Drawings of the location of the torque measurement device shall be provided to the UIM TCC who shall approve the mounting location of the torque measurement device. Failure to provide the drawings and subsequent incorrect mounting location of the torque measurement device will be considered as none fitment of the device and the Team will be penalised as described below.

Each torque measurement device shall be provided with a hard wired, unbroken 12V power supply from the boats electrical system and will draw no more than 15W when in operation.

Any Boat found not to have fitted or to have removed a torque measurement device or be found to have interfered in any way with the device, it's 12V power supply or any of the connectors, data, logging equipment or wiring

required for the correct operation of the torque dd or sensors will be disqualified. It is not allowed to race without torque sensors.

Drawings of the torque measurement device to facilitate fitment shall be provided by the Promoter.

T.8.e Objection to Torque Measurement Device Output - If during the course of the season a Team objects to the torque measurement device output and / or its total horse power output generated whilst racing, it shall have the right to request a dynamometer test according to the following procedure:

- i. The UIM TCC shall select the engine(s) for test, apply any required seals, and arrange for the test(s) as soon as practicable (normally within two weeks and prior to the next Grand Prix);
- ii. The dynamometer test(s) shall be run at a testing facility determined by UIM TCC. The Team shall have the right to attend the test;
- iii. The engine(s) must have the same set up and calibration as under race conditions;
- iv. The Team shall be bound by the results of the dynamometer test(s),
- v. UIM TCC shall accept the results of this dynamometer test(s) for purposes of updating the DPO and for re-calibration of the torque sensor, if required.
- vi. If the dynamometer tested power output is higher than the declared power output for that engine, then the Team must pay the costs of the dynamometer test and the Team will be disqualified from all races previous to the test;
- vii. If the dynamometer tested power output is lower than or equal to the declared power output for that engine, then the Promoter must pay all costs and no further action will be taken.

At all times, each Team remains responsible for all risks to its engines.

If a Team is protested on suspicion of being outside the power to weight ratio or the UIM TCC requests a test or re-test of an engine, then the procedure set forth in points i - v above shall be followed. In addition:

- each Team shall have the right to attend and witness the test.
- if the dynamometer tested power output is higher than the declared power output for that engine then the losing Team must pay the costs of the dynamometer test and that Team shall be disqualified from the races of the Grand Prix at which the protest was made.
- if the new dynamometer tested power output is lower than or equal to the declared power output for that engine, then the protesting Team, or the Promoter in the case of a UIM TCC test or re-test, must pay all costs and no further action shall be taken for that protest.

At all times, each Team remains responsible for all risks to its engines.

IMPORTANT NOTE: Should an engine not complete a dynamometer test for any reason whatsoever, unless it can be proved beyond doubt that the fault lies with the test engineers or the test facility, that engine will be deemed to have failed the test and the team will be disqualified from the applicable races as described above.

T.9 COMPETITIVE BALANCE

For purposes of competitive balance, the UIM TCC is entitled to determine into which UIM Powerboat World Championship Endurance Racing class a particular Boat qualifies. It may require adjustments to the Hull, deck, engines, drives, propellers, or ancillary equipment or require that additional weight be added to the Boat to ensure a competitive balance within each category.

T.10 ENFORCEMENT

Consistent with the purpose and intent of the rules, the Management Committee is entitled to take whatever action it deems necessary to enforce these rules. Any parts or components which give a Boat or Team an unfair competitive advantage may be deemed illegal and may result in disqualification. The Management Committee, in its sole and absolute discretion, may decide if any part, component, or equipment change is in an effort to defeat or beat the rules, and it may disqualify an entry in violation of the spirit and intent of these rules. In the interests of safety, the Management Committee reserves the right to make changes to the regulations regarding safety matters

or equipment and such changes may be made with immediate effect. In matter of a technical nature the Management Committee shall consult the UIM TCC for information and explanations.

The Management Committee is composed of three people,

- The UIM President
- The President of Offshore Commission or a nominated UIM representative and
- The designated representative of the Promoter,

All penalties and fines collected by the promoter will be paid to a registered charity, which will be nominated on an annual basis.

RACE OFFICIALS

r.1 Race Committee and Jury

The Management Committee shall nominate:

- A Race Committee which organises and supervises the actual competition. The Race Committee is composed as follows: the Officer of the Day, the Deputy Officer of the Day (DOOD), the Medical Officer, the Race Secretary, the UIM TCC.

Jury

The jury shall consist of at least three nominees of the Management Committee with a minimum of three nationalities represented. One nominee from each nation with a Pilot(s) participating in the Championship may sit on the Jury. The Jury nominations of the Management Committee shall be printed in the Race Instructions for that Grand Prix. The UIM Commissioner shall be a member of the Jury but he shall not act as chairman.

The decisions of the Race Committee and the Jury must be based upon these rules and the UIM rules, but as no rules can be devised capable of covering every case, the Race Committee shall discourage all attempts to win by means other than fair racing, superior speed and skill.

No officer, no member of the Jury, no member of a National or International Committee or Commission, is allowed to intervene in the judgment of a problem in which they are involved or an interested party.

The Race Officials are:

The Officer of the Day;

The Deputy Officer of the Day;

The Safety Coordination Officer;

The Medical Officer;

The Race Secretary;

The Technical Officers (UIM TCC and scrutineers);

The Course and Buoy Marshals;

The Timekeepers;

The Lap Scorers.

r.2 Duties of the Race Officials

The officials shall be responsible for the duties with which they are entrusted.

r.3 the Officer of the Day

The Officer of the Day must supervise the organisation of the competitions on behalf of the promoter, organising club and national authority. He/she must maintain order on the course, ascertain that all services work properly, ensure that everyone corresponds to the rules and observes the Racing Rules according to the Programme, gather written reports from the Officers and Timekeepers and any other documents that will enable the results to be compiled. He/she cannot be a member of the Jury. If he/she receives reports of non conformity from the UIM TCC, he/she must report to the UIM TCC what action has been taken to rectify the issues.

r.4 the Deputy Officer of the Day

The Deputy Officer of the Day manages the competitors and the competition during racing and when necessary, deputises for the Officer of the Day. The Deputy Officer of the Day may act as starter.

r.5 the Safety Coordination Officer

The Safety Coordination Officer organises and manages the safety services on shore (fire, ambulance, security, equipment) as well as on the water, in conjunction with the OOD (marshals, rescue boats, towboats, people on board safety boats).

r.6 the Medical Officer

The Medical Officer is responsible for the medical organisation in the competition area.

In agreement with the Officer of the Day, The Deputy Officer of the Day and the Safety Coordination Officer, he controls the medical emergency responses.

r.7 the Race Secretary

The Race Secretary is responsible on behalf of the Officer of the Day and Deputy Officer of the Day, for the practical side of the meeting and organisation and must satisfy himself or herself that the various officials know their respective duties and that they have all the necessary documents and equipment. He / She must collate all documents.

r.8 Technical Officers - Uim Tcc and Scrutineers

The Technical Officers ensure that all the technical rules are observed. They scrutineer the Boats before, during and after the race and report any non-conformity to the Officer of the Day.

r.9 the Buoy and Course Marshalls

They must ensure that the drivers conform to the competition rules. They must inform the Officer of the Day if they observe any Boats failing to abide by the rules during the race.

Buoy officials should be in boats. If they cannot be in boats inside the circuit, there will be two of them: one inside and one outside of each turn.

r.10 the Timekeepers and Starter

The Timekeepers will:

Calculate on completion, the elapsed time of each Boat;

Establish the finishing order after having made all necessary calculations and establish the lap times, maximum speeds (if required) and average speeds (if required);

Hand the results to the Officer of the Day or the Race Secretary; The

Starter signals the start when he/she feels it is correct to do so.

RACING RULES

d.1 General - It is the duty of each Crew member to ensure that their Boat is driven in a safe manner that does not compromise the safety of any other boat. Whilst not racing, Boats are bound by the International Rules for the Preventing Collision at Sea.

d.1 Flag Signals - Boats must obey all flag signals given by officials during testing, practice, Pole Position and racing. Failure to comply with flag signals may result in a penalty or disqualification.

d.2 Avoiding Action - All Boats must take any action necessary to avoid a collision.

d.3 Overtaking - Prior to an overlap being established, an overtaking Boat shall keep clear of the Boat which is being overtaken. The Boat being overtaken has right of way until an overlap is established. When a Boat is obliged to keep clear, the right of way Boat shall allow the keep clear Boat room and opportunity to do so.

d.4 Overlaps - An overlap can be attempted from either side. The responsibility for safety whilst establishing an overlap or performing an overtaking manoeuvre rests with the overtaking Boat.

d.5 Inside Overlap - When passing a Boat on the inside, on approximately the same course, an inside overlap is established when the cockpit of the overtaking boat is even with the cockpit of the Boat being overtaken.

d.6 Outside Overlap - When overtaking from the outside, an outside overlap is established when the overtaking Boat has passed the Boat being overtaken sufficiently to alter course without contact.

d.7 Overlap Right of Way - After an overlap has been established, the Boat being overtaken must give the overtaking boat room to negotiate turn buoys.

d.8 Passing Marks - When trying to overtake a Boat on the inside, the Crew must anticipate the possible direction changes of the Boat they are trying to overtake and must take all necessary action to avoid a collision.

When passing a turn buoy and an overlap has been established, both boats must maintain a safe distance from each other and from the turn buoy.

d.9 Fouling Marks - If a Boat is forced on to a mark by another Boat, the driver may lodge a protest.

d.10 Fouling Competing Boats - If a Boat, in consequence of her neglect of any of these rules fouls another Boat, or compels others to foul each other, she may be is disqualified.

PENALTIES, PROTESTS AND APPEALS

P.1 Jurisdiction and liability

See Rules F.2 and F.3

P2 PENALTIES

P.2.a General

Any proven breach of applicable rules may be penalised.

If the rules do not determine a specific penalty for the relevant breach, the penalty to be given has to be proportional to the seriousness of the breach. The proportionality is at the discretion of the decision maker.

The UIM Executive Committee or the relevant National Authority shall only impose penalties when they deem the relevant infringement to be so serious that it has to be penalized even if the deadlines for penalizing or lodging a protest have already expired. After the expiry of the aforementioned deadlines, a penalty for an ordinary breach of the rules shall in general not be imposed.

The Race Jury or the Appeal Board can only impose penalties, which can be imposed by the OOD.

P.2.b Deadlines for Penalizing

The first posted results remain provisional for one hour.

The OOD and the UIM Commissioner can only impose penalties until the expiry of this hour.

The National Authority and/or the UIM Executive Committee can only impose penalties within 3 months from the day the infringement occurred.

These deadlines are not valid for penalties imposed by the OOD for the reason of post race scrutineering and under the condition that this is stated on the results sheet. In this case the results will remain provisional until one (1) hour after the finalisation of the post race scrutineering.

The date and time of finalisation of post race scrutineering must be recorded by the UIM TCC or other technical scrutineer in charge.

If the post race scrutineering cannot be finalised until the end of the event and the OOD has already left the race site, the penalty has to be imposed as soon as possible after the receipt of the scrutineering results.

P.2.c Unacceptable Behaviour

In order to protect the interests all those involved in the sport, the following actions may also be penalised by the OOD, by the UIM Executive Committee or by the National Authority of the Licence Holder.

- any deliberate act taken to gain unfair advantage.
- any false act made or statement given with the intention of suppressing facts required for the proper conduct of the race.
- any attempt to bribe or the taking of a bribe.
- any abusive or unsportsmanlike behaviour.

In addition, any instances of verbal or physical abuse against any race or event official will result in a penalty. Penalties may include suspension or disqualification from a Grand Prix event, exclusion from the Championship, the imposition of a points and/or a financial penalty.

P.2.d Reprimand

A reprimand is a notice of disapproval of an unacceptable action. It must be recorded by the Race Secretary. A reprimand must be witnessed. A reprimand automatically constitutes warning that if the offence recurs, a heavier penalty will be given. A reprimand is valid for 12 month.

A reprimand can be given by the OOD, or the National Authority of the Licence Holder.

P.2.e Yellow and Red Cards

A yellow or red card can only be given by the OOD or UIM Commissioner.

A yellow or red card will be confirmed on the UIM form which will be posted with the results and it must be included in the commissioners' report. The recipient must be notified privately before a red card is posted.

The driver has one hour from the posting of the penalty to protest. If the protest is not upheld he can make an appeal.

All yellow/red cards count towards the drivers CV.

Yellow/red cards can be given for bad behaviour on the water including :

- up to two yellow cards at a time for dangerous driving ;
- one red card for extreme blatant dangerous driving.

A driver with a red card is immediately prevented from taking any further part in the event or further heats if a multi-heat race.

A driver with a red card or three yellow cards will also lose the right to take part in the next World Championship Grand Prix. Then all cards are removed.

All yellow cards will remain valid for the four events in which he competes following the date on which the last yellow card was delivered.

Yellow and red cards must be notified to the UIM and the drivers' National Authority within three days.

The UIM will notify all National Authorities when a driver has one red card or three yellow cards and is therefore suspended from international competition.

P.2.f Disqualification

Disqualification deletes a competitor from the results of the heat or race where the offence occurred.

Only the OOD may disqualify a competitor.

P.2.g Temporary Suspension

A Team or individual Team member or a race official may be temporarily suspended from all or part of an event. Temporary suspension may be given for serious indiscipline.

Temporary Suspension can only be imposed by the OOD.

P.2.h Prolonged Suspension

Prolonged suspension can be imposed on a Team, a Team member, a race official or an organisation for deliberate fraud, repeated or very serious indiscipline or very serious misconduct.

Prolonged Suspension can be imposed only by the National Authority of the licence holder or organisation, or by the UIM Executive Committee.

A Prolonged Suspension is always international. The National Authority must immediately inform the UIM of a Prolonged Suspension and the UIM must inform all other National Authorities.

P.2.i Exclusion

Exclusion means a permanent loss of all rights to take part in any activities falling under the UIM and its affiliated organisations. A person or an organisation who has committed a moral or sporting offence of extreme gravity may be excluded.

A sentence of exclusion can be pronounced only by the National Authority of the licence holder or organisation, or by the UIM Executive Committee.

Exclusion is always International. The National Authority must immediately inform the UIM when it has imposed a sentence of Exclusion and the UIM must inform all other National Authorities.

In the case of suspension, prolonged suspension or exclusion, all National Authorities and therefore their affiliated clubs bind themselves to respect the decision and apply it in their own country.

P3 JUDICIAL BODIES

P.3.a the International Jury

The Jury shall hear any protest raised by a driver.

P.3.b Composition

The Jury must be composed of at least three members, the Chairman included. The National Authority or the President of the Offshore Commission shall appoint the Chairman. Each competing country, including the hosting country, may appoint one member delegate who can represent only one country. These appointments must be made in writing, authorised and signed by a National Authority Official and delivered to the Race Secretary.

The promoter shall not be responsible for the costs or expenses of Jury members not listed in the Advanced Programme or Race Instructions.

If there are not enough National Authority appointed members to form a Jury of three persons, The President of Offshore Commission shall appoint additional members, but only enough to reach three persons.

The Jury composition shall be announced at the first drivers briefing and the Jury must be present at the first drivers briefing.

Race Officials cannot be Jury members.

The UIM Commissioner appointed to the event is a full member of the Jury but shall not act as Jury Chairman.

If other classes are included in a UIM Powerboat World Championship Endurance Event, there may be a different Jury for each class.

P.3.c Authority and Duties

The Jury will sit as long as the event lasts and hear all protests relating to that event. The Jury must decide as soon as practically possible on all protests presented to it during the event.

P.3.d Interested Parties

No member of a Jury who has taken part as a competitor or Official in the race upon which a judgement is to be given, or knows himself to have a direct or indirect interest in one of the parties involved, may judge on that protest.

A member of an International Jury shall not be disqualified from the Jury because one of the parties is from his National Authority.

P4 PROTEST PROCEDURES

P.4.a General

Only a driver may protest and only in relation to a race in which they participated.

All protests must be signed. Joint protests signed by more than one driver shall not be considered.

All protests shall be in English and may be typed or hand written in printed characters.

The protest must state the reason for the protest and be accompanied by any relevant documents or evidence related to the protest.

The protest must be handed to the Race Secretary who shall, in the presence of the protester, record the time of receipt. The protest must be delivered within the time limit for that protest and be accompanied by a non-refundable €100 administrative fee and a €400 protest fee. If the protest is upheld, the protest fee shall be returned to the protester.

A protest can be withdrawn at any time however the protest fee will not be returned, unless otherwise decided upon by the race jury.

Any costs incurred in verification are to be borne by the losing party

P.4.b Validation

The Jury must decide whether the protest presented to it has been lodged according to the rules and is valid. If found invalid the reasons for the invalidity shall be given to the protester.

P.4.c Right to Protest

A driver has the right to lodge a protest against:

- Posted provisional results,
- Any decision made by the Race Committee or member of the Race Committee or
- One or more Pilots, Boats or motors.

A protest can only be lodged on a subject which directly concerns the protester.

In the event of a driver protesting against a penalty imposed on them by the OOD or the UIM Commissioner and another driver protesting simultaneously against the first driver due to the same incident, the Jury will have only one meeting with both drivers being party to the protest procedure.

No protest is permitted against Jury decisions; they may only be contested by appeal.

P.4.d Time Limits for Lodging a Protest

A protest against the eligibility of a Boat, motor or driver must be made before the first drivers briefing. Starting a race is considered as acceptance of the conditions of the eligibility of the other competitors. The only exceptions

to this are when the protester can prove that facts were not known prior to the drivers briefing or that a change to the Boat, motor or driver has made that competitor ineligible. In these situations the protest may be lodged up to one hour after the last posting of a set of results.

All other protests must be lodged within one (1) hour of the results or decision being posted except as follows:

- A protest of a driver (driver "A") against another driver (driver "B") can be lodged within thirty (30) minutes after the posting of the protest form according to rule P.5.c if driver "B" has been penalized and himself

protested against this penalty. Without lodging such a protest, driver “A” shall not be entitled to appeal against the jury decision

- A protest against new results which are not caused by a jury decision can be lodged within one (1) hour of these new results being posted, but only concerning the decision which lead to the changing of the results.
- A protest against any other decision, posted after the posting of the first results can be lodged within one (1) hour after the posting of this decision.

P5 HEARING OF THE PROTEST

P.5.a Right to a Hearing

Any person being party to a protest, or being charged for an offence against the rules shall have the right to be present at the hearing in order to defend themselves.

The Jury must give notice to all parties of where and when the hearing will take place. Only those involved in the hearing shall be present during the hearing except for any observers appointed strictly by the Jury.

If any party, duly notified, fails to appear without giving an acceptable reason, judgement can be rendered by default.

P.5.b Witnesses and Evidence

It is the responsibility of the parties involved in a protest to ensure that all evidence and witnesses appearing on their behalf are present at the hearing. The Chairman of the Race Jury at his/her sole discretion may take witness availability into account when determining the time of the hearing.

Any costs incurred by the appearance of witnesses shall be borne by the respective parties.

P.5.c the Hearing Procedure

The following procedures shall be followed in all hearings unless otherwise stated elsewhere in these rules:

- A copy of the protest must be posted in the same way as the results. The time of posting must be noted on this copy.
- Written minutes must be taken.
- The protest shall be read out to the parties.
- The parties shall be invited to state their cases. The parties may call witnesses. Each witness, after having given his account of the case, may be questioned by all parties and by the members of the Jury.
- Any member of the Jury who is familiar with the case may give his evidence.
- All parties to the case are entitled to hear and question all evidence at the hearing up to the time the Jury makes its decision.
- The parties shall be entitled to question each other and any member of the Jury who may have given evidence.
- The witnesses shall withdraw and the parties shall be invited to make a final statement of their cases.
- The Jury may recall any party, previous witness, new witness or call on other evidence to verify any facts.
- The parties must be present during the whole of the recall and must be given the opportunity to question any new evidence after which they may re-make their final statements.

P6 JUDGEMENT

Decisions by the Jury shall be reached by simple majority of votes. In the case of equal votes, the Chairman's vote will be the casting vote.

During a protest, penalties may be agreed, rejected or changed by the Jury.

Any judgement pronounced by the Jury stays in effect until altered by the Appeal Board.

P.6.a Notification of the Decision

All decisions by any Jury must be notified to the concerned parties in writing and must include information about their right of appeal.

P.6.b Availability of Documents

All documents relevant to any decision by the Jury must be filed with the Race Secretary and the National Authority under which the event is run and held available for a higher authority until the time limit for an appeal has expired.

P.7 THE APPEALS PROCEDURE

With reference to the appeals procedures, any time limits which end on a Saturday or Sunday shall end on the following Monday. If the appellant misses any time limit, the appeal will be rejected as void.

P.7.a the Appeals Board

The UIM Executive Committee, after consultation with the relevant commission, shall nominate three (3) Appeal Board members including one as Chairman. In case of an appeal lodged against an Executive Committee's decision an appointed neutral Council member shall make the nominations. The members of the Appeal Board must not be from the National Authorities of the parties involved into the case.

One member will act as Clerk to the Board.

P.7.b Interested Parties

No member of an Appeal Board who has taken part as a competitor or Official in the race upon which a judgement is to be given, or knows himself to have a direct or indirect interest in one of the parties involved, may judge the appeal.

P.8 RIGHT OF APPEAL

A decision by a Jury may be appealed by the parties involved in the protest hearing when they consider that an injustice has been made against them and/or fresh evidence has been made available that may alter the decision of the Jury.

A driver can also appeal a penalty imposed against him without the prior lodging of a protest only if the lodging of a protest was not possible because the race jury had dissolved itself or was incomplete before the end of the protest period.

P.8.a Notice of Intention to Appeal

The UIM Secretariat must be informed, by e-mail, letter or fax, of the intention to appeal within five (5) days of the posting of the Jury decision or in the case of a decision against which a driver can appeal without prior lodging of a protest, within five (5) days following the notification of this decision to the National Authority of the driver or to the driver himself, whichever is the sooner.

P.8.b Fees and Lodging an Appeal

All appeal documents along with the appeal fee of €1525 must be received by the UIM Secretariat within ten days of the date of the intention to appeal being received. The appeal fee of €1525 will be refunded if the appeal is upheld.

The appeal must be sent by e-mail, letter or fax. Faxes and letters must be signed by the appellant. The reasons for the appeal must be stated.

The appeal must contain telephone, e-mail and fax details for further correspondence.

If the original decision is changed by the appeal board, it can decide to refund a percentage of the appeal fee if

appropriate. If there is an infringement regarding the timing of delivery of letters, forms, documents or fees the Chairman of the Appeal Board can decide that the appeal is not considered valid since the expiry dates were not respected. In this case 50% of the received appeal fee will be reimbursed to the appellant.

P.8.c Notification of the Appeal

The UIM Secretariat must, within two days from receiving the appeal, notify by e-mail, fax or letter all other parties involved that an appeal has been lodged. They must also inform the other parties that they may respond to the appeal.

All responses, by e-mail letter or fax, must be received within ten days from receiving this notification.

P.8.d Time Limit for Decisions on Appeals

The UIM will endeavour to have determined all appeals no later than forty-five (45) days after the date when the appeal documents and fees were received by the UIM Secretariat.

P.8.e Appeal Board Decisions

The Appeal Board takes its own decision based on all information available. The decision of the jury may be upheld, changed or not upheld. The decision of the Appeal Board is final.

P.8.f Additional Costs

The appellant must pay €2290 to the UIM for possible costs of the appeal committee (meetings, telephone, fax, laboratory, experts or other costs of the appeal procedure). If the costs of the appeal committee are less than €2290 then the difference will be paid back.

If during the procedure further costs arise, the appellant has to deposit any missing or additional amount accordingly with 14 days from notification.

The driver may agree to forego an Appeal Committee meeting and for the appeal to be handled through telephone, e-mail and fax, if possible, in order to minimise the cost of the appeal.

750 - UIM Z150 CLASS

The UIM Z150 Class title is suspended until a viable racing format and international calendar is established.

800 - GENERAL RULES FOR OFFSHORE WORLD AND CONTINENTAL CHAMPIONSHIPS (EXCEPT CLASS 1/V1 WORLD POWERBOAT CHAMPIONSHIP AND XCAT WORLD SERIES)

800.1 - WORLD AND CONTINENTAL CHAMPIONSHIP

There can only be one World Championship per year for each class.

There can only be one Continental Championship per year for each region and for each class.

800.2 - REQUEST TO ORGANISE

The request to organise the Championship event must be made by a National Authority and be submitted to the UIM before the stated deadline date. The request will be considered by Cominoff and after approval, entered on the UIM Offshore Calendar as a titled meeting.

800.3 - MINIMUM PARTICIPATING

For a World Championship event to be valid, there must be a minimum of ~~eight~~**five** participating entries in the class from three Nations (unless otherwise agreed by Cominoff).

For a Continental Championship event to be valid, there must be a minimum of five participating entries in the class from two Nations (unless otherwise agreed by Cominoff).

Entries are to be sent by the National Authority to the UIM and Cominoff, no later than 30 days before the beginning of the Championship.

The NA must send them a list with the number of entries received in total, the names of the drivers and their nationality, and the categories in which those entries are enrolled in case more than 1 category will be run at the Championship.

One month prior to the event date, the UIM will confirm by e-mail to all National authorities, the World or Continental Championship applied for is ratified or non-ratified, based upon the minimum numbers required of inscribed competitors and Nations, as stipulated above.

"Participation" means:

- for the crew, passing administrative control and signing the attendance register at the Driver's Briefing.
- for the boat, passing the Technical Controls.

800.3.1 - N° OF REGISTERED BOATS

There should be at least 15 boats in that class in the previous year and the boats should be actively raced in at least 3 countries before Cominoff will award a World Championship.

There should be at least 10 boats in that class in the previous year and the boats should be actively raced in at least 3 countries before Cominoff will award a Continental Championship.

Cominoff may, in order to support new categories, give special approval for a Continental or World Championship.

800.4 - WITHDRAWN ORGANISER

If a National Authority, having been granted a Championship for which it applied, subsequently withdraws or is unable to run the Championship, Cominoff, if time permits, will re-offer the Championship to other National Authorities.

If the Championship cannot be run by another National Authority, the Championship is cancelled for that year.

800.5 - DRIVERS AUTHORISATION

Each National Authority must authorise, in writing, its drivers to participate in any Championship event.

800.6 - UIM COMMISSIONER

A UIM Commissioner is to be appointed by Cominoff to every International Championship event.

The UIM Commissioner shall at World Championship races have a "UIM Open Forum" to exchange views between race teams, organizers and UIM and to improve communication.

Time for the Forum shall be included in the official Time Schedule by the organizer.

800.6.1 - WORLD CHAMPIONSHIP - 3 HEATS

A World Championship will consist of 3 heats at one venue unless otherwise agreed by Cominoff.

800.6.2 - CONTINENTAL CHAMPIONSHIP - 2 HEATS

A Continental Championship will consist of 2 heats at one venue unless Cominoff has agreed to a series.

800.6.3 - CANCELLED RACE

If in the case of a scheduled two race series, only one heat can be run, this will be a valid result. If a three heat or more series, then the result may be decided upon two heats, if a heat is cancelled through 'force majeure'. The Race Committee should ratify the cancellation if through 'force majeure'. If a heat is not run on its scheduled day or its scheduled lay day(s), then it will be cancelled.

800.6.4 - N° 1 DRIVER

The No.1 Driver must control the boat in some way, either as driver or throttleman in all heats.

800.6.5 - N° 2 DRIVER

The title will be declared as a Driver No.1/Driver No.2 combination if the No.2 Driver has completed all heats of the championship with the No.1 Driver.

800.6.6 - RACE LENGTH

The races must conform to the following length:

WORLD CHAMPIONSHIPS:

Class 3J	1 x 35 – 50 nm	2 x 25 – 35 nm
Class 3A, 3B	1 x 50 – 70 nm	2 x 30 – 50 nm
Class 3C, 3D, 3S, 3X	1 x 60 – 80 nm	2 x 40 – 60 nm

CONTINENTAL CHAMPIONSHIP – one venue/multi – each race must be:

Class 3J	1 x 35 – 50 nm	2 x 25 – 35 nm
Class 3A, 3B	1 x 50 – 70 nm	2 x 30 – 50 nm
Class 3C, 3D, 3S, 3X	1 x 60 – 80 nm	2 x 40 – 60 nm

There may be a slight variance to these rules to allow for local situation and these must be agreed by Cominoff or at an event by the UIM Commissioner.

800.8.1 - MINIMUM LAP DISTANCE

Should any part of the course form a lap of less than 4nm for Class 3 ; Such a lap must not be repeated more than twice in a World Championship or a Continental Championship, unless it is approved by Cominoff or the appointed UIM Commissioner for the event.

Deviation from these rules is allowed only when the race is run on a shorter (storm) course as described in the Race Instructions in which case there is no minimum length.

800.8.2 - WATER DEPTH

The race courses run, including any rough weather course, should have a minimum water depth at all times of racing or pre-race testing. For all classifications, the minimum depth is 4 metres.

800.9.1 - INTERVAL BETWEEN RACES - WC

In a World Championship - If the whole event takes place from a single race site then a scheduled interval of at least 22 hours, but not to exceed 70 hours between each heat is compulsory. However there has to be one lay day during the event. Should a race be re-scheduled, the actual interval of at least 20 hours, but not to exceed 60 hours between each heat is compulsory.

800.9.2 - INTERVAL BETWEEN RACES - CC

In a Continental Championship - If the whole event takes place from a single race site then a scheduled interval of at least 20 hours, but not to exceed 60 hours between each heat is compulsory. Should a race be re-scheduled, the actual interval of at least 20 hours, but not to exceed 60 hours between each heat is compulsory.

800.9.3

If a series Championship is based on several race sites the calendar is to be as agreed by Cominoff.

800.9.4 - LAY DAY

There must not be a lay day after the final scheduled race day.

800.10 – POINT ACCUMULATION

In a World or Continental Championship, the results will be determined from points accumulated from all the heats in accordance with UIM rule 321. If at one venue there will be two or three heats, if not at one venue the number of heats will be determined by Cominoff when they agree to the calendar. It is not compulsory to participate in all heats. The named driver must drive the same boat throughout the series. A change of boat will mean a new entry into the Championship, freezing points accumulated prior to the change.

The Boat is defined as a Hull/Engine configuration as stated on the Measurement Certificate. ***Repairs and part changes are allowed within the limits of the Measurement Certificate.***

For events with more than 20 entries, the following bonus points should be given, so that all drivers can get points.

21 - 25 boats : 5 bonus points

Position 1) to 20) : should all have 5 extra bonus points

Position 21 : 5 points

Position 22 : 4 points

Position 23 : 3 points

Position 24 : 2 points

Position 25 : 1 point

26 - 30 boats : 10 bonus points

Position 1) to 20) : should all have 10 extra bonus points

Position 21 : 10 points

Position 22 : 9 points

Position 23 : 8 points

Position 24 : 7 points

Position 25 : 6 points

Position 26 : 5 points

Position 27 : 4 points

Position 28 : 3 points

Position 29 : 2 points

Position 30 : 1 point

31 - 35 boats : 15 bonus points

Position 1) to 20) : should all have 15 extra bonus points

Position 21 : 15 points

Position 22 : 14 points

Position 23 : 13 points

Position 24 : 12 points

Position 25 : 11 points

Position 26 : 10 points

Position 27 : 9 points

Position 28 : 8 points

Position 29 : 7 points

Position 30 : 6 points

Position 31 : 5 points

Position 32 : 4 points

Position 33 : 3 points

Position 34 : 2 points

Position 35 : 1 point

36 - 42 boats : 20 bonus points, etc...**800.11 - POST-RACE INSPECTION**

Engines and engine parts may be replaced between the races. The Race Committee must be informed and have given its allowance in advance.

Replaced engines or parts shall be handed over to the Technical Inspectors, or be sealed by them. If an engine is to be inspected after the last race, the replaced parts must be inspected also.

All dimensions must be measured with the engine at ambient temperature.

Refusal to present an engine or an engine part for post-race inspection will result in immediate disqualification.

ECU boxes may be sent for special checking by the engine manufacturers authorised service agent. If so, the race results will be provisional until the organisers receive the results of the checking.

The title of champion is only granted after a satisfactory post-race inspection of the winning boat's equipment, hull and engine(s).

Should the boat fail and is deemed to be disqualified, the next placed boat is then inspected.

After each heat in a multi venue series or after the final heat of a single venue championship, the first three boats must be inspected. If found illegal, then the 4th boat should be inspected until the Race Committee can announce a 1st, 2nd and 3rd which have been found to be correct.

At all Continental and World Championship events hosting 'low emission' engines a technical representative must be enlisted to provide electronic verification of legality to the Chief Technical Inspector of the event. Except in cases of force majeure. The representative must report exclusively to the Chief Technical Inspector.

800.12 - TIE

If a tie exists in the final points accumulation then the winner of the longest heat will win. If this cannot split the two, then the boat with the fastest speed in any heat will win.

800.13 - PROTESTS

All Protests will be handled by the normal UIM Jury procedure by the N.A. running the heat from which the protest arises.

800.14 - REPORT TO UIM

Immediately after the completion of the final heat (if one venue) or after each heat, if multi venue series, but not later than 6 hours after the results are out of protest time, the Race Secretary must fax/e-mail the following to the UIM office:

- a) Entry list with information of: Crew names, Nationality, Boat name, Boat race number, Hull manufacturer and type, Engine manufacturer and type.
- b) Results from all heats if single venue or the heat and the relative standings in the championship.
- c) The results should be typed and show distance run, times and speed in knots and must be signed and time dated by the O.O.D.

The above is to be e-mailed or faxed to the UIM office on + 377 92 05 04 60. Proof of transmission should be given to the UIM Commissioner.

800.15 - CONFIRMATION OF UIM

The points allocated will be confirmed by the UIM on receipt of the UIM Commissioner's report.

800.16 - ENTRY FEE - PRIZE MONEY

The National Authority shall guarantee an amount to UIM as agreed with Cominoff, for each race of the UIM Championship. If there is no transportation and prize money made available, no entry fee shall be charged to the visiting nations participating.

800.17

Rules and procedures from blue pages may be used for Class 3 Championship events provided they are properly announced in either Advance Programme or Race Instruction, after being ratified by the UIM Commissioner.

855 - ADVISORY REQUIREMENTS FOR UIM CHAMPIONSHIP EVENTS - SECURITY AND LOGISTICS

Recommended minimum requirements for UIM Championship events - security and logistics.

COURSE

The milling area and starting chute must comply with the relevant UIM Offshore Rules. It must be ensured that these areas are clearly marked and that all drivers are provided with written briefing describing the exact location of these marks. Immediately before and during the start, the race organisation must provide suitably identified patrol craft to keep these restricted areas clear of all spectator craft. The Starter and the Safety Officer must both receive confirmation that the milling area and the starting chute are clear before the start procedure can begin.

All turning points of the course must be clearly identified and have a control boat in close proximity, but not closer than 50 m from the turning mark. If a permanent navigational mark is not utilised, then the mark will be a temporary clearly identifiable coloured buoy that is recommended to be bigger than 1.5 m high X 1 m diameter, anchored in position. A control boat must not be the turn mark. All marks shall be provided with compass co-ordinates in the written instructions.

Where the course has a turning point presenting an angle less than 90 degrees, two orange marker buoys must be utilised, anchored at a minimum distance of 100 m apart.

The distance between the starting line and the first turning buoy must be at least one nautical mile. In any start where there are ten or more boats starting together, the distance between the starting line and the first turning buoy must be at least two nautical miles.

SAFETY ON RACE COURSE

Safety procedures that must be provided during races and official practise periods are :

- 1) The provision of, and organisation of well experienced rescue teams responsible for the recovery of drivers and/or persons involved in a race accident.
- 2) Availability of adequate rescue equipment that has been maintained and tested.
- 3) All emergency units in the vicinity of the event must be notified. These include hospitals, police/coast guard and fire services.

The provision of the rescue facilities applies primarily to persons. It does not take into consideration the recovery of race boats or equipment.

The task of the rescue teams is to maintain a watch of the complete race course or practise area during a race and/or official practise periods. Rescue teams may be placed on boats or in helicopters.

Safety briefings must take place between all persons responsible for safety and key personnel must attend the drivers briefings.

SAFETY DURING TESTS

The course for practise tests must be well defined as follows :

- defined on a nautical chart of area distributed with Race Instructions or at Drivers Briefings;
- defined by marker buoys as utilised for race course, i.e. 1.5 m high x 1 m diameter buoys.
- course area to be no more than 4 Nm x 1 Nm
- patrols boats, always moving, must be positioned along the course in order to patrol a surrounding area of 2 Nm x 2 Nm ; in any case the area will be the maximum area that can be entirely visible with the naked eye at 2 m above the sea level;
- patrol boats during the whole practise session must be in contact (by VHF) with Race Control and they must have on board an expert crew including scuba divers;
- a paramedic trained in advanced life support in contact with the Race doctor must always be on a patrol boat;

- during the practise tests, a heli-ambulance must be on alert, in the proximity of the race course, in case of accident, for the transportation of seriously injured person(s) to a specialised hospital.

SAFETY DURING RACE

Patrol and Control Boats

Patrol boats must be positioned around the complete course, which should be divided into a grid pattern. The patrol boats must be each allocated an area of approximately 2 Nm x 2 Nm, which should not exceed naked eye visibility at sea level. All control boats and patrol boats must be clearly identified and should have the authority to keep spectator boats clear of the course.

Control boats must take a safe position, where possible inside the course, avoiding screening the mark buoy(s) from competitors.

Control boats must be limited to carrying officials and crew.

Patrol boats must be capable of rescue work. They therefore must be large enough to stay at sea if conditions should deteriorate and be able to receive 2 laid stretchers. At least three of these boats should have trained crew which shall include two divers and a paramedic trained in advanced life support. They should carry rigid stretchers.

These boats must be capable of maintaining constant communication with Race Control and shall have on board:

- red flags
- strong towing lines
- boat hook
- fire extinguishers for fuel fires
- first aid kit

PIT AREA

A security team must be provided 24 hours at the Dry Pits, the Wet Pits and Fuelling area during the event. An adequate Dry Pit area shall be provided for each boat with sufficient area available for :

- 1) Service centre.
- 2) Parking for trailer/tractor units.
- 3) Organisers must provide an adjacent area for team cars and/or motor caravans.

Recommended : The boat parking area shall be minimum 25 m x 5m/boat; the truck parking area shall be minimum 20m x 4 m/truck.

The Race Organisers must provide an authorised landing area for helicopters. The Organisers must also provide two ambulances complete with specialised medical personnel for the duration of the event in the proximity of the landing area and the pit area.

For all offshore classes, a wet pit area suitably protected and with pontoon berthing should be provided for berthing of emergency boats, or other alternative berthing area be provided that is suitable for the transfer of injured persons to an ambulance.

An electrical supply capable of powering power hand tools and for general illumination of the area shall be available.

A high pressure water supply shall be provided for the washing of boats and flushing of engines.

POST RACE SCRUTINEERING AREA

A closed under cover area capable of being closed to unauthorised persons for the purpose of engine inspections by the scrutineers shall be available.

CRANAGE

Cranage must be provided at a suitable location as close as possible to the wet pits. Crane area must be cordoned off.

There should be a crane and operator or a slipway for every 15 boats.

At least one crane should operate during test periods.

At the cranage area there should be available a high capacity water suction pump with suitable flexible suction piping attached for the purpose of assisting a swamped boat.

At least two divers should be in attendance.

Access to the cranage area shall be restricted to authorised persons only.

FUELLING AREA

A designated compound should be allocated for fuelling. This compound should be within reasonable proximity to the pit area. An adequate supply of best available commercial grade gasoline and diesel must be available to every competitor. The fuelling facility should be readily available to all competitors as required.

Adequate fire protection equipment must be available with trained operators at all times when fuelling facility is open.

The fuelling area must be barricaded from the public and unauthorised persons with clearly visible warning signs displayed. All local hazardous goods regulations must be met.

All transference of fuel must be done within the fuelling compound.

The Race Organisers must make available a secure area complete with the equipment necessary to empty boat fuel tanks after testing or racing. This is in the interests of safety and also respecting the environmental rules.

To cater for the prevention of pollution at the race site, the following facilities should be provided within the fuelling compound:

- One 200 litre container for gasoline.
- One 200 litre container for oil.
- One 20 litre container for thinners with halogens.
- One 20 litre container for thinners without halogens.
- A bin for empty cans etc.
- A bin for discarded batteries.

RACE CONTROL

Race Control should consist of modules. These primarily being:

- 1) **A Race Control Control Room** restricted to the race organising committee and UIM Commissioner(s). All communication to other authorities should originate from here.
- 2) **A Radio Control Room** restricted to the operating personnel and other officials such as the Safety Officer and the Officer of the Day. These two rooms should be in close proximity and have constant communication between them.
- 3) **Timekeepers.** Their module must have viewing of the course at the start/finish line. No other personnel should be permitted entry whilst a race is in progress.
- 4) **First Aid Room.** This module should be a base for the medical personnel. During the race, a qualified medic shall be present and an ambulance shall be in attendance or be available for immediate response. The room should have sufficient facilities to enable it to be used for trauma treatment. It must have direct communication with the control room and have telephone facilities.
- 5) **Briefing Room.** This module must provide seating for all crew members and officials required to be present for briefings and drivers meetings. It should have a public address system and if foreign drivers are participating, an interpretation service must be provided. Unauthorised personnel should not be permitted entry during briefing sessions. All briefings should be recorded on video and audio.

- 6) **Private Meeting Facilities** should be available for the purpose of providing private consolation for family members or friends in the event of an accident, or to conduct enquiries.
- 7) **Toilet and Washing Facilities** must be readily available for all crew members in close proximity to the pit areas.
- 8) **Security** must be provided 24 hours in the dry pits, the wet pits and the fuelling area during the event.

PRESS

At all Championship events a Press Centre shall be provided. This centre shall provide telephone, fax facilities, internet connections and a photocopier.

This centre shall include conference facilities for conducting press releases and for interviews with successful teams and/or personalities.

The size of the above facilities shall be in accordance with the number of entries and the importance of the event. The press room should be restricted to authorised press personnel, officials and successful race crews.

It is recommended that adequate hospitality be extended to all bona-fide members of the press.

V.I.P. HOSPITALITY

Organisers should be aware of the presence of and provide hospitality for VIPs including International UIM Officials and their companions. It is recommended that a covered area be provided for such persons to meet, collect current race information and have warm beverage available. Complimentary passes should be issued to these persons.

PROMOTIONAL ACTIVITY

Race Organisers should ensure that their event is adequately advertised to encourage maximum exposure to the general public.

The design of the race courses should be made considering the availability of suitable vantage points for people to view the races.

A public speaker system should be arranged to provide the viewing public with a complete commentary of the race progress and any other associated activities.

DRESS CODE

Every team member must wear a team uniform / short / shirt during the race week-end. No open shoes allowed, penalty 100 Euros. The organization Committee will announce a Dress Code Regulation for each year at the start of the championship.

950 - UIM. V24 CLASS

The UIM V24 Class title is suspended until a viable racing format and international calendar is established.

1000 - UIM CLASS 3 - 225 OFFSHORE RULES

The UIM Class 3-225 title is suspended until a viable racing format and international calendar is established.

1100 - RULES FOR UIM RIB RACES

Move to Pleasure Navigation rulebook under rule 507

1200 - RULES FOR UIM MARATHON RACING

Move to Pleasure Navigation rulebook under rule 506.

1300 - RULES FOR UIM STOCK

INTRODUCTION

These rules are intended to ensure safe and competitive racing in a race series at a reasonable cost to the participants. The series is based on identical boats and is designed to expand and broaden the general base of participation based on the key criteria of affordability and accessibility. The class is raced at national level in various markets with some events carrying UIM International Ordinary Event status. Annual World Championship level events are also staged. The class uses stock engines and organisers work closely with the marine industry to develop and demonstrate the performance of its products. Any development that is contrary to this policy may give rise to a rule change as provided for under these rules.

1301. CONCEPT

- (a) All participating boats are strictly one design and only boats and engines complying with these rules are eligible.
- (b) Permission to race in the series is at the discretion of the series organiser and the organisers reserve the right to refuse entry into the series.
- (c) The boats are constructed in glass reinforced plastic.
- (d) The boats must carry a minimum of two crew members; a driver and a navigator.
- (e) No physical modifications may be made to the hull from the original one-design drawings or specifications however technical scrutineers may approve minor running repairs if deemed necessary.
- (f) No modifications may be made to the engine or engine position as set by the scrutineers.
- (g) Original hull drawings are available from the series organiser on request and templates will be used at events to ensure compliance with the original design.
- (h) Outside communication during races is not permitted.
- (i) Safety takes priority over racing at all times.

1302. CLASSIFICATION AND APPROVAL OF RACES

The race calendar is co-ordinated and managed by the series organiser. National events are sanctioned by the relevant national governing body and by the UIM for International races.

1303. BOAT PROVISION, OWNERSHIP AND LEASE

The series organiser sells new and used boats, leases, hires and from time to time makes boats available for use by participating teams.

1304. ONE DESIGN MINIMUM SPECIFICATIONS (ODMS) Manual

It is a condition of entry into the series that participating teams acknowledge the boats and engines available are of a certain age and will have had previous repairs. Participating teams accept the series organiser will have done everything possible to ensure boats are as even as could reasonably be assured, but that ultimately it is each competitors' responsibility to ensure their boat and engine meet the regulations.

Once inscribed for the season or a specific event, competitors will be provided with a One Design Minimum Specifications (ODMS) Manual.

The ODMS Manual, ratified by UIM, will provide competitors with a copy of the original boat design drawings and specific technical requirements for the following:

- Engine
- Propeller
- Fuel tank
- Ballast tank

- Wiring loom
- Minimum weight
- Engine lifter / jack plate
- Transom
- Controls
- Battery position
- Seats (front and rear)
- Bilge pump
- Ballast

1305.1. LICENCE TO RACE

To enter the series or event, all pilots must be in possession of a valid Licence issued by their National Authority and when racing in UIM sanctioned International Events an International Licence.

1305.2. AGE REGULATIONS

- (a) The minimum age for the driver is 18 years old and for the navigator is 16 years old.
- (b) All age regulations apply at the date of the race.
- (c) All persons under 18 years of age must be accompanied at the event by a Parent/Guardian. All competitors who are under 18 on the date of the race will be required to submit written consent of their parent or guardian to their participation in the race and confirmation of their acceptance of the rules governing the race.

1305.3. PARTICIPATION CRITERIA

- (a) Only valid licence holders are permitted to control the boat whilst racing.
- (b) Boats are allowed out on the water at the times designated in race instructions only or with prior agreement from the OOD. Failure to adhere to this may result in disqualification from the event and/or a fine of €300.
- (c) Any team with a pilot competing in his or her first event must display a fluorescent orange disc on either side of the transom.
- (d) These teams will be positioned furthest from the start boat during their first three events.

1305.4. ENTRIES

- (a) All entries must be made via the Official Entry Form and all accompanying terms and conditions complied with.
- (b) Teams are responsible for the behaviour of all members and crew.
- (c) The series organiser has the right to refuse any boat considered unsuitable and /or which does not conform to the requirements of the rules. The reasons for refusal shall be submitted to the team in writing.
- (d) No individual or team who have been expelled from UIM events, or who are currently under suspension by the series organiser or their own National Authority shall be permitted to officiate, serve as a race committee member, act in any capacity of assistance or participate as a boat owner or crew member in any racing event run by the series organiser. No boat belonging to that individual or team shall be allowed to compete, nor shall it be chartered or otherwise transferred except by final sale to render it eligible for a Stock series sanctioned race. The series organiser reserves the right to deny future membership and entry to anyone who has previously been expelled or suspended.
- (e) Race entries are only accepted for the full series or designated World Championship event unless otherwise agreed with the series organiser in extenuating circumstances.

1306. RACE NUMBERS AND NUMBER DECALS

Race numbers are allocated by the series organiser. Teams may express a preferred number, however, these cannot be guaranteed. Number decals should conform to the following requirements:

- (a) Numbers should be black on a white background.
- (b) The font to be used is Impact Italic.
- (c) Numbers shall be a minimum of 300mm tall, on both sides of the hull, and on the deck (read correctly from the drivers position).
- (d) The minimum stroke shall be 50mm. The two digits shall be separated by no less than 80mm and the white border shall be at least 50mm from the digits.
- (e) Location - the deck number panel shall be placed immediately behind the series organiser reserved area on the deck.

1307. VALID STARTERS

On arrival in race pits/venue/event area, all teams are deemed to be under race rules and regulations. All rules will apply, as will penalties.

1308. CRANING REGULATIONS

- (a) All boats must be fitted with four lifting eyes suitably engineered to withstand lifting the boat fully equipped and fuelled with an adequate safety margin. Lifting eyes fitted to the boat during construction must not be altered. The positions of the lifting eyes must be identified using standard stickers as supplied by the series organizer.
- (b) Race boat numbers must be clearly indicated on the boat's trailer on the starboard side at the hitch.
- (c) A minimum of one team member must be present at launch or recovery. All boats must be 'launch-ready' on arrival at the crane (ropes, fenders on, covers off, etc) otherwise the boat may be refused launch or recovery.
- (d) All standard health and safety procedures apply throughout any craning activity.

1309.1. SEATS

Race boats will be provided with standard seats. In the interests of enhanced ergonomics, crew comfort and safety, teams are permitted to change the front seats at their own expense.

- (a) Replacement seats should be a full pro racing bucket seat (from suppliers such as Sparco or Recaro) and should conform to UIM rule 703.9.5.
- (b) The original base units and suspension system may not be changed, however, the seat bases may be strengthened by gusseting / triangulating of the corners.
- (c) All seats will be required to have a minimum of four inches of suspension travel.
- (d) On returning the boat to the series organisers, teams are required to replace the original seats.

1309.2. FUEL

- (a) All fuel must be carried in the permanently installed fuel tank.
- (b) No secondary tanks are permitted and fuel may not be transferred between tanks during a race.
- (c) Except where a fuel sponsor has provided fuel, fuel must be standard road-side or marina methods only.
- (d) Boats are required to be fuelled for the day unless otherwise specified and no refueling is permitted between races

1309.3. ENGINES

- (a) The specified engine used in the series is the 3.2 litre V6 Mercury 300XS.
- (b) No modifications whatsoever are allowed to the engine.

- (c) No engine cowling modifications are permitted other than those approved by Stock Technical Scrutineers. Cowlings must be in place throughout the entire period of a race.
- (d) All engines will be sealed by the series organiser before the start of the season or specific event.
- (e) If any work that requires an engine seal(s) to be broken is carried out, it must either be done by the series organiser's appointed agent or done in the presence of the series organiser's appointed scrutineer.
- (f) It will be the competitors' responsibility to produce their log book at each event during scrutineering. Failure to do so will result in disqualification.
- (g) Teams are expressly prohibited from carrying a spare engine and replacement units can only be obtained through the series organiser. Engines for the series can only be purchased through the series organiser. Privately sourced engines will not qualify for the series.
- (h) The series organiser may remove all EMMs / ECUs from the engines at the start of each event. These would then be chosen randomly by competitors and fitted by the chief technician on site.
- (i) Engine mountings shall be attached to the jack plate (lifter) with at least six bolts.
- (j) Spark plugs, engine oil and lower unit oil must be as per the specification in One Design Minimum Standards (ODMS Manual), or as supplied/provided by the organiser's sponsor.
- (k) Powerboat P1 will notify all teams of any parts permitted to be changed from those originally supplied by the engine manufacturer.

1309.4. BATTERIES

- (a) Batteries shall be of the type specified in the ODMS Manual.
- (b) The ODMS Manual will specify the location of the battery and any deviation from this location will require prior approval from the scrutineer and be noted in the logbook.
- (c) In the event of a battery sponsor agreement, all boats must use the battery specified.

1309.5. PROPELLERS

- (a) Participating teams are only permitted to use the designated propellers for competition purposes. Such propellers are provided exclusively by the series organiser.
- (b) All propellers available for use shall be identified by a unique serial number which will be stamped (impressed) onto the propeller.
- (c) Race propellers are randomly allocated at the start of each event by the championship organiser. Between events, the propellers are retained by the championship organiser and are only made available for racing.
- (d) Propellers may be reallocated by the series organiser during any race event.
- (e) A race propeller will be issued immediately prior to the race and checked by the scrutineer when the boat is launched and recovered. Any competitor found using an unauthorised propeller will be disqualified from that race. On completion of the race the propeller must be removed by the competitor and handed back to the technical scrutineer at the stated time and in the stated location.
- (f) The complete propeller fitting kit from thrust washer to fixing nut will be deemed part of the prop and will be handed out at the beginning of the season or specific event to each team. It should be returned immediately following the end of the season or event. Any missing items will incur replacement costs by the competitor.
- (g) Racers may own and keep a testing/training propeller which should be used and repaired at their own expense.
- (h) During a race event if a team damages its race allocated race propeller, a replacement propeller will be provided by the series organizer. The repair of any damaged propellers is to be borne by the team.
- (i) If a competitor damages a propeller during a race it must be returned to the technical scrutineer. No repairs to the propeller may be made by the competitors or any unauthorized persons.
- (j) Failure to comply with conformity will result in a fine and/or disqualification. Propellers will be checked at random.

- (k) The series organiser may appoint a suitably qualified propeller scrutineer and his or her decision on propeller class measurement and compliance will be final and is not open to appeal. It shall be the responsibility of the competitor to ensure that the propeller is sound, particularly at the blade roots and that it is securely locked by the propeller nut.
- (l) Each race team will be required to purchase a testing propeller available from the series organisers at a preferential rate.

1309.6. MINIMUM WEIGHT

- (a) Stock boats shall have a minimum post-race weight (as raced) of 1,650 kilograms excluding crew and personal safety equipment.
- (b) The minimum weight is the sole responsibility of the team.
- (c) The minimum weight shall be calculated post-race using a calibrated load cell or equivalent weighting device.
- (d) All boats may be subject to post race weighing and must be made available at the request of the scrutineer and directly after racing finishes.
- (e) Non-conforming boats will be disqualified.

1309.7. STRUCTURAL STATE

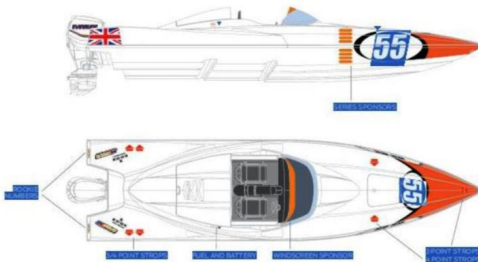
Stock boats shall be fitted with their racing deck cowl whilst racing. Boats must finish with this cowl as well as the desk hatch in place to be classified as a finisher. The cowling should always be secured with the three original thumb screws.

1309.10. VHF RADIO

- (a) Each race boat must have on board an operational, multi-channel 25 Watt PEP VHF radio.
- (b) This VHF radio shall be capable of transmitting on the international distress frequency.
- (c) It is mandatory for at least one crew member to hold a VHF operator's license.

1309.11. MANDATORY MARKINGS AND DECALS

- (a) All boats must display mandatory series and event logos, as set out in the Team Agreement or as otherwise required by the series organisers.
- (b) Failure to do so will result in a fine of €100 per sticker, per race.
- (c) All decals must be intact and in good order at the start of each race.



1309.12. SCRUTINEERS INSPECTIONS

- (a) Scrutineers shall use the current scrutineering list as a guide and equipment listing (Appendix 2).
- (b) Competitors are advised that scrutineering does not constitute a condition survey of the boat.

- (c) The scrutineering sheet may not necessarily cover every item that a scrutineer may wish to check on a particular boat.
- (d) A scrutineer shall reject a boat if it does not comply with all of the requirements of the series organiser or the UIM.

1313. TEAM MANAGER / POINT OF CONTACT

Each boat must designate a representative that is present at the event, who is responsible for team equipment, trailers, and vehicles and is the designated point of contact for the team at that event.

1314. DRIVERS' BRIEFING AND SIGNING IN

- (a) Pilots shall 'sign in' to signify their attendance prior to the start of the briefing. Only crew members and race officials will be allowed to attend this briefing.
- (b) Roll call will be taken.
- (c) Failure to sign in by the time stated will result in a €50 fine per person.
- (d) Non-attendance at this briefing may result in a €500 fine per person, with a re-scheduled briefing being held at the OOD's convenience.

1315. PRACTICE

- (a) 30 Minutes of practice is highly recommended. A minimum of 3 laps must be completed by every boat, before racing can commence.
- (b) Should any Practice Session be cancelled or curtailed, the OOD shall not be obliged to resume the session or re-run sessions and the decision of the OOD shall be final.

1316.1. STARTING PROCEDURE

There must be a minimum of one mile visibility over the whole race course and there must be no forecast or other reason to believe that there will be any less visibility on any part of the course or its vicinity throughout the expected duration of the race.

From the wet pits:

- (a) The Start Boat will communicate via radio to confirm departure from the Wet Pits. Where available, flashing amber lights will be used to also signal the departure. Full details will be provided at Drivers' Briefing.
- (b) All race boats are to follow the Start Boat to muster area in the agreed position order as briefed at the driver's briefing. No race boat may proceed ahead of the start boat.
- (c) Raising of the red flag signals the wet pits are closed and race boats may not leave the wet pits at this time. A late start procedure may be given at Drivers' Briefing.
- (d) Where possible, a parade lap, around the course to the muster area will be included.

From the muster area:

- (a) The location of the muster area will be described in the Race Instructions.
- (b) Once boats are in the muster area, the yellow flag will be raised, meaning that the boats must follow the alignment procedure.
- (c) When the start boat leaves the muster area, towards the start line, the boats will line up in the pole position order and 30m astern, of the start boat. Race boats must observe a safe spreading distance (minimum 3 metres) between boats with no contact permitted. Failure to remain 30m behind the start boat will be considered a jump start and offending boats will be subject to a one minute penalty.
- (d) A race official on the Start boat will use a radio channel to control the fleet prior to the start. They will have the authority to impose penalties, as detailed below. The radio channel will be announced at Drivers Briefing.

- (e) When the starter is satisfied that all boats are in a satisfactory line and moving at a satisfactory speed, the green flag will be raised and the yellow flag will be dropped. The raising of the green flag indicates the start of the race.
- (f) Depending on conditions, the start boat speed will be approximately 30 knots when the green flag is raised.
- (g) The official timing starts when the leading boat crosses the start-finish line, unless otherwise designated in Race Instructions. Crossing the line constitutes the start of Lap 1 of the race.
- (h) If at any time during the start procedure after the yellow flag has been raised, a red flag is raised, the start has been aborted and all boats must return, at a safe speed, to the muster area for restart, or follow specific instructions from the start boat.
- (i) Any boat that fails to line up in the muster area will not be allowed to start.
- (j) Should a boat fail to start, having lined up in the muster area, it may start within ten minutes of the time of the start provided the boat:
 - Gets permission from the safety officer / OOD to start;
 - Starts from the start position; and
 - Follows the start run going to the start/finish line when it is safe to do so.
- (k) A description of the start will be published in Race Instructions.
- (l) During the start run, if a boat passes the start boat before the green flag, it will be disqualified.
- (m) Safety takes precedence over racing at all times. Competitors should do nothing to endanger crew, spectators or other participants.
- (n) Video camera evidence may be used by Race Committee for any reason.
- (o) Standing starts: Standing or jetty starts may be used, full details will be provided in Race Instructions and confirmed at Drivers' Briefing.

Diagram 1 - Start procedure under yellow flag

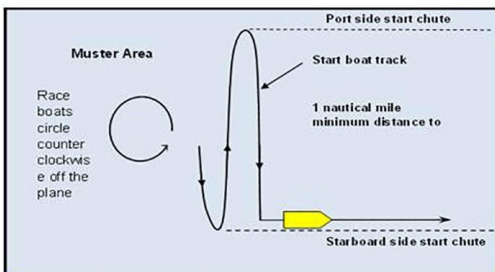
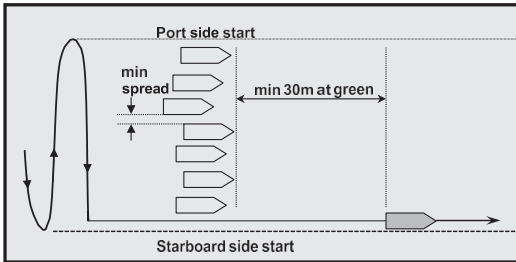


Diagram 2 - Start procedure, green flag



1316.2. POLE POSITION

- (a) The series organiser may run one or a series of timed laps to determine a set of qualifying times to determine pole position. Details will be provided at Drivers' Briefing and/or in the Race Instructions.
- (b) Alternatively, the pole position order will be defined by means of a lottery for the first race of the event.
- (c) Grid positions (if done by lottery) or the order for qualifying (for timed laps) will be advised, or immediately following, at Drivers' Briefing.
- (d) The grid for subsequent races will be based on a reverse of the current standings for the event, with the leading boat positioned on the outside of the course, furthest from pole position.
- (e) The team with the highest number of points will benefit from pole position for the final race of the event.
- (f) Pole position will be nearest to the start boat.
- (g) Teams where either one or both of the pilots has not competed and finished in a minimum of three races and achieved 'competent' sign off by the OOD will be required to start from the outside of the grid irrespective of their qualifying time.

1317. OVERTAKING

- (a) Overtaking is a competitor's responsibility on the water. It is the duty of each crew member to ensure that their boat is driven in a manner that does not compromise the safety of themselves, any other competitor or any spectator. Failure to observe this fundamental rule will result in severe penalties being applied.
- (b) Powerboat racing is a non-contact sport and crew members will be penalised if contact occurs.
- (c) It is the responsibility of each crew member to ensure they are fully aware of the consequences of their actions and to anticipate the actions of other boats in their immediate vicinity. All crew members must take any action necessary to avoid a collision at all times, a constant look out must be maintained and crews are reminded of the importance of good and efficient communication at all times.
- (d) The International Regulations for the Prevention of Collisions at Sea apply at all times between race boats and non-race boats.
- (e) Overtaking - Any overtaking boat must give way to the overtaken boat.
- (f) A boat being overtaken must not deliberately alter its course in any way that would hinder the overtaking boat.
- (g) If a boat in consequence of its neglect of any of these rules compels another to foul, it will be penalised in line with the UIM 406 rules.
- (h) All colliding boats will be disqualified.
- (i) Fouling - If any boat by its action collides with another boat, causes another boat to have a collision, or causes another boat to take avoiding or evasive action to avoid a collision - which may or may not result in that boat infringing another rule. (e.g missing or hitting a mark of the course), they will be penalised.

1318. TURN MARKS AND MISSED MARKS

- (a) Unless otherwise specified in the Race Instructions the colour of the course buoys will be as follows:
all inside course marks: Yellow (to be left to starboard when racing anti-clockwise) and all outside course marks: Orange or Red (to be left to port when racing anti-clockwise).
- (b) If a boat destroys a buoy or cuts the securing line the team will be penalised with a fine that will be commensurate with the replacement cost of the damaged mark. Replacement costs range from €500 - €1,000.
- (c) A competitor may not return to a missed mark. The competitor must continue to follow the designated course passing all remaining marks correctly. Dangerous driving resulting from missing marks will result in further penalties.
- (d) The missed mark penalty will be an amount of time added to the team's overall time for the race, equivalent to the average lap time of all competing boats.

1319. COMPLETING A RACE

Upon completion of a race, a boat shall:

- (a) Turn in to the centre of the course as described in Drivers' Briefing
- (b) Conform with the International Regulations for Preventing Collisions at Sea,
- (c) Not hinder other boats that are still racing and
- (d) Await escort back to the Wet Pits.
- (e) All boats have a maximum of 15 minutes from the time the winning boat crosses the finish line to complete their final lap.

1320. CHAMPIONSHIP POINTS SCORING SYSTEM

Points will be awarded to race boats for each race contested. No points will be awarded if a boat is disqualified for an infringement of the technical rules. Points will be awarded as follows:

First place	20 points	Second place	17 points	Third place	15 points
Fourth place	14 points				
Fifth place	13 points				
Sixth place	12 points	reducing by one point for each subsequent position.			

DNF – Did Not Finish = 0 points DNS – Did Not Start = 0 points DQ – Disqualified = 0 points

1321. FLAG SIGNALS

Flag Flown	From	Meaning
Yellow Flag	Start Boat	Start procedure underway
Yellow Flag	Safety/Patrol Boat	Incident in vicinity, proceed with care, no overtaking
Green Flag	Start Boat	Race Start
Red Flag	Start Boat (during start)	Start aborted
Red Flag	Official Boats	Race stopped
Chequered Flag	Finish Line	Race finished
Chequered Flag & Red Flag	Finish Line	Race curtailed
Black Flag & Race Boat No.	Start Boat	Disqualified from race; stop racing
White Flag	Finish Line	Last lap indicator
Orange Flag – static	Competing Boat	Retirement
Orange Flag – waving	Competing Boat	Retirement and in distress
Black flag with Yellow X	Official Boat	Identification as official boat

- Yellow Flag - on seeing the yellow flag signal from an official boat, Drivers and Co-Drivers must acknowledge the signal proceed with caution, not overtake other race boats whilst in the area of the incident and keep clear of any danger areas. Any competitor who ignores or abuses the yellow flag signal will be penalised. The Start boat yellow lights may be used in conjunction with yellow flags. These lights shall have the same meaning as a yellow flag.
- Red Flag - on seeing the red flag signal, all boats shall come off the plane stop racing immediately, turn in to the centre of the course and await further instructions. Infringement of any of the above may result in disqualification and/or yellow card and/or a time penalty or any combination.
- Black Flag - any race boat deviating from the course into restricted areas, or displaying conduct deemed to be unsporting or dangerous or having damage to the boat considered to be dangerous, will be shown the black flag the next time it passes the start boat and will be disqualified from the race and is not eligible for appeal. Disqualified boats must return to wet pits area, safely moving off the course and avoiding any interference with the race or other race boats.
- Disqualified boats will not be awarded points for that race and may be fined.

1322.1. ADDITIONAL PENALTIES

In addition to the penalties outlined in the General Rules of the UIM Rulebook, the following additional penalties will apply:

Penalty Card	Number of Offence	Associated Additional Penalty
Yellow Card	First yellow card	€100
	Second yellow card	€200 + 1 min penalty
	Third yellow card	€300 + 2 min penalty
Double Yellow Card	First double yellow card	€250 + 2 min penalty
	Second double yellow card	€400 + 3 min penalty
Three Yellow Cards will result in a Red Card and suspension for the following race.		
Red Card	First offence in calendar year	€500 + disqualification
	Second offence in calendar year	€750 + disqualification from the remainder of the series for the crew

If the resulting associated additional penalty includes a time penalty, then the appropriate time will be added to overall elapsed race time if the card is given for an on-water offence.

1322.2 CHAMPIONSHIP SPECIFIC PENALTIES

At the discretion of the OOD, a yellow card penalty may also be applied in conjunction with the penalties listed below. A written penalty notice will be given and the time of the penalty written on the notice.

- (a) Smoking in the defined wet or dry pits: €200.
- (b) Fuel transfer outside the designated fuelling areas: €300.
- (c) Persons on boats during lifting or craning: €300 to the driver of the boat.
- (d) Failure in launch/ramp discipline: first offence - warning and/or €100, second offence - €200
- (e) Late or non-attendance at prize giving ceremony, €300.
- (f) Failure to present engine or race boat for technical examination: disqualification.
- (g) Failure to raise and fly retirement flag when able: €100
- (h) Failure to report Retirement to Race / Safety Control: €100
- (i) These penalties are not exclusive and do not protect the offender from further action by the series organiser / UIM. Penalties listed above will be applied by the OOD and may be protested. Protests must be lodged within one hour of the penalty being issued.

1323. IDENTITY TAGS

- (a) All pilots will be issued with waterproof temporary identification which must be worn on the right wrist at all times during racing, practice and testing.

1324. PODIUM PRESENTATIONS

All podium finishers must wear their race overalls at the podium ceremony. Winners caps may be provided by the Organiser which should also be worn. Failure to do so will result in a €100 fine per pilot.

Appendix 1 – One Design Minimum Standards Manual

Engine

Propeller

Fuel tank

Ballast tank

Wiring loom

Minimum weight

Engine lifter / jack plate

Transom

Controls

Battery position

Seats (front and rear)

Bilge pump

Ballast

Appendix 1 – Scrutineering form

Scrutineering Check List

No	Item	Fine	Rule Number	Race 1	Post	Race 2	Post	Race 3	Post
			Stock						
1	Event Race Instructions		✓						
2	Ship Operators Radio License (race control)		37						
3	Charts (Admiralty / Imray) As Per Instructions *		12						
4	Race Boat Numbers (Timekeepers?)		7 & 47						
5	Stock Powerboat Decals *		45						
6	Trailer Number/Jockey Wheel		13 (b)						
7	Event Sponsorship Decals (If applicable) *		45						
8	Towing Eye		14						
9	Sling Points, Lifting Eyes, All Cleats		14						
10	Strops & Certification (If applicable) & Ident		✓						
11	Transom Plug/Drain		✓						
12	Engine Mountings		26						
13	Reverse Gear		✓						
14	Standard Skeg Shape		✓						
15	Engine Trim Tab & Anode		✓						
16	Steering System		18						
17	Controls & Cables		18, 20 & 21						
18	Electrical Harness & Wiring		28						
19	Fuel Tanks, Lines, Earthing Wire, Shut Off Valve		24						
20	Battery Installation & Isolator Switch		29						
21	Bilge Pump System & Bailer		31						
22	Engine Cut Off & Connection Cord		19						
23	Compass (Magnetic)		39						
24	Compass (Electronic/GPS)		39						
25	Navigation Lights (Port/STBD & Stern)		16						
26	Strobe Light (300 and P128SS)		42						
27	Buoyancy		32						
28	Seating, Mouldings, <u>All</u> Rails		22						
29	All Sharp Edges or protrusions		17						
30	Anchor & Line (50m Minimum)		38						
31	Painter/Towing Line (2 off)		15						
32	Orange Flag (Both classes)		42						
33	Fog Horn		44						
34	Fire Extinguisher (2kg <u>NOT</u> 2 x 1kg)		36						
35	Flares for Boat		41						
36	Personal Flares		41						
37	Whistle, First Aid Compress, Knife (Per person)		40						
38	Protective Clothing *		46						
39	Radio (M2, P4, 16) Facility +TEST+		37						
40	Propeller Number		33						
41	Weight		35						

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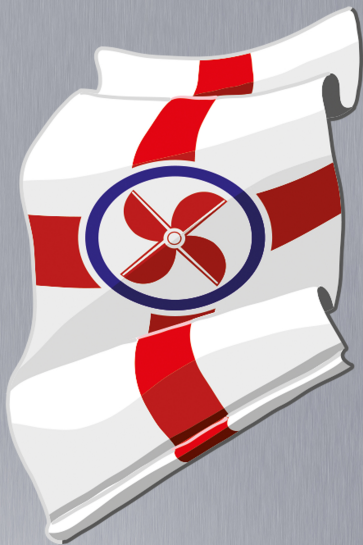
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