

2026

OFFSHORE RULEBOOK



UIM



UNION INTERNATIONALE MOTONAUTIQUE



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OFFSHORE RULES 2026

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101.01 - 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. These events may include national racing classes open to international drivers, when so stated in the advance program. In these cases, UIM rules apply to the event but not to the technical rules of the national classes.

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

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.

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 organisation of an event cannot be granted if the title, the classes to race, the registered race course (for Circuit) and the date of the event are not given.

The titled meetings have priority over all other meetings before the closing of the registrations for the sports calendar. However, when the sports calendar is finalised, all the motorboating meetings are on an equal footing.

In order to promote new series and classes, new hulls, motors or engines, new ideas regarding propulsion and new concepts of racing, the Council 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 at the sole discretion of UIM.

The National Authority where an 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 Sport 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:

Two Circuit titles at one event	Second calendar fee invoiced @ 50%
Three Circuit titles at one event	Second calendar fee invoiced @ 50% Third calendar fee invoiced @ 25%
One class or sub-class at one event	One fee
Offshore 3J, 3A and 3B at one event	One fee
Offshore 3A, 3B, 3X and 3C at one event	One fee
Two or more Offshore classes (except above mentioned) at one event	Two fees
Promoting of new (not yet known to UIM) series, classes, hulls etc	Double fee

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.

Except Hydro GP events which are due: 50 %, two months after allocation and next 50 %, twelve months before event.

101.02 - OTHER MEETINGS

The UIM Sport Calendar also lists the registered international ordinary meetings.

No UIM national authority in the same continent shall have an international race on its calendar of the same class, as a UIM World or Continental Championship on the same date, based upon dates sanctioned at the UIM General Assembly. To protect titled meetings, the UIM Council may refuse to sanction these meetings.

Such refusal is only notified at the specific request of the National Authority lodging a protest.

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.

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 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.

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 international ordinary race.

For a World and Continental Championship, no national championship race, for the same class(es), may be run on the weekend before the World Championship, run in the same continent. This is providing the championship race has been announced in accordance to UIM dates.

101.03 - DEADLINE DATES

A National Authority may apply for UIM titled races for the next season by sending applications to the UIM office.

In case of International Hydro GP events, all following dates refer to the year preceding the proposed event

- 1 January:** Applications from NA for Circuit Hydro GP events with dates/venues
- 31 January:** Allocation of Circuit Hydro GP events by Cominsport
- 1 February:** Send list to NA's of all titled events available not run in Circuit Hydro GP events.
- 1 March:** Forwarding of requests by National Authorities for international titled events with venues
- 1 April:** Allotting of titled events to NA for the following year by relevant commission
- 15 April:** Publishing of all UIM title allocation for the following year
- 10 September:** Forwarding of dates and venues of titled events by the NAs. Forwarding of request for ordinary international events, complete with dates and venues.

General Assembly calendar Meeting: Drawing-up of the international calendar.

15 December: Publishing of the international calendar.

A National Authority may apply for a titled race two years ahead and relevant Commission allocates these events at the UIM General Assembly year earlier. Council may allocate an international Circuit titled event for unique occasions to an NA at the General Assembly more than one year ahead. This is necessary when organizers need more time to prepare financial and organizational matters for a UIM titled event.

Application in these two cases from the NA must be sent to the UIM no later than 1. September of the year that Council, in agreement with relevant Commission and the involved Committee, will process the application during the General Assembly. Additionally, the NA must pay the current race inscription fee upon UIM's acceptance of the proposal, which will not be refunded unless the organizer gives back or cancels the event before 15. August of the year preceding the race.

101.04 - LATE REQUEST, CHANGE OF DATE AND CANCELLATION

Titled events

Late request: a late request will be considered only if the title is still vacant or if the title or the event has been cancelled by the NA to whom it was granted or by the UIM if the title is granted, the organiser will pay the normal inscription fee.

Late forwarding of date or venue: the inscription fee will be raised by 50%

Change of date: the inscription fee will be raised by 25 %. The UIM gives its assent to the new date. The request for a change of date must be received by the UIM secretariat not less than 90 days before the calendar date. The new date will be approved and announced not less than 30 days after the date on which the request was received.

At less than 90 days before the calendar date, the date cannot be changed. The event will be cancelled or run as an ordinary event, but no part of the calendar fee will be refunded.

Cancellation: if the title or the event is cancelled 90 days or more before the calendar date, 50 % of the inscription fee will be refunded. In a later cancellation there will be no refunding. A cancelled title will be treated like a title not yet requested.

If the titled event is cancelled less than 30 days before the calendar date, the National Authority may not be allowed to organise a titled event the following year.

For Hydro GP events the following will apply:

- no late requests
- no change of date or venue unless agreed by Cominsport at least 120 days before the old date and 120 days before the new date
- no refund of inscription for cancellation
- no round of the series can be re-allocated except if a complete Hydro GP event is cancelled before fixing the UIM Calendar at the GA or failure of payment of the relevant fees by the set deadlines. (i.e. 12 months before event Rule 101.01). Allocation of cancelled Hydro GP Classes can be re-allocated by Cominsport to any requests from N.A.'s. Normal Rates to apply (Rule 108.03).

International Ordinary events

Late request: the inscription fee will be raised by 25%.

Change of date: the inscription fee will be raised by 25%.

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

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.

The UIM World Championship can be composed of a minimum of one event with three races and can have up to five rounds (Events) with two races each.

The UIM Continental Championships can be composed of a minimum of one event with two races or two rounds (Events) with two races each.

For Promotor series Offshore, such as X-Cat, V2 and P1 more than 3 rounds are allowed for World and Continental Championships.

Cominoff will allocate the Championships or Championship Rounds. The requests to organize these championships must be sent in due time to the UIM by the National Authorities.

103 - RACES RECOGNISED BY THE UIM

The UIM. recognises the following events/races organized under UIM rules:

- Titled international events
- International Ordinary Events/Races
- International cruises

The UIM. recognises the following events/races organized under UIM rules or national rules:

- National events
- Private or club events

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

There are five categories of titled event:

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

No event 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 events, the Cominoff may refuse to sanction any event which takes place at the same time as a titled event. Such refusal is only notified at the specific request of the National Authority lodging a protest.

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.

106 – ORDINARY INTERNATIONAL EVENTS, INTERNATIONAL ORDINARY RACES

The UIM International Ordinary Races (Ordinary International Events) are organized using following regulations:

- N.A. applies to UIM
- UIM Races are organized according to UIM rules.
- Races need to be registered in the UIM official calendar
- There is a calendar fee for International Ordinary Races
- N.A. appoints a national commissioner, A UIM Commissioner is not required.
- An International Race Jury is required.
- Penalty Cards rules are the same as for UIM Titled races.
- Appeals against Race Jury decisions to be handled by the N.A. Appeals against Race Jury decisions to UIM are not allowed.

109 - RACING LICENCES

109.01 - 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/her 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.

An international racing licence may be granted by a National Authority to a driver whom, in their professional judgement, has the capability to participate in a UIM international event.

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/her current licence. Such licensed persons shall have their licences endorsed as "Driver immersion training : expiry date/..... (day/month/year)".

109.01.01

In order to obtain an International licence, Super Licence or Series 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 remains 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/she 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.

109.02 – 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 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/her 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 rulebook (if applicable) 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.

109.03 - VALIDITY OF LICENCES

Licences are valid from the 1st January until the 31st 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/her boat in all competitions organised in any affiliated country, provided he/she 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 the rules in question.

109.04 - COST OF LICENCE

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

109.05 - EXAMINATION OF LICENCES

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

109.06 - CANCELLATION OF LICENCE

Intentionally left blank

109.07 - PSEUDONYM

The use of a pseudonym must be requested to the National Authority and the National Authority marks the pseudonym on the licence. A licence holder, so long as he/she 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/her actual name until the National Authority has agreed and has delivered a new licence.

109.08 - 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 midterm meeting and selected by relevant commission.

Driver's Representatives are elected for a 2 year term, beginning January and ending the next calendar year December. They should be available to attend relevant commission/Working Group 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 relevant UIM commission minimum of 30 days prior to the General Assembly.

109.09 - 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.

109.10 - MODEL OF LICENCE

20 _____

The National Authority's Licence Book)

N° _____

	LICENCE	
NATIONAL OR		OWNER'S
INTERNATIONAL		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

110 - UIM COMMISSIONERS

The presence of both a Sports Commissioner and a Technical Commissioner of the UIM is required at any International titled meeting. In circuit racing the Technical Commissioner is only required for classes using Low Emission engines (example: GT15/GT30/F4/F2), excluding FF for World and Continental Championships to oversee and assist the technical inspections. The UIM Technical Commissioner is assigned by UIM from the Technical Commissioner's List (nominated annually by National Authorities).

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.

As soon as UIM gets the Commissioner's agreement, the Secretary General of the UIM will send a letter to the National Authority informing them that the Commissioner has been designated for the events referred in the letter.

Special consideration can be given to a National Authority that is distant from any other UIM National Authority and therefore substantial travel costs may be involved to obtain a suitable Commissioner. If a local qualified, impartial UIM International Officer that is known by Cominoff, Cominsport or Comintech and generally works within a different code of the sport to that being adjudicated, such person may be appointed UIM Sport or Technical Commissioner to an event within their country.

The UIM Sport and Technical Commissioners sent to the competitions should come from a Nation near to the organising one and not from different continents.

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. On the day prior to the first race/practise day, a meeting shall be held between the UIM Commissioner and the race organisers/officials, and the promoter (if any) to review all aspects of the race organisation. Time for the meeting will be at 18.00, unless otherwise agreed.
3. He/she is the voting member of the Jury. In case of two UIM Sports Commissioners, only one is voting member of the Jury.
4. Must meet the OOD and Jury Chairman
5. Must ensure a Jury meeting is held promptly and any penalty is imposed according to UIM rules.
6. He/she approves last minute amendments to the advance programme
7. 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.
8. 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 that 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 (Offshore)

The UIM commissioner will be entitled to request that an event is suspended if safety conditions are not satisfactory. If the race is suspended, the UIM ceases to be responsible for any further race/heats and if it is a UIM titled event, then the results will be null and void. Further action may be taken against the relevant National Authority.

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.

9. The UIM Sports Commissioner must be present at all official drivers' briefings. The UIM Commissioner will be presented to the teams and drivers by the O.O.D. at this first drivers' briefing together with the jury members.

It is recommended that the UIM Commissioner, address the teams at the drivers' briefing when he/she gets the chance, or visits the teams in the dry pits, to let the competitors know that he/she is there on behalf of the UIM and that he/she is open for any questions or remarks. He/she is there to help the local organizers, teams and drivers, 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.

10. He/she ensures that UIM rules and regulations are adhered to.

11. The UIM Sports Commissioner assists the local organizers and he/she must be present in the race areas (dry pit, wet pit, race administration, race control) during all event days.

12. 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.

13. 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.

14. 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.

15. The UIM Sports Commissioner can handle misconduct together with the O.O.D. and give sanctions to a driver (UIM penalty cards). He/she should have authority and responsibility, in the spirit of the rules.

16. In case of a penalty card, he/she should report this to the UIM in his/her report.

17. Must be present at the prize giving and shall present any UIM Medals to the winners unless a higher ranking UIM official is in attendance at the event.

18. The UIM Sports Commissioner can also be involved in alcohol and drug tests taken at the event, this in the frame work 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.

19. In case of an accident, must keep all the information on the progress or otherwise of the injured persons and must send completed UIM accident report form to UIM as soon as possible.

20. After completion of the races, the UIM Commissioner must receive a copy of all classifications and documents to be transferred to UIM.

21. 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/her report by e-mail to the UIM secretariat within 10 days after the event. He/she must include with his/her report the race map, the entry list, the results and any other documents that had importance for the event. Plus, photographs if possible.

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

In case there is no UIM Technical Commissioner at the race, these tasks are taken by UIM Sports 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, log books cockpit documentation and homologations sheets for the boats and the engines are verified to confirm UIM rules and regulations by the technical scrutineers on at the event

3. He/she performs also inspections of the facilities, inspects the dry and the wet pits and observes if all security aspects on land are made as foreseen by the UIM rules as regards to:

- 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. 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 postrace scrutineering and reports any finding to the UIM sport commissioner.

6. He/she assists the local organizers and he/she must be present in the race areas (dry pit, wet pit, race administration, race control) during all event days.

7. He/she handles the UIM ECUs

8. The legality of the fuel is solely under the judgement of the UIM Technical Commissioner, based on all tests made available to him/her.

9. He/she assists in reporting of incidents to UIM and in measurement certificates and log books

10. 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/her report by e-mail to the UIM secretariat within 10 days after the event. He/she must include with his/her 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 by the UIM Office.

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 U.I.M. are requested each year to send to the UIM secretariat a list of any new candidate commissioners with:

1. name and address of the person
2. e-mail address and mobile telephone 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, Cominsport or the relevant committee from the listings provided by National Authorities, Cominoff, Cominsport and by the relevant Committees.

An UIM Commissioner cannot be appointed to an event organized by his/her 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 at 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 will contact 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/she 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 0,50 Euros 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. If the organisers do not offer daily meals and local transportation to the Commissioner, they must be paid actual costs or minimum of 60 euro per day.

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 30 days of receipt of vouchers.

Reimbursement shall be done by the organisers directly to the Commissioner prior to departure. If the organisers fail to do so, the Commissioner shall invoice the UIM. The UIM then sends the organisers' National Authority an equivalent invoice, adding a 10% surcharge. The invoice must be settled to the UIM within 30 days.

120 – MEDICAL EVALUATION SHEET/GENERAL OBJECTIVE EXAMINATION/ADDITIONAL ITEM FOR SUPER LICENCE

120.01 - 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.

120.02 - GENERAL OBJECTIVE EXAMINATION

Height m _____ Weight kg _____

Body Mass Index (Weight (kg)/Height²(m) BMI): _____(Exemption of BMI rule over 30 kg/m²: Please refer to note below)

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 ? o Yes or 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 or 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 or 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 or 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 or No

If "Yes", give details below.

To the Doctor and the Driver :

Are you the applicant's usual doctor? o Yes or No

Your practice stamp (together with your name and qualifications):

Name in capital letters _____

Degree _____

Address _____

Tel _____

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 _____

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.

Note:

Drivers with a Body Mass Index (BMI) over 30 kg/m²

Exemption of BMI rule over 30 kg/m²

In order to obtain from UIM an exemption from the "BMI rule", a pilot could be able to prove to the UIM Medical adviser that his (her) body fat anthropometric characteristic still remain within or near the normal range, and consequently being possibly eligible.

To do so, the pilot should undergo a body composition assessment by using a Dual Emission X-ray Absorptiometry (DXA) method. The total Body Fat percentage obtained from this measure should remain outside of the "obese range" for the gender and age considered (please refer to Table below). Due to reliability issues, no other body composition measurement methods than DXA will be accepted by UIM.

This procedure should be repeated by the pilot every year prior to licence application, should his/her BMI being calculated over 30 kg/m². All other requirements included in the medical procedure should be fulfilled.

BODY FAT RANGES TAKING AGE AND GENDER INTO ACCOUNT

WOMEN

Age	Underfat	Healthy Range	Overweight	Obese
20-40 yrs	Under 21%	21-33%	33-39%	Over 39%
41-60 yrs	Under 23%	23-35%	35-40%	Over 40%
61-79 yrs	Under 24%	24-36%	36-42%	Over 42%

MEN

Age	Underfat	Healthy Range	Overweight	Obese
20-40 yrs	Under 8%	8-19%	19-25%	Over 25%
41-60 yrs	Under 11%	11-22%	22-27%	Over 27%
61-79 yrs	Under 13%	13-25%	25-30%	Over 30%

120.03 – ADDITIONAL ITEMS FOR SUPER-LICENCE

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 during 2 minutes.

* 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).

General Recommendation for Super licence 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.

200 - RACE ORGANISATION

200.01 – GENERALITIES

The following bodies have the right to organise any power motor-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, member or driver who is suspended, is not allowed to take part in any power boating event in his/her 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 Rule Book must be made available for consultation at every race (either in digital version or in a hard copy provided by the race organiser).

All International races organised by National Authorities or their affiliated clubs must be organised in accordance with the UIM 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.

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, Race Jury or the Appeal Board, is to judge bearing in mind the intention and the spirit of the disputed rule.

In these Rules, the words "shall" or "must" means mandatory; the word "should" means recommended.

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.

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/she 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/she 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/she analyses the written reports of the Officers and Timekeepers and any other documents that will enable the results to be compiled. He/she verifies any decision to stop or curtail a race. He/she 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 Chief 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.

201.02.11 - DUTIES OF THE RACE OFFICIALS

The Race Officials shall perform only the duties with which they are entrusted.

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, 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

60 days before any international event the Organising Committee must forward at least one Advance Programme to the UIM Secretariat. The relevant Commissions and Committees will examine it for completeness and correctness within 15 days so it can subsequently be published on the UIM website.

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 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, or by e-mail. 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/her 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
- 202.2.19 Any safety equipment required in addition to the minimum list (ref article 715.16)

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

203.02 - 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.

203.03 - 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/her National Authority, provided said driver is not within a period of expulsion and he/she 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.

203.04 - 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.

203.05 - 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.

203.06 - 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.

203.07 - PUBLICITY ON BOATS

Advertisements may be freely applied to the entire surface of the boat, but there must be a free distance of space around the race number according to the rules of "Race numbers".

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/her/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/her 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.

203.08 - 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/her 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.
- 204.1.19 Passing of buoys/turn marks. Eventual penalties. (ref art. 303.01)
- 204.1.20 Any safety equipment required in addition to the minimum list (ref art. 715.16)

204.02 - 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 - ANNUAL MEDICAL EXAMINATION

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/her 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 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 the regulations approved by Cominsafe regarding the medical organisation of international races.

205.02 - MEDICAL EXAMINATION

The Chief 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.

Following any accident, the driver must undergo a physical examination and be passed fit by the event medical staff before being permitted to continue in that racing event.

Following any accident, damaged boats must be completely rechecked and approved by the official scrutineer and the UIM Commissioner, before being permitted to re-join the event.

205.02.01 - CONSUMPTION OF ALCOHOL

Competitors, team members and officials shall not be under the influence of alcohol during the entire racing event.

Testing when carried out shall be by using an alcoholmeter.

A competitor, team member or official shall, if requested by an authorised official, submit to an alcohol test. Written or verbal notification of selection for testing will be given to selected person by an authorised official. Refusal or failure to do so in time limit 15 minutes from notification may be taken as if a positive test had been ordered and dealt with accordingly.

For all International races, any competitor found to have more than 0.00 micrograms of alcohol in 100 milliliters of blood (0.00 on the breath analysing machine) 1 hour before or during testing or racing shall be immediately suspended and disqualified from the whole event, except if the event is more than one day in which case the OOD/UIM Commissioner may order another test.

For all international races, any team member or official found to have more than 0.00 micrograms of alcohol in 100 milliliters of blood (0.00 on the breath analysing machine) shall not be allowed in any area under the control of the race officials.

The results and any penalties are to be transmitted to the UIM; and to the National Authority (NA) of the driver's license, and the UIM NA of his/her passport, for further sanctions.

205.02.02 - ANTI-DOPING REGULATIONS

Anti-doping regulations based upon the world anti-doping code. As per separate publication.

205.03 - INJURED DRIVERS

If a driver has an accident needing medical care, he/she must immediately inform his/her National Authority.

It is the responsibility of his/her N.A. to have the driver examined and verified recovered before the driver is allowed to compete in an International race.

If his/her 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.

205.04 - SAFETY BOATS

Safety Boats in sufficient number must be available during official practice and for the duration of all races.

There should be a minimum of one Doctor or Paramedic who is experienced in handling trauma (PHTLS Pre-Hospital Trauma Life Support concept or equal) present on at least one of the safety boats. The doctor or Paramedic cannot be counted as a Diver or any other member of required boat crew.

It is recommended that each boat carries:

- * a minimum of two qualified rescue personnel who can enter the water and carry out rescue procedures.
- * a spinal floating stretcher
- * Equipment in handling; airway, external haemorrhage, neck/back injuries.
- * An ALS medical bag.
- * Equipment for cutting belts / straps and cut-resistant clothing.
- * 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 fuelled.

205.05 - 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 of 2 people.
- c) Each patrol Boat should be sufficiently powered to reach incidents as soon as possible and be well maintained and fuelled.
- 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.

205.06 - 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.

205.07 - 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.

205.08 - 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.

205.09 - 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.

205.10 - 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.

205.11 - 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! Slow

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/she 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.

209 - 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 (e.g. 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..."

210 - INSPECTION OF HULLS AND ENGINES

210.01

Boats, and engines taking part in a race which are subject to checking, must not leave the boat park until one hour after the positing of the results.

210.02

The Technical Officers may postpone the inspection and stipulate the time limit and place where the engines must be available.

210.03

In the meantime, the motor must remain sealed to prevent any alterations being made.

Refusing to produce the motor or the hull entails disqualification.

210.04

It is compulsory for a driver to make arrangements for tools, special tools and mechanics so that his/her 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".

210.05

After the pre-race technical inspection, the boats must not leave the boat park without permission except for practising or racing.

210.06

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.

210.07

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.

211 - AFTER THE EVENT (REPORTS)**211.01**

At the end of the event, the Secretary of the Race Committee must send to the Offshore Commission of his/her National Authority a report including:

- 211.11 Classification and distribution of prizes (minutes of the Jury)
- 211.12 Report of the timekeepers
- 211.13 List of drivers
- 211.14 Penalties
- 211.15 Documents on any records beaten in conformity with the UIM rules
- 211.16 List of protests and decisions relating to these protests.
- 211.17 All necessary documents in order to evaluate the event or the race.
- 211.18 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.
- 211.19 After each titled event the organisers must send the results to the Secretariat of the UIM.
- 211.20 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 e-mail within 48 hours.
- 211.21 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.

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/she 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.

In the event of a missing buoy/ turn mark, the driver must pass through the geographic position referred to in the Racing Instructions.

If, in a race, retaking of a missed buoy/turn mark is not allowed, the following will apply:

Each individual buoy/turn mark missed will result in one penalty lap or a time penalty. If a turn consists of several buoys and all are missed, the penalty is disqualification.

If retaking of a missed buoy/turn mark is not allowed, and the kind of penalty applied, this must be described in the Advance Programme/Racing Instructions.

The fine for each destroyed buoy, **up to a maximum of €1,000, is specified in the Advance Program.**

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/her 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. The starter boat must be driven as described in the Racing Instructions, drivers' briefing and/or race bulletin.

305.06

The width of the start chute must be of sufficient width for a correct start. The start chute must be straight for at least one nautical mile.

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, time penalty (up to max. 10 min), one lap penalty, disqualification, yellow cards, depending on the severity.

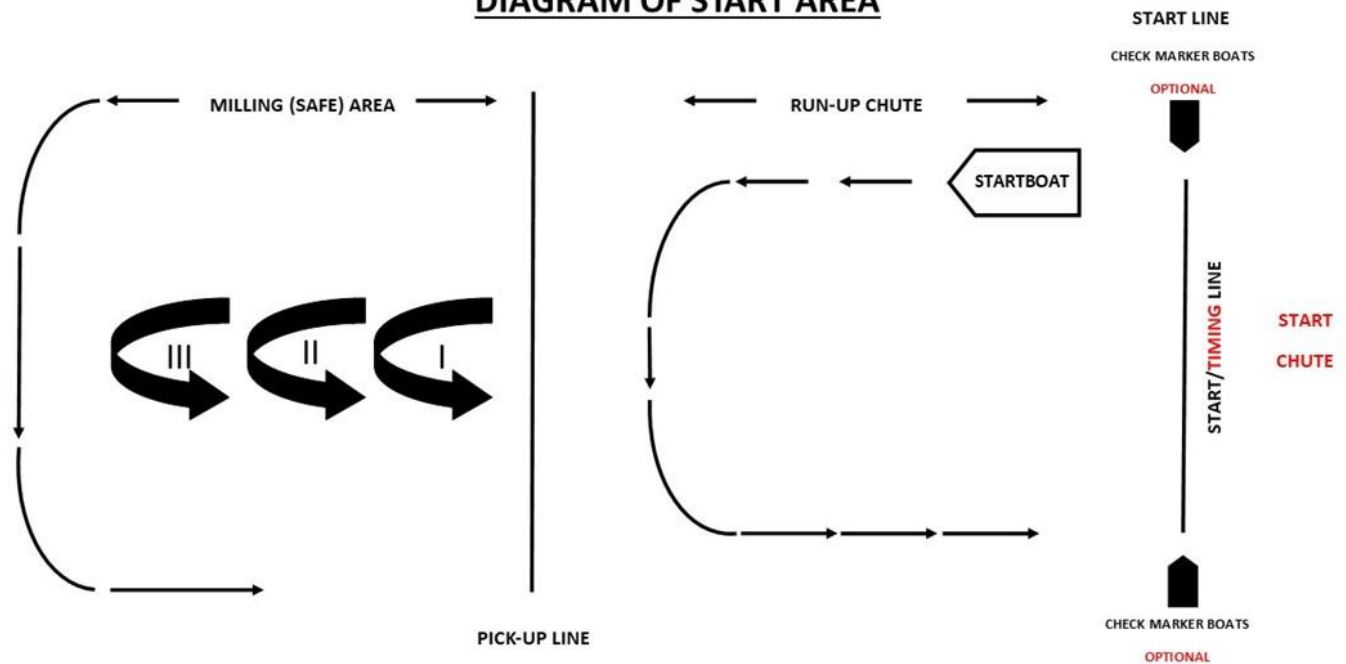
305.07

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. The Run-up chute must have safe width and length for a correct start.

DIAGRAM OF START AREA



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/she 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

The start boat crew must be minimum the start boat driver, flag officer and start marshall. A camera operator to record the start is strongly recommended. 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/she 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 - RULES OF THE ROAD

312.01

The International regulations for the prevention of collisions at sea, shall apply at all times.

312.02

Where by any of these rules one of the two boats is to give way, the other must keep her course and speed.

312.03

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.

312.04

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.

312.05

Any boat overtaking any other must give way to the overtaken boat.

312.06

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.

312.07 - 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.

The overtaking boat is not allowed to cut in front of the overtaken boat until it is at least 3 boat-lengths in front of the overtaken boat.

312.08 - 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.

312.09 - 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.

312.10 - 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.

312.11

When an overlap exists but neither boat is an overtaking boat, the one which has the other on her starboard side must give way.

313 - ROUNDING AND FOULING MARKS**313.01**

Rounding marker buoys must be in the direction and on the side stipulated in the Racing Instructions.

313.02

A driver who is forced on to a mark by another driver may lodge a protest against that driver.

314 - 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.

315 - 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.

316 - ANCHORING DURING A RACE

A boat may anchor during a race but must weigh and recover her anchor again, not slip it.

317 - 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.

318 - OUTSIDE ASSISTANCE

318.01

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.

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).

Radio communication is free.

319 - FINISHING A RACE

319.01 - THE FINISH

The finish of a race is signalled to the driver of the winning boat by waving by giving the relevant sign/signs.

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. It is the completion of the course that determine the finish of the race.

To be classified in the race results and score the corresponding points, the boat must cross the finish line without any kind of outside assistance.

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.

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 or stipulated race length completed by the winning boat must be completed. For multi lap races the 70% must be rounded up or down to the nearest full lap unless otherwise stated in the Racing Instructions.

The boat must cross the finish line after the “winning boat” to be designated a “finisher”.

319.02 - 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.

If the race has been run more than 30 nautical miles, or 20 nautical miles for Offshore 3J, or that the drivers have been racing for at least 1 hour, the race will be approved as a Championship race. The “stopped race” 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.

The Race Committee classes the boats according to the position each boat had on the last registered check point.

Drivers whose actions result in a stoppage shall not be scored or restart. If the sanctioned driver protests, he/she shall be permitted to restart, the result being subject to the decision of the jury. So that the racing is not delayed, the protest about the inclusion of a driver after stoppage may, at first, be verbal. A normal written protest must be submitted after the end of the heat or race. If no written protest is submitted after the end of heat or race, the pilot who gave verbal protest will be disqualified from that heat or race.

319.03 – 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 and the red flag simultaneously 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.

The first boat in each class, or subdivision, to be stopped by the curtailment signal becomes the “key” boat in that class. Any boat crossing the finishing line after the “key boat” will be classified considering its time and the number of laps completed.

If the race has been run more than 30 nautical miles or 20 nautical miles for Offshore 3J, or the drivers have been racing for at least 1 hour, the race will be approved as a Championship race. The “curtailed race” decision must be ratified by the Race Committee immediately after the race.

319.04 – POINTS ALLOCATION FOR STOPPED OR CURTAILED RACE

Full points will be awarded if the winning boat has completed at the last check point (finish line) a minimum of 70% of the total race length.

Half points will be awarded if the winning boat has completed at the last check point (finish line) between 40% and 70% of the total race length

No points will be awarded if the winning boat has completed at the last check point (finish line) less than 40% of the total race length.

319.05

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.

319.06

The Race Committee has the right to stipulate the maximum duration of each race.

320 - SCORING SYSTEM

320.01

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

320.02

National class boats may race at International meetings.

320.03

If boats of different series or classes start together every boat must be classified within its own class.

320.04

Race points shall be awarded to the boat / driver combination.

Points are not transferable to other classes or boats.

Boat Hull cannot be changed during a single round of the Championship.

Where there are several rounds of a championship, under exceptional circumstances a change of boat hull and transfer of points may be permitted by applying in writing to their National Authority for a dispensation.

Any replacement boat must carry the same number e.g. of exceptional circumstances

- Where a boat has being damaged beyond repair
- Where there is a delay in the replacement boat production and the driver is forced to compete in his/her older boat at start of season.

For a UIM Titled event the Offshore Commission must be made aware of the change of hull by the NA. No points will be given if a boat is disqualified for an infringement of the technical or sport rules.

321 – PODIUM CEREMONY

Attendance at the prize-giving / podium ceremony is mandatory for each driver/co-driver of the first three classified boats in each category. Failure to do so without permission from the OOD/UIM Commissioner may lead to disqualification / withdrawal of prizes **or trophies**.

Competitors must wear their race suits or smart casual team wear and decent footwear whilst on the podium.

At the final round of a UIM **World or Continental** Championship, The UIM will provide gold, silver and bronze medals for the first three classified boats with the highest overall championship points in each category. The local organizer will present prizes **or trophies** for the first three finishers in each class for the event (Round). **In the entry-level class Offshore 3J, all competitors must get a prize or trophy.**

400 - JURISDICTION

401.01 – DEFINITIONS

Jurisdiction applies to:

The UIM Aquabike, Circuit, Motosurf and Pleasure Navigation 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 AND PROTEST JUDGE

The Jury or alternatively Protest Judge hears any protest raised by a driver only.

1. COMPOSITION OF THE JURY

The Jury must be composed of at least three members, including the Chairman. 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 NA 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 or participating drivers cannot be Jury members. The appointed UIM Commissioner(s) to the event is (are) full member(s) of the Jury with only one vote.

No member of a jury may bring any additional person, e.g. as his/her translator, to the jury meeting.

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. PROTEST JUDGE

A Protest Judge will hear the protests if so foreseen by the class rules.

If not foreseen by the class rules, the UIM may, upon application by the relevant National Authority, appoint a Protest Judge for a particular event. Accommodation and reimbursement of travel expenses of the Protest Judge will be borne by the relevant National Authority and will be handled under the same rules/ in the same way as the reimbursement of the costs of the UIM Commissioner.

The Protest Judge must be named in the Advance Programme.

3. AUTHORITY AND DUTIES

The Jury or Protest Judge sits as long as the event lasts and hears all protests relating to that event.

The jury or Protest Judge must decide as soon as possible on all protests presented to it during the event.

402.02 - INTERESTED PARTIES

No member of a Jury / Protest Judge 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 Protest Judge or a member of an International Jury shall not be disqualified even if one of the parties is from his/her N.A.

403 - PROTEST PROCEDURES

403.01 - VALIDITY OF PROTESTS

Only a driver may protest against facts pertaining only to the races in which he/she takes part. In case of a blue card, each recipient may protest against the penalty.

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/she 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 150 € 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 one driver protesting against a penalty imposed on him and/or one or more drivers protesting simultaneously against this competitor due to the same incident, the jury will have only one meeting with all concerned drivers being party of this protest procedure. The same applies of several drivers' protests against the same jury decision.

A protest can only be lodged on a subject which directly concerns the protester himself. A protest which complies with these rules cannot be refused by the Jury.

Only one follow-up-protest is allowed against a jury decision following an initial protest that was lodged according to the first paragraph of this rule. All parties of the initial protest will automatically become party to this follow-up-protest and must be invited to the hearing. No protest is permitted against a jury decision about a follow-up-protest. Such jury decision can 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. A copy of the Jury decision must be posted in the same way as the results. The time of posting must be noted on this copy.

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. Using of secretary for taking minutes for Jury Chairman is allowed. Secretary has no right to vote or act as interpreter.
- 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/her 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/her 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 titled events according to the "UIM International Court of Appeal" rules unless differently laid out in these 405 rules.

The UIM will not decide on Appeals arising at UIM IOR. Such appeals will be handled by the organising National Authority according to applicable national rules for Appeals.

405.01 - UIM INTERNATIONAL COURT OF APPEAL (ICA)

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/her without the prior lodging of a protest, but only if this was not possible, because the race Jury has been dismissed 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 concerned.

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 letter or e-mail and it must be signed by the appellant. The reasons for the appeal must be stated.

Address, telephone and e-mail 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 e-mail or letter the other parties that an appeal has been lodged and that they may send a rejoinder.

Such 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

For titled international championship series or for events which require a UIM Superlicence, the appeal fee is 2000 €. In addition, the driver has to pay 2000 € to the UIM for possible costs of the ICA (IT meeting arrangements, telephone, laboratory, experts and other costs of the appeal procedure).

The appeal fee for single event UIM Championships which do not require a Superlicence is 1000 €, in addition, the driver has to pay 1000 €, to the UIM for possible costs of the ICA.

If the appellant requests the appeal procedure to be conducted in physical presence of the persons involved, related extra costs in excess of the deposit of 2000 € shall be at the charge of the appellant.

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 defined above then the difference will be paid back to the driver. The appeal fee will be refunded if the appeal is upheld.

In case driver appeals because the race Jury has been dismissed before or within the protest period (405.03), appeal fee and deposit for handling cost is 50% from defined above in this rule.

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 of rule 405.04 or 405.05, the Chairman of the ICA can decide that the appeal is not considered valid since the deadlines 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.

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 penalized although 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 ICA 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 cannot 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./ UIM Race Director 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 driver has one hour from the posting of the penalty to protest (rule 403). If the protest is not upheld he/she 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/she is not eligible for the first UIM titled race in the discipline or class in which he/she received the 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 and to UIM competitors also out of competition:

A blue card can be given by the UIM commissioner / OOD/ UIM Race Director for any offensive, unsportsman, abusive etc, behavior during an event. Two blue cards may be given for blatant and unlawful misconduct.

Blue card(s) can also be given by the relevant UIM Commission or Committee, by the UIM Executive Committee or by the NA of the competitor for any offensive, unsportsmanlike, abusive and herby unlawful behavior committed in the media or in any other way vis a vis the public and in relation to UIM, UIM officials, promoters, local organizers.

A blue card will remain valid for one year from the date of issue.

A second card leads to disqualification (if issued against a driver) from all results obtained at the event where the incident occurred and to suspension from the rest of the event and from all UIM titled races in all disciplines or classes as a driver or team member for the next 4 weeks.

If the second blue card is given for out of competition activity the penalty will be prolonged suspension according to rule 406.08 for one future event, designated by the same body that issued the second blue card.

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 Jury Chairman at the beginning of the Jury Meeting.

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 ✓ as appropriate)

- ☐ To seek correction from the Race Organising Committee for actions or omissions.
☐ Another driver, name: _____ Boat No: _____
☐ The Results as posted

SECTION 4

Which rule has been infringed: _____
Time of incident: _____
On which lap was the incident : _____
Where was the incident: _____
What is the desired result of protest : _____

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: _____ Protest fee 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

Any decision rendered by the UIM International Court of Appeal ("ICA") may be appealed exclusively before the Court of Arbitration for Sport ("CAS") in Lausanne, Switzerland, which shall have final authority to resolve the dispute in accordance with the Code of Sports-related Arbitration.

The time limit for filing an appeal at CAS is fifteen (15) days from the date of receipt of the full reasoned verdict issued by the ICA.

All CAS administrative and arbitration-related costs and fees shall be borne entirely by the Appellant, unless the final arbitration award provides otherwise and orders the UIM to reimburse part of such costs.

The applicable law shall be that of Monaco, and the language of the proceedings shall be English.

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 2** **Rule 720 - 725**
- Offshore 3 RULE 730 - 735

By word “boat” it is understood to mean any vessel used in powerboat racing.

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.

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/her particular boat/class, the owner may ask his/her NA to contact another NA to have their fully qualified measurer inspect his/her 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.
 - d. If rules for particular boats are changed

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/her 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.

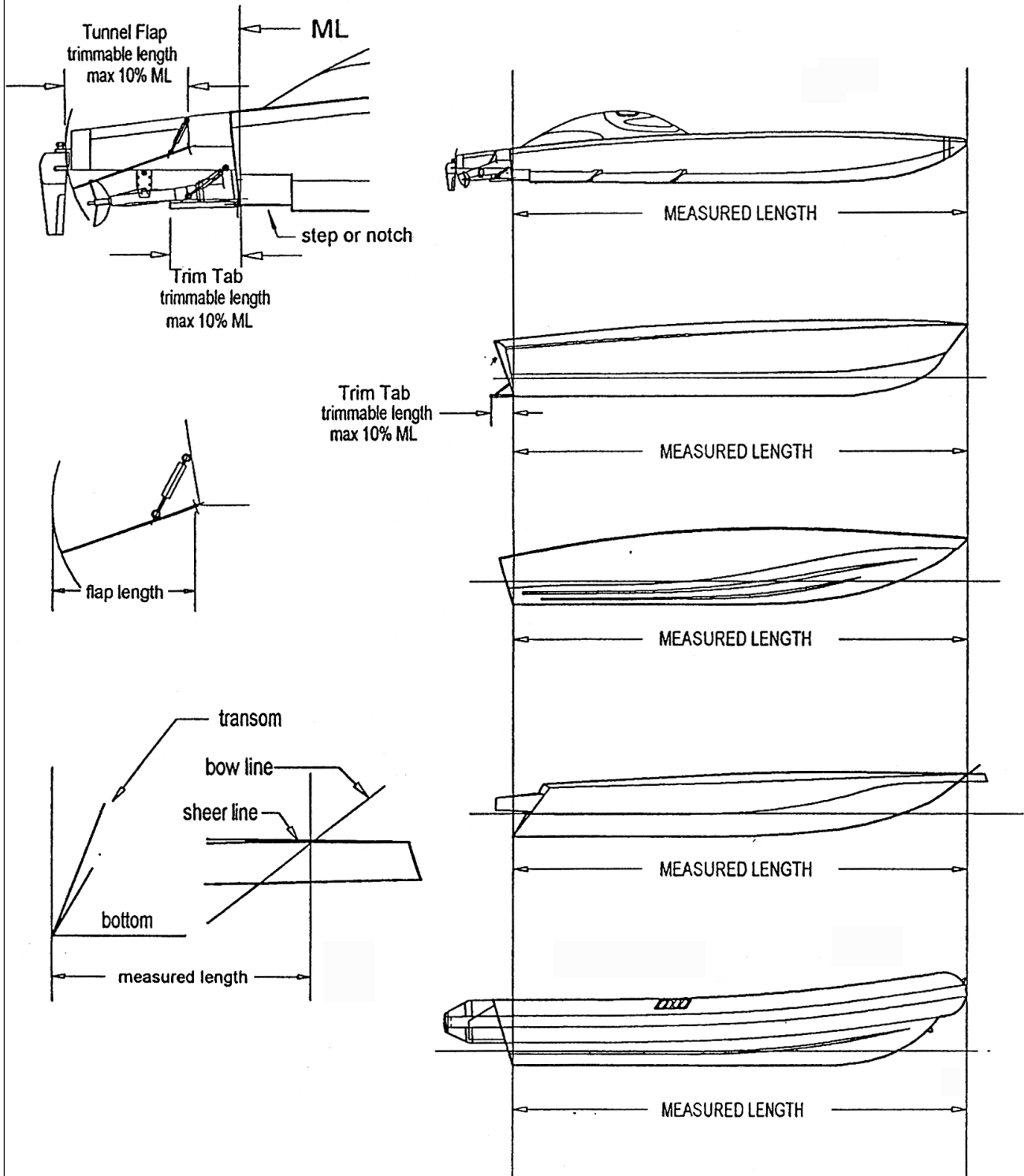
Multihull tunnel flaps shall not exceed a length of 10% of the measured length of the hull.

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.

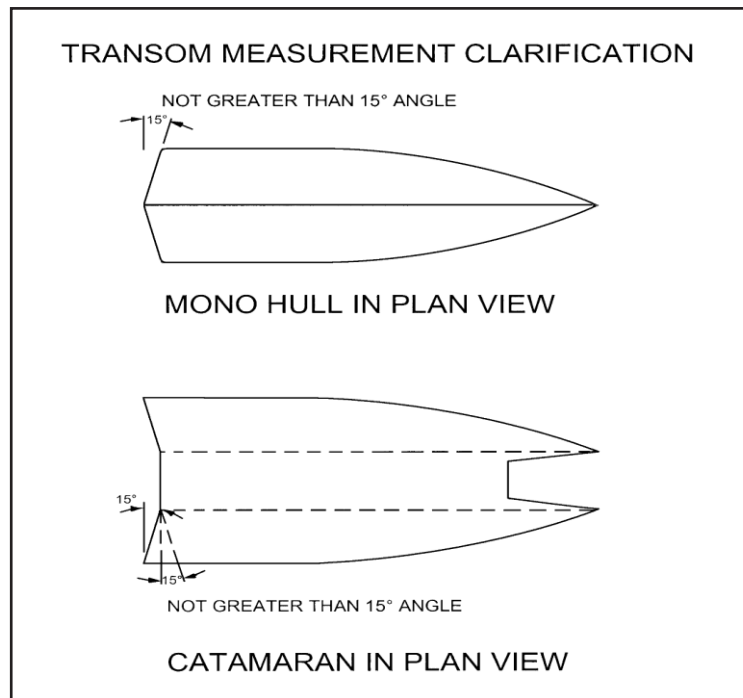
Tube extensions on RIBs extending beyond the rear most planning surfaces shall not be included in the measured length.

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/her 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/she have raced, cannot be classified and penalties may be applied.

502.01.05

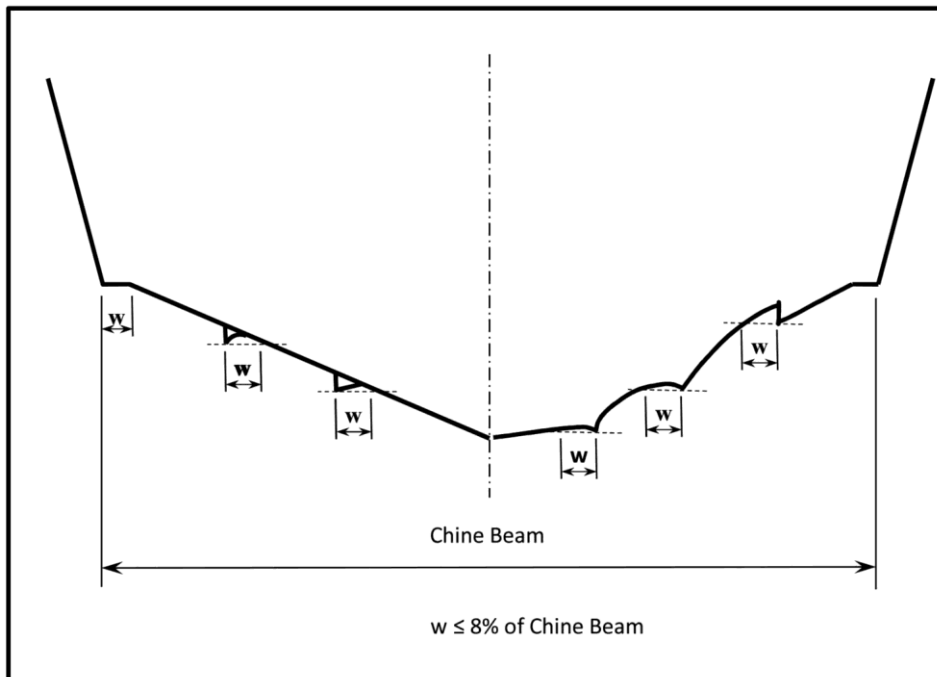
Technical Inspectors have the right, once races are over, to carry out all the checks they consider necessary, even when inspection has taken place before practice, they have the right to inspect as they think fit.

502.02 - WINGS

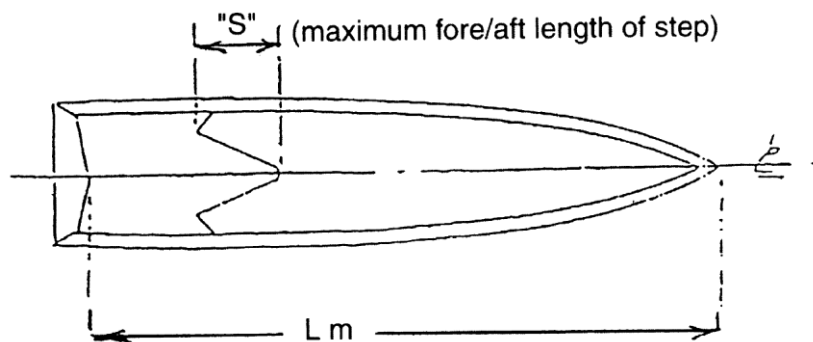
A wing is defined as a device above the deck that has a downward plus or minus 60 degree lower surface, with an area in excess of 0.1 square metres (1.08 sq. ft). Wings are not permitted.

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. For two stroke engines, ports in the cylinder shall be measured 1 mm in from the cylinder wall surface if nothing else is stated in the homologation file.
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, **DT-47 or DT-64** 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, DT-47, DT-64

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/her 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

COMINSPOORT 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 COMINSPOORT 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

COMINSPOORT 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, COMINSPOORT must direct POWERTRAIN to complete the homologation of a candidate engine at the COMINSPOORT 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 COMINSPOORT (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 website.

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. 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 a 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/her expenses (travel, hotel and meals) are to be reimbursed by UIM. It will be COMINSPORT's intent to minimize costs by designating the nearest capable person as the inspector for each candidate engine.

508 - CREW SAFETY

All 508 Rules apply to all categories of boats with Reinforced Cockpit(s) with Canopies.

All Class 1 mono/multi, V1, Off II, X-cat, Class 3C, 3D, 3S, 3Z and V2 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 onboard 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 helmet of the same type (Open Face, Closed Face) as will be worn during racing. It is mandatory that the driver/pilot(s) wear the parts of the personal air system that will be worn in the boat.

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, not to exceed fourteen months, must be delivered by experts recognised by a National Authority.

The certificate must indicate the place and date on which it was made and must be signed and sealed by the entity that made it. This entity must be approved by the National Authority of the country where it was carried out.

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.

In addition, at race sites or other locations, a technical official may require the driver(s) to:

- a) demonstrate that he/she can adequately extricate himself from a safety team test cell, both on land and under water.
- b) demonstrate that he/she can extricate himself from the cockpit of the boat he intends to drive prior to any event through both hatches, if the boat has multiple escape hatches.

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.

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

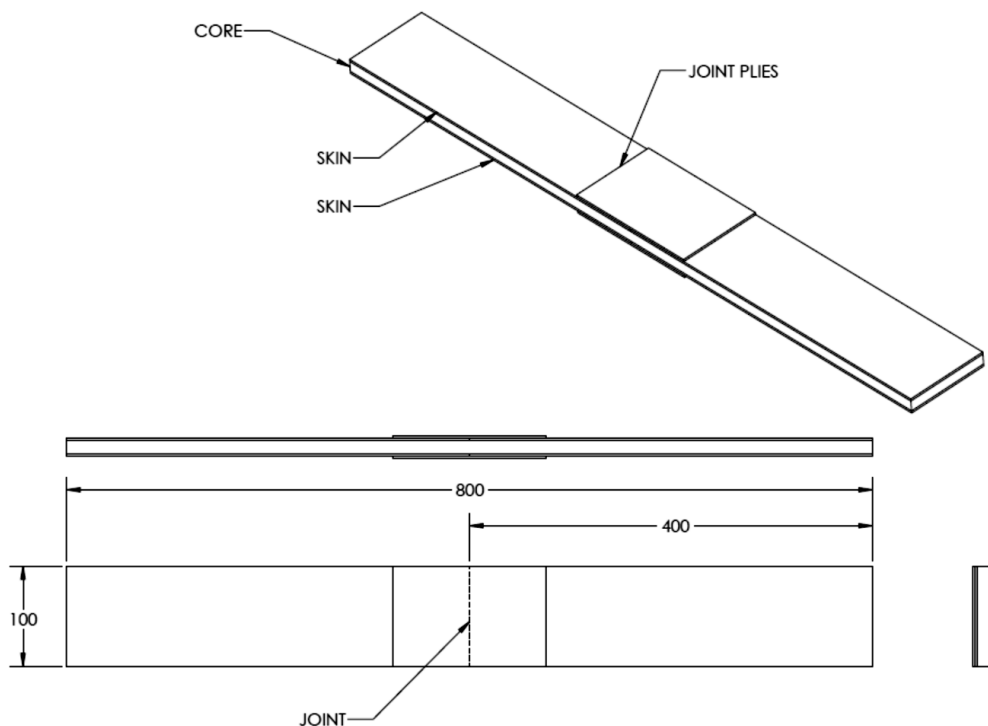
The Reinforced Cockpit(s) shall be of a closed type design with a minimum of one opening hatch and constructed to a similar strength as the running surface of the boat. This area must be the sides, floor, decking and bulkheads fore and aft.

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 i.e.. 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 Open 200, Open 400 and Mono 600, the minimum test standard shall be 3000 Newtons force and for Open 600 the minimum test standard shall be 5000 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.

CLASS 1 - FORWARD, SIDE AND REAR CRUSH ZONES

There must be protection for the occupants fore, aft and on each side of the cockpit equal to or above the following with similar or greater energy absorption or deflectors:

SAFETY BULKHEAD & CRUSH ZONE LAYUP	
Inboard side next to occupants	
1 layer of fiberglass, Kevlar, or carbon Kevlar hybrid, twill weave, to protect occupants	1mm or 1/32 inch
128 kg/cu meter (8lbs per cubic ft) density foam	19 mm (¾ inch)
2 Layers 550 gsm (16oz/sq yd) quad carbon 0/+45/90/-45	
5 Layers 25mm(1") EPS foam	Total thickness 125mm (5") of EPS foam, 128 kg/cu meter (8lbs per cubic ft) density.
1 Layer 550 gsm (16oz/sq yd) oz quad carbon 0/+45/90/-45	
128 kg/cu meter (8lbs per cubic ft) of density foam	19 mm (¾ inch)
1 Layer 550 gsm (16oz/sq yd) quad carbon 0/+45/90/-45	.5mm or 1/64 inch
Outboard side	

Note: The forward crush zone may be replaced by the water deflecting bulkhead below.
WATER DEFLECTING BULKHEADS

A water deflecting bulkhead must be installed forward of the entire safety cockpit area. Specifications are as follows:

- a) Minimum defection angle 45 degrees
- b) Minimum thickness 1" and UIM bend test load capacity of 20,000 Newtons

508.04 - 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.

508.05

Canopies must be a composite structure with the following features.

508.06

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 the responsibility of the Manufacturer to declare the adequacy of window thicknesses; in any case, the adopted minimum thickness of the windows must not be less than 19 mm. For design and construction, a water impact load on the windscreen matching a design speed of 130 knots shall be met or exceeded with the highest importance given to protecting the crew in the event of a severe accident.

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.

508.07 - 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.

508.08 - 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.

508.09 - 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.

508.10

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.)

508.11

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.

508.12

There should be one or more divers grab handles fitted to the outside of each hatch.

508.13

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.

508.14

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.

508.15

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.

508.16

The canopy aperture must have a 20 mm wide (minimum) fluorescent orange band around the opening, both inside and outside of the opening.

508.17

It is mandatory in all classes where the competitor or crew are restrained to have a suitable air supply system available to them and each member onboard.

There shall be one individual air supply (not oxygen) bottle & air regulator /mouthpiece for each crew member on board.

Each air supply bottle shall have a minimum capacity of 500 litres of free air. (For example, this 500L may be contained in a 2L bottle at 250 bar or a 5L bottle at 100 bar) Spare Air devices or air supply bottles that are less than 2ltrs in capacity cannot be used except as a back- up to the main air system.

Each air supply bottle, regardless of size, shall be designed for the delivery of breathing air. Each bottle shall also have an excess flow (safety) valve (EFV) fitted. 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 for easy reading during pre-race scrutineering and by crew members on-board.

Each air supply bottle must contain at least 500 litres of free air in order to pass pre-race scrutineering.

The air supply hose from the tank to the driver's mask/mouthpiece hose connection shall be of sufficient length to allow the driver to exit the cockpit without either pulling tight or disconnecting.

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 driver mask/mouthpiece hose. A tee block with two male coupler fittings, attached to the driver mask/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.

508.18

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.

508.19

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.

508.20 - 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.

508.21

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.

508.22

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 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 stainless steel (washer of minimum 3 mm thickness and 100cm² area).

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).

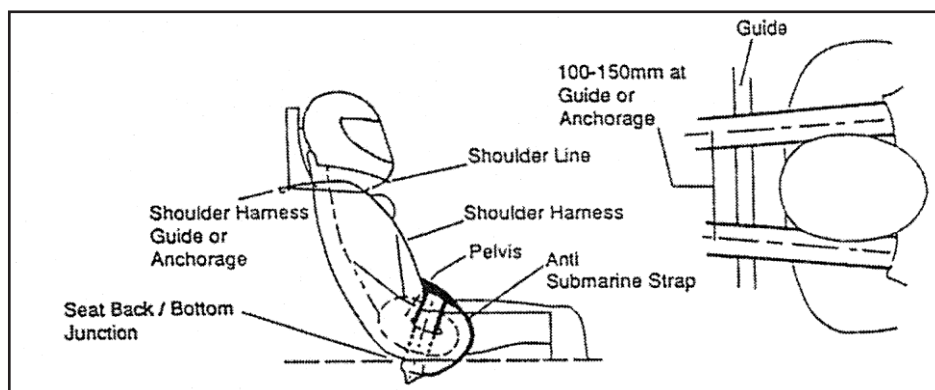
When using seats with suspension, and therefore not using a bulkhead restraint anchorage, drawings must be lodged with the National Authority of the measurer and approved prior to boat measurement.

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.



508.23

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.

508.24

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.

508.25

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.

508.26

Each Reinforced Cockpit Area shall have one or more water activated light(s) or similar.

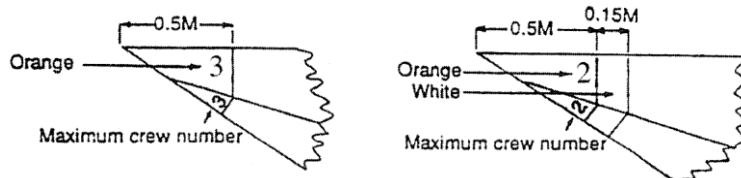
508.27

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 capsize.
- 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 a driver, irrespective of the class of boat. This record is established in conformity with UIM rules, including a UIM registered reinforced cockpit. The registration of the cockpit is required to satisfy the following:

- 1) The cockpit in the hull attempting the World Record shall be registered as described by the UIM registration and the following requirements.
- 2) The cockpit builder shall be a registered UIM cockpit builder.
- 3) Means shall be provided by the design to reduce the crash g loads imposed on the Driver.
- 4) The cockpit should be equipped with a safety seat. Safety restraint (6 or 7 points) should be attached to the Driver's safety seat.
- 5) As part of the registration process, the following analysis shall be submitted for review:
 - a) Engineering analysis of the cockpit structure: this analysis will use the loads that would exist from the pressures resulting from the projected speed of the hull, assumed entry angles, plus a safety factor and show that the integrity of the cockpit can be maintained.
 - b) Engineering analysis of the Driver safety: this analysis will use the loads that would exist from the pressures resulting from the projected speed of the hull, assumed entry angles, plus a safety factor and show that the crash g loads imposed on the Driver are reduced.
 - c) Structural analysis of the shell, windshield, roll cage (if applicable) and attachment to the hull.
- 6) As part of the certification process, laminate samples representing the design/build required by the registration process (cockpit, shell and their junction) will be supplied for bend testing at load deflection values consistent with the analytical applied crash loads. These samples will be tested in accordance with the UIM cockpit test standard with the appropriate loading and deflection requirements consistent with the structural analysis accomplished in 5) above.

A World record will not be approved without a cockpit registration which successfully satisfies these requirements.

600.05 - ELECTRIC BOAT RECORDS RULES

Power source for water speed record trials shall be multiples of commercially available batteries of any type. Motors are restricted to direct current (dc) only.

Boats may be towed to an on-course starting point but may not be towed to achieve a planing attitude. Any such assistance will result in the disqualification of the offending boat.

Once at the starting point, all tenders and assisting craft must be removed to positions away from the racing line. Recharging or replacement of batteries between initial and return runs while attempting a record is not permitted.

The UIM will recognize the Ultimate World Electric Boat Speed Record, set according to the relevant UIM Rules, irrespective of its Class listed in the 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.

For classes requiring a UIM or APBA registered cockpit and where the existing record exceeds 150 mph, additional requirements will apply. These requirements are the following:

The registration of the cockpit is required to satisfy the following:

The cockpit in the hull attempting the World Record shall be registered as described by the UIM registration process and the following.

The cockpit builder shall be a registered UIM cockpit builder.

As part of the registration process, the engineering analysis of the cockpit structure shall be submitted for review.

This analysis will use the loads that would exist from the pressures resulting from the projected speed of the hull, entry angles, plus a safety factor and show that the integrity of the cockpit can be maintained. The analysis also shall include the structural analysis of the shell, windshield, roll cage (if applicable) and attachment to the hull.

As part of the certification process, laminate samples representing the design/build required by the registration process will be supplied (cockpit, shell and their junction) for bend testing at load deflection values consistent with the analytical applied crash loads. These samples will be tested in accordance with the process referenced in 509, UIM Cockpit Test Standard with appropriate loading and deflection requirements consistent with the structural analysis accomplished in 3) above.

A World Record will not be approved without a cockpit registration which successfully satisfies these requirements.

For an example of calculations that will satisfy the analysis of the shell, refer to the report to the Safety Cockpit Committee for 2013 on the UIM web site. The report is under "official forms and procedures", "Safety Cockpit".

For an example of calculations for roll cages and reinforcements that will satisfy the analysis of the primary structure of the cockpit refer to the UIM web site under "official forms and procedures", "Safety Cockpit" for "Offshore Class 3C Cockpits and Canopies".

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/she 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.

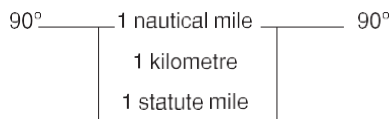
610 - SPEED RECORDS**610.01**

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 100 km/h. Above 100 km/h to one hundredth of a second.

Timing above 100 km/h is to be accomplished by two optical scanner triggered (tripod with swivel and telescope sight), video or similar systems, one at each end of the timed distance that can determine the exact instant the front of the boat passes a line determined by the surveyed timing marks (610.02). The systems must be linked and trigger two timers (clocks). The official record time is the average of the two timers.

There must be a timekeeper and a timekeeper observer at each position. Where two timers are used at a position the time is the average of the two timers.

OR advanced RTK (Real Time Kinematic) based GNSS (Global Navigation Satellite Systems e.g., GPS, Galileo) connected to a RTK correction authority with uncertainty (inaccuracy) less than 10 centimeters and with timing rate not less than 10 Hz. This system and method must be authorized by UIM in advance.

The time of day of each attempt in each direction 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, which is to say twelve nautical miles up and down. For aquabikes only, the distance may be 3 nautical miles from station to station, which 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
Average speed		= 115.80 ÷ 2 = 57.90 mph

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 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 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. The certificate may list all active crew members onboard when the record is established.

616 - LONG DISTANCE OFFSHORE MOTORBOAT WORLD SPEED RECORDS

Use Section 616 in Pleasure Navigation rulebook.

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 (age of the driver on 31 December of the relevant year), 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 coaming 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.

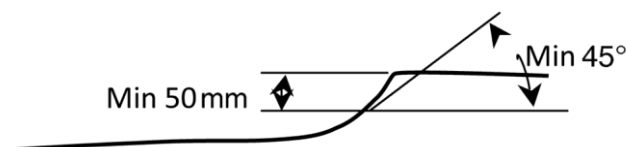
Measurers and Scrutineers will examine boats with the crew in the normal driving position. The

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 – 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, 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.

There must no advertising within a of space of no less than 0,5 meter around the boat number.

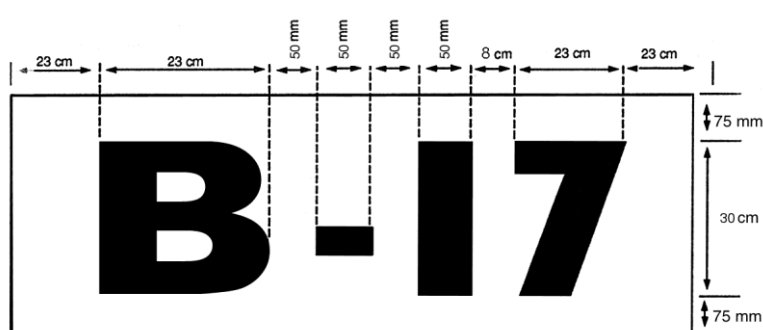
710.5

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 must always be worn during all water sessions. The choice and efficiency of the Racing vest is the sole responsibility of the wearer.

Inflatable Lifejackets are not permitted. Racing vests must have grab 'lapels' to aid in case of emergency.

713 – HELMETS

Any person aboard any boat taking part in races must wear a helmet which complies with the standards in accordance with the list available on the UIM Website.

Helmets must be replaced every 7 (seven) years from manufacture date, or after an accident and if for any reason the helmet fails to pass the technical scrutineering.

At least the upper 50 % (area) must be of a single bright or fluorescent red/yellow/orange or green colour. No image recording device, however small, may be attached to helmets.

The wearer is entirely responsible for the efficiency, including the fitting, of his/her helmet. All organisers should repeat this rule in any relevant issued documents, written or verbal. If a helmet is damaged in an incident, it cannot be used again and must be replaced.

Stilo type helmets with a fixed boom for the microphone are not allowed.

713.01 - HEAD AND NECK RESTRAINT

All restrained competitors or members of crew in canopied / partially canopied boats must always wear a head & neck restraint system. It is the sole responsibility of the wearer to ensure that the Head and Neck restraint device that they are using is suitable for the application that they are engaged in.

A Head and Neck Restraint device must be worn during Cockpit Evacuation /Immersion Training.

714 - PROTECTIVE CLOTHING

All crew members whilst racing in open boats 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 cut proof.

Restrained drivers and co-drivers must wear a racing suit covering all limbs which is fire retardant at all times when afloat. Similar rated fire-retardant gloves and racing boots must be worn. Fire retardant underwear is recommended.

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, there is only a requirement for one fire extinguisher of 2 kg, or of equivalent capacity. The extinguishers must fulfil 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 compresse 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 2

720 – CLASS 2 – HULLS AND CLASSES

Offshore Class 2 racing shall permit the use of **outboard catamarans with twin outboard** engines.

721 – MINIMUM/MAXIMUM LENGTH AND WEIGHT

The weight is ready to race dry, including all safety equipment 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 **and not contain any liquid ballast apart from the (residual) fuel.**

Class	<i>M (Stock) Outboard</i>
Hull type	<i>Catamaran</i>
Max Power	<i>2x500 hp</i>
Min Length	<i>10,67 m</i>
Max Length	<i>12,20 m</i>
Min Weight	<i>3068 kg</i>
<i>Max Beam</i>	<i>3,05 m</i>
<i>Max Tunnel width</i>	<i>1,83 m</i>
<i>Min Height (see rule 722.1)</i>	<i>112 m</i>

722 - HULL DIMENSIONS

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 end of the running surface at the keel. 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.

The maximum beam shall be no more than 2' wider than the beam measured at the transom chine to chine

722.1

The min height from the keel to the deck forward of the canopy (not including the canopy) is 1,12 m.

722.2 - COCKPIT

Boats must have reinforced cockpit build by a UIM registered cockpit builder according to UIM Offshore rule 508. The cockpit must be certified for the 10000 Newton test.

723 - MINIMUM FLOTATION

All boats shall contain **600 L** of buoyancy permanently installed in the hull.

724 - ENGINE

724.1 - ENGINE ELIGIBILITY

Low Emission approved engines used in Class 2 shall be strictly standard marine production engines as marketed by manufacturers to leisure boating. Allowed engine is Mercury 500 Comp homologation number 00548. Powerhead must remain stock as delivered by Mercury as detailed in the Homologation file. Modification and /or relocation of original sensors is prohibited.

724.2 - BLUEPRINTING

Balancing and Blueprinting are not allowed. Balancing and Blueprinting shall be defined as (but not limited to) “cleaning up,” “bringing to spec”, removing or adding any metal or any other material to balance any reciprocating parts. Media blasting and bead blasting is not permitted.

724.3 - COWLING

Cowlings may be either Mercury OEM as shipped or may be a lightweight facsimile of the production cowling. Mercury decals must appear with contrasting color on any substituted cowling in a manner similar to Mercury OEM cowlings. External air intakes may be added to any cowling.

724.4 - LOWER UNIT

The Lower units shall be either 500R Mercury R – Drive Sport or 450R Sport Master. Gearcases meet Mercury specifications which are verified through Mercury Skeg Template.

724.5 - PROPELLER

Propellers must be produced by a UIM approved manufacturer in this case Mercury. Propellers must remain OEM and unmodified. Only 4X or 5X blade propellers are allowed. Forged propellers are not allowed.

724.6 - STEERING

Hydraulic external steering is required.

724.7 - TRANSOM BRACKET

Transom brackets are allowed but may not be adjustable as to be adjusted during the competition.

725 - DATALOGGER AND ECM

725.1 - DATA LOGGER SYSTEM

A data logging system is allowed if its function is solely the recording and display of engine and vessel performance data. No communication from the logger system to the engine control system is allowed. Determination of legal logger brands/models will be made by the class participants.

A recording of engine speed throughout the race must be made available to the Technical Inspector upon request during post-race inspection.

The data logger wiring harness must be readily accessible for inspection by the Technical Inspector.

725.2 - ECM

Boats must be equipped with a Mercury Speed Link so that a Technical Inspector may connect to the Mercury CAN bus at any time and verify that the correct calibration is present in the engine controller.

ECM's may not be modified or re-programmed by anyone other than Mercury under any circumstances.

730 – CLASS 3 - 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 Class 3 letter	Mono 60 J	Mono 115 A	Open 115 B	Mono 200 X	Open 200 C	Open 400 D	Mono 600 Z	Open 600 S
Cubic Cap.	-	up to 2100 cc	up to 2100 cc	up to 3600 cc	up to 3600 cc	up to 7200 cc	up to 10000 cc	up to 10000 cc
Max Power	60 hp	115 hp	115 hp	200 hp	200 hp	400 hp	600 hp	600 hp
Min Length	4.15 m	5.75 m	5.00 m	6.75 m	6.50 m	7.60 m	8.25 m	8.50 m
Max Length	5.70 m	7.00 m	6.80 m	8.00 m	8.40 m	10.00 m	10.00 m	10.00 m
Mono min weight	530 kg w crew	700 kg w crew	655 kg w crew	1000 kg w crew	865 kg w crew	1570 kg w crew	1970 kg w crew	-
Multi min weight	-	-	730 kg w crew	-	1015 kg w crew	1950 w crew	-	1970 kg w crew
Add kg per m	-	-	50 kg/m	-	65 kg/m	-	-	150 kg/m
Cube lenght	-	2.35 m	2.35 m	2.75 m	2.75 m	3.60 m	3.60 m	3.60 m
Cube width	-	1.20 m	1.20 m	1.20 m	1.20 m	1.20 m	1.20 m	1.20 m
Cube height	-	0.46 m	0.46 m	0.46 m	0.46 m	0.46 m	0.46 m	0.46 m
Bouyancy								
Mono GPR	150 L	250 L	270 L	370 L	370 L	500 L	500 L	
Mono Sandwish	125 L	130 L	140 L	150 L	150 L	280 L	500 L	
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.

Offshore 3X boats may have a minimum lenght of 6,25 m (~20.5 feet) if they have a chine width of 1,70m (~67 inch) or greater but with a total width not larger than 0,50m over the chine width.

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 all Offshore 3 classes including crew with their helmets and Racing 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 **and not contain any liquid ballast**.

It is allowed to add an infinite amount of solid ballast to gain to the class minimum weight.

In addition, an extra 10% solid ballast can also be added.

Slings and hooks must be replaced according to the indication of the end of term date or controlled by a manufacturer.

For Class categories 3B ,3C and 3S, 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.

In the event that a boat is **up to or equal to 1% underweight of the minimum** weight at the end of any race, a 3 min. time penalty **shall apply**.

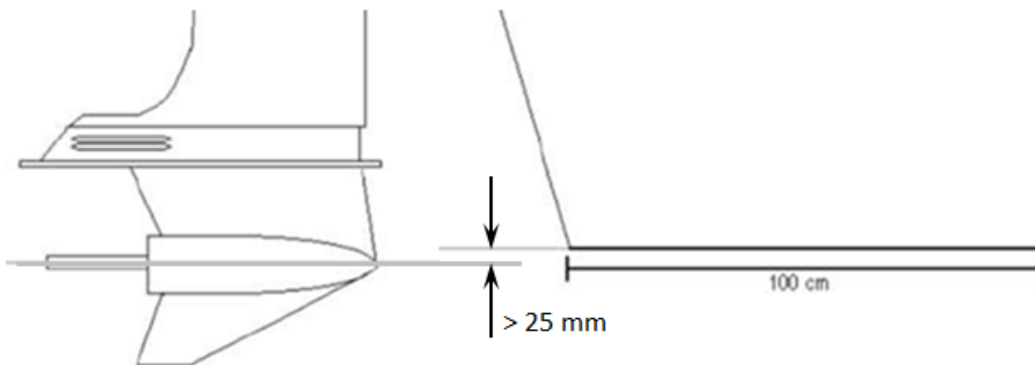
Over 1% underweight: disqualification.

731.1 ENGINE HEIGHT (3J)

For class 3J only

Transom jacks that are adjustable under way are not allowed. Fixed transom jacks are allowed

Engines 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 **bearing carrier in** the lower unit **may be reinforced or replaced with a stronger unit.**

735.07

Power Trim **may be reinforced.**

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

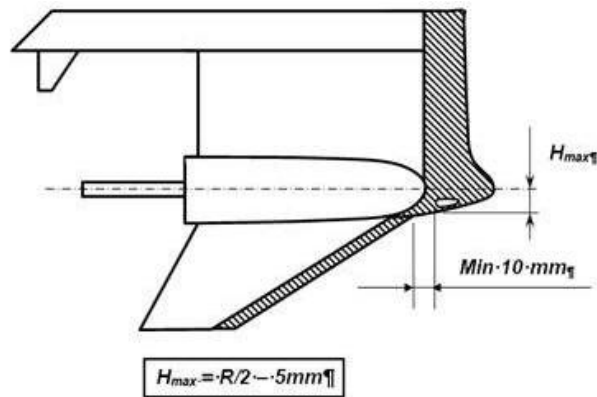
The water intake may be repositioned. It must however remain on the gear case torpedo. The width and or height of the gear case torpedo must not be changed and the depth of the torpedo cross section from the aft part of the water intake and forward is not allowed deeper than measure $H_{max} = R/2 - 5mm$, 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.

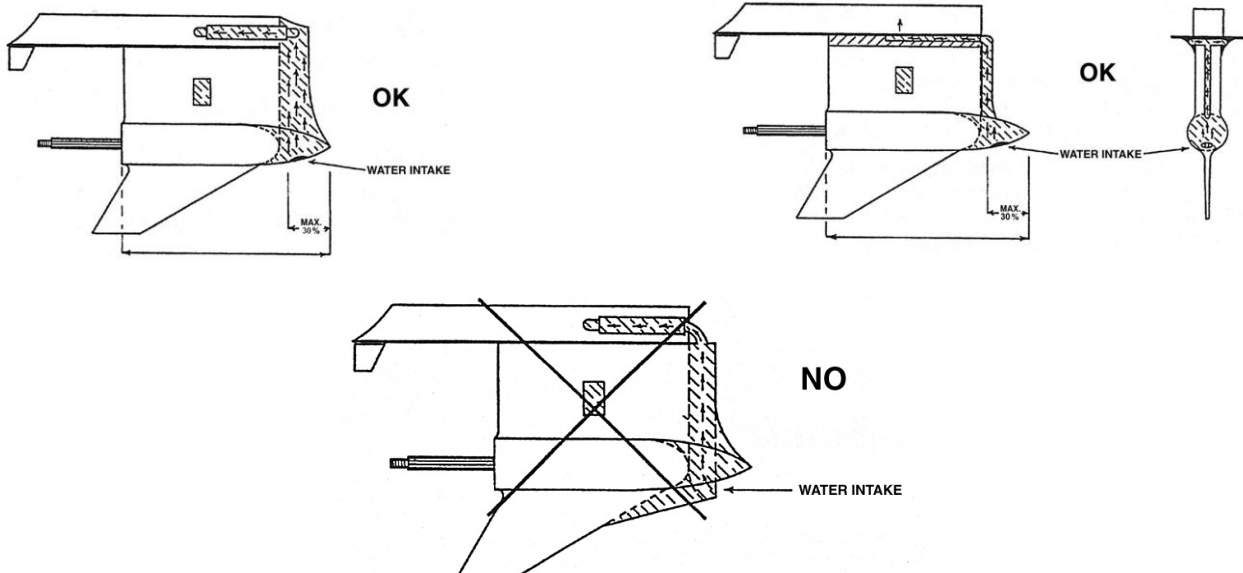
The width of the gearcase must not be increased, except where the gearcase meets the lower side of the anti-cavitation plate. The modification shall be for cooling purposes only and shall form a radius. It is also permitted to add material to the centre section exhaust housing for the purpose of reducing 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 3J, 3A, 3B, 3C, 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 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 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/she 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.

738 – RULES FOR SUPERSPORT AND EVO CLASSES

The UIM EVO Classes and Supersport titles are suspended until a viable racing format and international calendar is established.

750 - UIM Z150 CLASS

The UIM Z150 Class title is suspended until a viable racing format and international calendar is established.

760 ELECTRIC BOATS

760.1 ELECTRIC BOAT SAFETY RULES

Electric powered boats with a design speed greater than 130 KMH (80 MPH) must incorporate a safety cockpit/driver restraint system according to the 509 rules. Additionally, any electric powered boat incorporating a safety cockpit/driver restraint system must include an automatic electric system – battery disconnect to isolate the batteries from the rest of the system upon inversion or immersion of the boat.

Exposed terminals shall be adequately insulated to prevent accidental short circuits.

Batteries must be securely fastened to the boat in such manner that if the boat is in an accident, the batteries would remain in position, and be automatically disconnected from the complete system. Batteries must not have carbon fiber enclosures. Batteries shall have minimum an IP67 enclosure capable to withstand 6G loading for batteries with nominal voltage over 48 V.

Boats must incorporate enough flotation to ensure that, in the event of accident, the boat will float enough to be salvaged.

All electric boats in competition must be equipped with a physical disconnect of both leads. The purpose of the disconnect is to stop the motor, disable the electric system and limit power to safe levels in the event of an accident. The disconnect must consist of a plug and tether combination. The plug fits an in-line receptacle completing the electrical circuit and allowing it to be energized. The tether must be two meters or less in length and made of or attached to the plug by material not subject to heat damage such as melting or becoming brittle.

All safety tethers must be securely attached to the driver at all times whilst the boat and the driver are under way.

At any time an electric boat is launched, recovered, disabled on the course or is under tow, the disconnect plug shall be removed from the in-line receptacle.

A caution decal must be affixed in the vicinity of the disconnect receptacle, and to the bottom or non-trip at the same approximate station line. Its purpose is to warn rescuers against handling the boat at that point and possibly completing the electrical circuit.

All exposed drives and drive trains must be adequately covered or shielded with appropriate guards or covers.

Commutator shielding is recommended in all electric boats. Protective clothing must be worn by all drivers participating in electric events.

A Vehicle Management System (VMS) is required that indicates status from both inside the cockpit and externally, the temperature in the battery pack cells, other battery pack and drive condition signatures, includes manual and automatic power shut off, and roll over switch.

A Battery Management System (BMS) is required to be in use during charging and discharging with internal battery thermal balancing ability. The BMS may be in the form of an external computer and s/w which performs battery monitoring functions.

Red triangle LED lights are required in three places easily visible and on when there is more than 60 volts active in the system. Lights to be located where they are visible from either side of the boat and from the rear.

Crew working on the boat are required to use the appropriate PPE and properly insulated tools. A person designated as a safety team member from the team shall be present near the vehicle when the vehicle has greater than 60 volts live in the system (during pit and beach operations).

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.

The UIM World Championship can be composed of at least one event per season.

There can only be one Continental Championship per year for each region and for each class.

The UIM Continental Championship can be composed of at least one event per season.

For Promotor series Offshore, such as X-Cat, V2 and Class 1 more than 3 rounds are allowed for World and Continental Championships.

800.2 - REQUEST TO ORGANISE

The request to organise the Championship event or Championship Round 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 or Round to be valid, there must be a minimum of five participating entries in the class from three Nations (unless otherwise agreed by Cominoff).

For a Continental Championship or Round 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 event.

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 event 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 AND CONTINENTAL CHAMPIONSHIP (FOR NON-PROMOTOR CLASSES)

A UIM Continental or World Championship Offshore will be composed of a minimum of one event per season. The titles 'World Champion' and 'Continental Champion' shall be awarded to the driver(s) from each offshore class, whose boat achieves the highest points score over the course of the Championship.

- a) In case of one single event/round counting for the respective championship, a Continental Championship shall be composed of a minimum of 2 races/heats (1 long and 1 shorter race) and a World Championship shall be composed of a minimum of 3 races/heats (1 long and 2 shorter races).

If in case of force majeure it is not possible to run all the races, the championship will be valid with one race run.

- b) In case of a Continental or World Championship with more than one event/round counting for the Championships, each round shall be composed of 2 races/heats and at least two practice sessions, for each class. Championship points shall be awarded for both races. The races will be consisting in one long race and one short race counting for the round. In case of force majeure, the OOD and UIM Sport Commissioner can decide otherwise.

Each of the individual venues must fulfil the UIM requirements regarding number of boats and nationalities to give valid championship points.

800.6.2- MULTI-ROUND CHAMPIONSHIP

A UIM Sports and Technical Commissioner are required at each Round.

There should be a minimum of one hour between the end of practice and the start of a race.

In case of inclement weather or other factors concerning safety, different event formats or race lengths may be decided upon by the OOD, UIM Sports Commissioner and the Safety Officer.

In case of equal points at the end of an event/Round, the winner shall be the highest placed boat from the race/heat run over the longest distance during the event.

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:

	Long race	Short races (single event World Championship)	Short races (multi-round World Championship)
Class 3J	1 x 35 – 50 nm	2 x 25 – 35 nm	1 x 25 – 35 nm
Class 3A, 3B	1 x 50 – 70 nm	2 x 30 – 50 nm	1 x 30 – 50 nm
Class 3C, 3D, 3S, 3X	1 x 60 – 80 nm	2 x 40 – 60 nm	1 x 40 – 60 nm

CONTINENTAL CHAMPIONSHIP – one venue/multi – each race must be:

	Long race	Short race
Class 3J	1 x 35 – 50 nm	1 x 25 – 35 nm
Class 3A, 3B	1 x 50 – 70 nm	1 x 30 – 50 nm
Class 3C, 3D, 3S, 3X	1 x 60 – 80 nm	1 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 3.5nm 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 3.5 meters.

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. ***There may 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. ***For World Championship or Continental Championship with multi-event race sites, it there must be minimum 3 weeks between the events, unless otherwise agreed by Cominoff.***

800.9.4 - LAY DAY

There must not be a lay day after the final scheduled race day.

800.10 – RACE POINTS AND CLASSIFICATION

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 only one venue for the World or Continental Championship is organized, there will be point accumulation of respectively two (CC) or three heats (WC).

If a championship is run over several rounds, the points of all heats of all rounds of that championship will be accumulated. It is not compulsory to participate in all heats. The named driver must drive the same boat throughout the series of events/rounds. 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.

The overall classification for the Continental and World Championships shall be established by the addition of all points obtained by each driver in each of the races/heats counting towards the Championship

The winner of the championship will be the driver who will have accumulated the highest number of points over all rounds.

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

In case of a tie break

a) at a Continental or World championship run over one event/round

In case of a tie, i.e. equal points at the end of a round or event, the winner shall be the highest positioned boat from the race run over the longest distance. If this cannot split the two, then of those two the boat with the fastest speed in any heat will win.

b) at the Continental or World championship run as a series

In case of equal points at the end of a championship, the winner shall be decided by the most first place finishes in all the 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 the higher placed driver of the final Round/event counting for the Championship.

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 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 to the UIM office. 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 1m 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

Craneage 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 craneage 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 craneage 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, 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 VIP s 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

951 – GENERAL

951.1

The general U.I.M. offshore racing rules are to be applied. In cases of conflicts between general rules and class rules (and specifications), the class rules have precedence.

ADMINISTRATION

A dedicated member of the UIM COMINOFF will have direct contact with driver's representative and the designer.

951.2 - SPIRIT OF THE RULES

The aim is to provide an offshore racing class in which driving skill is more important than the opportunities to take advantage of the latest advances in the use of exotic building materials, the art of boatbuilding and in the art of extracting still more power from highly stressed machinery. Boats are to be **equal**; no modifications (tuning) are allowed except the few points mentioned below.

The V24 Class is modern, has unique safety features, has a reliable serial produced power unit and is intended to provide good sport with a minimum of maintenance and repairs.

951.3 - MEASUREMENT CERTIFICATE

V24 Class boats are to have a measurement certificate according to rule 501.

The boat, hull, equipment, must during races remain as delivered from the boat builder and as specified in the U.I.M. homologation. Only allowed engine is Mercury Mercruiser 6.2L with 350 hp and catalytic exhaust system and only drive is Bravo1 XR sport with 1.50 gear ratio or Bravo3 XR with 1.65 gear ratio. Sole modifications allowed are described below.

The measuring procedure consists of checking that the boat and machinery comply with the specifications in the homologation file and UIM offshore rulebook.

Instructions for how this is done are to be found in the file. It is obligatory for a boat owner to:

- Have the homologation file at hand both before the measuring procedure and at the measuring procedure.
- Lend the homologation file (or a copy of it) to the measurer, at least one week in advance, in order to give the measurer an opportunity to acquaint himself with what he has to check and how to do it.

951.4 - CHANGES OF THE HOMOLOGATED SPECIFICATIONS

Changes of the homologated specifications must be approved by **UIM COMINOFF** and are not allowed until one month after they are published in a U.I.M. web site.

Changes in spare parts are allowed since the engine manufacturer has since the start modified some parts during these years, but with no improvement of performance. The driver at races must be able to show that parts changed actually are manufactured OEM parts and will not give a performance gain.

951.5 - ECM BOX

Technical inspectors are allowed to switch the engine ECM box. The ECM box may be checked by technical officials at any time.

952 - MODIFICATIONS ALLOWED

952.1

The Mercury Mercruiser 6.2L engine may not be modified in any way, including the ECM. It is permitted to change bolts, nuts and washers. The Bravo1 XR outdrive must have a 1:1,50 gear ratio and the Bravo3 XR outdrive must have a 1:1,65 gear ratio in it. No modification is allowed to the out drive including the exterior of the drive. The height of the out drive may not be higher 80 mm measure from keel to transom assembly.

Only the following modifications are allowed.

952.2

The propellers may not be hidden from competitors at the race venue when fitted to the out drive. The propellers max pitch allowed, these may be modified. The original markings must be clearly visible on the propellers.

952.3

It is allowed to fit flat anchor plates for bolting the dash to the deck and the fitting of aerials are allowed.

952.4

Internal cockpit arrangements are free as long as both crew members have free and unobstructed exit to both doors. No sharp edges or protrusions are allowed anywhere.

Cockpit seats, steering wheel, instruments, choice of power trim button, placement of dashboard, throttle and footrests are free. Cockpit seats as per U.I.M. rule 508.21.

952.5

On-board cameras are free as long as they do not interfere with visibility.

952.6

An air-conditioning system may be fitted.

952.7

The replacement of bolts, nuts, or the addition of lock nuts, drilling and wiring, split pinning or keying is allowed, the screws and pins do not need to be OEM parts, as long as no performance gained is achieved.

952.8

It is allowed to fit external steering.

952.9

It is allowed to fit a water pickup to spray water onto the top of gear case only - no performance gain.

952.10

It is allowed to fit hard engine mountings

952.11

It is allowed to add rubber hose to the end of the exhausts.

952.12

Any engine lubricant or drive lubricant may be used.

952.13

It is allowed with the engine compartment to fit an oil cooler of any kind, necessary adapter and oil filter re-locator, as long as no performance gained.

952.14

It is allowed to mount the detachable nose and wing tips permanently on to the boat.

952.15

Placement of bilge pumps, batteries, power trim pumps & fuel filter is free within the engine compartment.

953 – IDENTIFICATION**953.1**

Class identification letter is V. Boats must have the Mannerfelt Design Team logo between doors and engine hatch. Size and positions of the race number according to U.I.M. rule 710.

954 – SAFETY**954.1**

The U.I.M. V24 Class boat is an approved one-design class, consequently rules 508 to 508.07 do not apply. Boats must always comply with the homologation sheet. The boat must be built in accordance with the design specification and boat homologation. The window shall be made of polycarbonate, minimum 10 mm thick. ***In front of door openings (both side and top), there must be a water deflector minimum 15 mm high.***

Each boat will be weighed at the end of each race. Every boat must not weigh less than 1490 kg, including the crew, boat, safety gear and balance of fuel, but not water ballast and excluding strops. The teams needing to add weight must either permanently fix it under the seats in the cockpit, or under the cockpit liner or must carry extra fuel.

954.2

All V24 Class boats must have the detachable nose painted red/orange with the number 2 on each side of the lower running surface. The number must be written in white and be at least 0.07 m high.

954.3

Canopy hatch handle and release mechanism must be painted fluorescent orange to identify them, both inside and outside the cockpit. The text “ _ OTHER SIDE _”, written in red must be clearly visible on both doors from the outside.

954.4 - ENGINE CUT-OUT

The engine cut-out must work on engine circuits only as a complement to the ignition key switch. It must be possible to operate the switch from the outside. The text “ _ Engine Cut-Off _” written in red/orange must be clearly visible from the outside.

954.5 - RESTRAINT SYSTEM

The restraint system shall be according to U.I.M. rules 508.22 to 508.23. Attachment points shall be as shown in the homologation specification.

954.6 - REAR VIEW MIRRORS

All V24 Class boats must have two rear view mirrors fitted according to U.I.M. rules 508.24.

954.7- RACING VESTS, HELMETS AND AIR SUPPLY

Racing Vests, helmets and air supply shall be according to U.I.M. rules 712, 713 and 508.17.

954.8

Flares (excluding personal flares), anchor and warps must all be carried in the safety box in the bow.

955 – CREW**955.1**

The minimum age of the Driver is 18 years old. The minimum age of the navigator is **16** years old. Number of crew members is 2.

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 CLASS V2

1100.01 – SPIRIT OF THE RULES - INTRODUCTION

These rules are intended to ensure safe and competitive racing in an offshore race series at a reasonable cost to the participants. The V2 series is based on monohull boats with reinforced cockpits providing safe racing to UIM standards having side by side seating 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.

The aim is to provide an offshore racing class in which driving skill is more important than the opportunities to take advantage of the latest advances in the use of exotic building materials, the art of boatbuilding and in the art of extracting still more power from highly stressed machinery.

1100.02 - MEASUREMENT CERTIFICATE

V2 boats are to have a measurement certificate according to rule 501. In order to obtain the measurement certificate for a V2 boat it must be built by a U.I.M. approved builder. The complete boat, hull, equipment, as well as engine and transmission must during races remain as delivered from the boat builder and as specified in the U.I.M. homologation. The measuring procedure consists of checking that the boat and machinery comply with the specifications in the homologation file. The boat owner must have the homologation file at hand.

1100.03 - GENERAL

The general UIM offshore racing rules are to be applied. The boat must comply with the rules of Offshore class 3D.

1100.04 – HULL

Monohulls only (cfr. Rule 502.03)
Length 7,80m – 8,60
Beam 1,90m – 2,45
Minimum weight 1400kg without crew

1100.05 – ENGINES

The only eligible engines are Mercury 300 XS (homologation 518) or Mercury 300R (homologation 537).

Set back are limited to 305 mm (from 0 to 12") from boat transom to engine bracket.

1100.06 - CONCEPT

- (a) All participating boats are strictly monohull v-bottom boats with reinforced side by side seating cockpits fitted with one Mercury 300XS (UIM Homologation file no 00518) or Mercury 300R (UIM homologation file n 00537) outboard engine.
- (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) All repairs must be documented in the log book and cleared by technical scrutineers.
- (e) No modifications may be made to the engine.
- (f) Outside communication with Team radio-man is permitted during races.
- (g) Safety takes priority over racing at all times.

1100.07 - 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.

1100.08 - 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.

1100.09 - 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.

100.10 - 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.

1100.11 - 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.

1100.12 - 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.

1100.13 - 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.

1100.14 - 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.

1100.15 - 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.

1100.16 - CRANING REGULATIONS

- a) All boats must be fitted with three 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) 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.
- e) All standard health and safety procedures apply throughout any craning activity.

1100.17 - SEATS

Race boats will be provided with standard seats Sparco or Recaro with 6-point harness seat belts.

1100.18 - 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

1100.19 - 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 without prior permission of V2 technical staff. Cowlings must be in place throughout the entire period of a race. Each race needs to be started with the original engine cowling. The engine cowling can only be replaced when severely damaged, or damaged because of an accident, or if tampered with, and this only after approval of the promotor.
- 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. During the scrutineering process at an event, the ECU's can always be checked by the appointed technical officials or/and UIM Technical Commissioner on site. The promoter will make available some ECU's for replacement, if asked for by technical officials.
- 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.

1100.20 - PROPELLERS

Propeller must have minimum 4 blades and cleaver style propellers must have full exhaust tube.

1100.21 - 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.

1100.22 - 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.

1100.23 - 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.

1100.24 - 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.

1100.25 - 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.

1100.26 - REAR VIEW MIRRORS

Rear view mirrors are mandatory. Each wing mirror must have a minimum size of 60 sq.cm and be bolted on 2 points to assure proper mounting.

1100.27 – CAMERA/VIDEO DEVICE

The promoter holds the right to install camera devices on each boat. The devices and content remain the sole property of the promoter. No tampering is allowed with those devices. Only the promoter is allowed to install, remove, or take content from the devices.

1100.28 – RACE LENGTH OF V2 RACES

A V2 event/Round must consist of 1 long race and 2 short races.

Minimum length for the long race: 40 Nm
Minimum length for the short race: 30 Nm

In case of inclement weather or sea conditions or other factors concerning safety, other event formats or race lengths may be decided upon by the OOD, UIM Sports Commissioner and Safety Officer, in agreement with the promoter.

In case of equal points at the end of an event /Round, the winner of the Round shall be the highest placed boat from the race run over the longest distance during the event.

1100.29 - 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.

1100.30 – 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.

1100.31 - 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 the classification of pole position for that race and stipulated in a race bulletin. 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 run at least at the safety distance of 30m behind 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. All boats must keep their line till the first buoy and through completion of the first buoy.
- (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

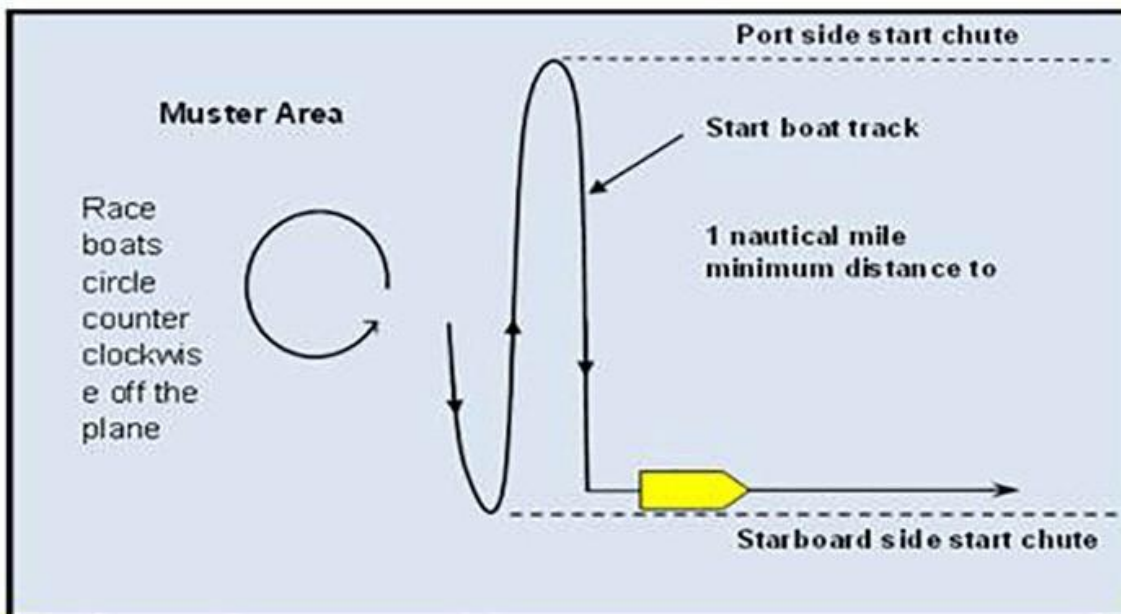
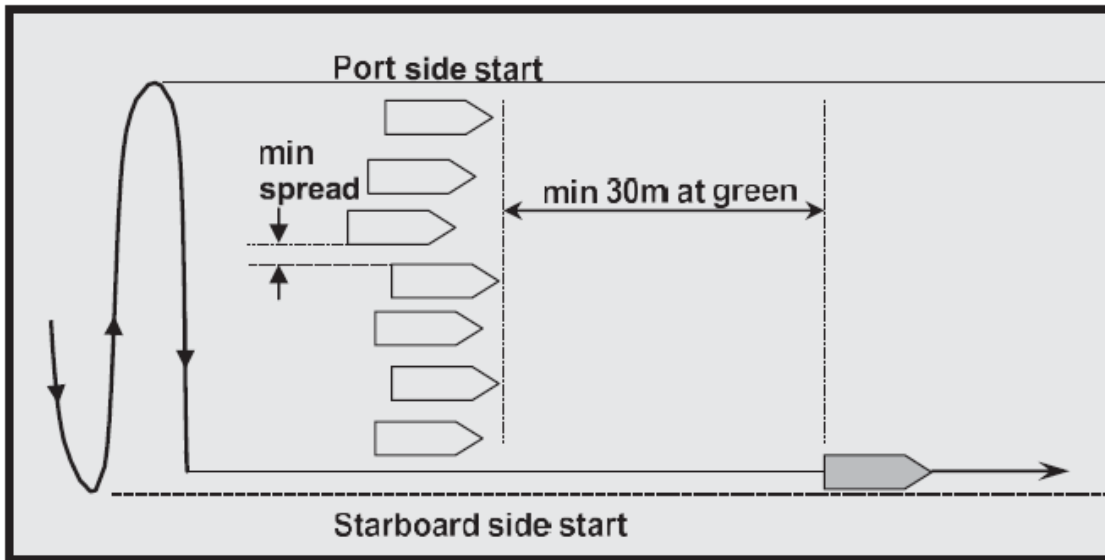


Diagram 2 - Start procedure, green flag



1100.32 - 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 of each race of the event/Round. Details will be provided at Drivers' Briefing and/or in the Race Instructions.
- b) Alternatively, when a pole position could not be run during or after free practice, the pole position order will be defined by means of a lottery for the specific race of the event.
- c) Grid positions (if done by lottery) or the order for qualifying (for timed laps) will be advised in a race bulletin.
- d) If boats cannot run pole position for subsequent races, 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. The team with the highest number of points will benefit from pole position for the final race of the event.
- e) The boat that won Pole position will be nearest to the start boat.
- f) Teams must complete at least 3 laps during pole position time, which must not be completed one after another to be ranked in the pole position classification.
- g) During an event, each boat winning a raced pole position, will be attributed 3 championship points. These pole position championship points will not be added to the overall round/event classification but will be added in the overall championship standings at the end of an event.

1100.33 - 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.

1100.34 - 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. Returning to a missed mark will result in disqualification.

(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. For each race mark missed or not taken as prescribed in a race/heat, a one minute-penalty will be applied. When a driver misses 3 times a race mark in the same race, disqualification for this race will apply.

(e) When a race mark has disappeared, drifted or has been destroyed, the drivers must follow the designated geographical position of the mark, as stipulated in the race instructions.

1100.35 - 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.

1100.36 - CHAMPIONSHIP POINTS SCORING SYSTEM

1100.36.1

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

Unless a race is curtailed, to be eligible for race points, a boat must have completed the minimum number of laps announced at the drivers' briefing or issued in a race bulletin.
 the minimum number of laps required to be completed shall be 70% of the total race distance, rounded up to the nearest lap.

To be designated a finisher of a race, boats must take the chequered flag within the time limit after the winning boat and have covered at least the 70% of the total race distance, as announced by a race bulletin.

70% of the total race distance will be calculated on the total distance in Nm and not on the numbers of laps.

Eg. total race distance: 47 Nm (start lap + 13 laps)

Race lap: 3,5 Nm

Start lap: 1,5 Nm

70 % of 47Nm = 32,9 Nm: start lap + 9 laps (33Nm)

1100.36.2

In the event of a Stopped or Curtailed Race, if the 'winning boat' has completed:

- A minimum of 50 % of the actual programmed minutes of race length: full points will be awarded.
- Between 25% but less than 50 % of the actual programmed minutes of race length: half points will be awarded.
- Less than 1 lap: the race may be restarted using the normal procedures.

1100.36.3

For each pole position winning boat during an event, the boat will be attributed 3 championship points. These pole position championship points will not be added to the overall round/event classification but will be added in the overall championship standings at the end of an event. Pole position points are only counting to the World championship standings.

(cfr. Rule 1100.31 g)

1100.37 - 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
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.

- When the V2 boats are racing alone within their category, the normal flags procedure will apply:
 - White flag: indicating the start of the last lap
 - Black & white chequered flag: indicating the finish of the race
- When the V2 boats are racing together with other categories of boats in the same race, then the following flag procedures will apply:
 - White flag with the orange V2 logo in it: indicating the start of the last lap for the V2 boats
 - UIM flag: indicating the finish of the race for the V2 boats

1100.38 - 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.

1100.39 - 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.

1100.40 - 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.

1100.41 - 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.

1100.42 – MATCH RACING

In case of inclement sea conditions and the normal races cannot be run and when another safe race area as e.g. harbour area or other safe location is available, match racing may be organised at an event, with the possibility to earn championship points for this type of racing.

A match race is consisting of a race between two V2 race boats. All race boats participating in the V2 championship event are having a run against the other race boats of the event.

The match race is based on a certain distance. The course is defined by buoys at the beginning and end of the course.

The start boat in the start or milling area is calling by radio the 2 boats running against each other and is giving the green flag when they are ready.

The winner of each run will be the race boat that crosses first the finish line.

After each run, the race boats are proceeding back to the milling or start area, ready for the next run.

The procedures and championship points will be published in the Race Instructions.

1200 - RULES FOR UIM MARATHON RACING

1200.01 - GENERAL

1200.01.01 - RULES

The general UIM Pleasure Navigation racing rules are to be applied. In cases of conflicts between the general rules and the class rules (and specifications), the class rules have precedence

1200.01.02 - MINIMUM AGE

The minimum age for competitors in all of the marathon classes is 18 years.

1200.01.03 - CLARIFICATION

In these Rules, the words “shall” or “must” means mandatory; the word “should” means recommended.

1200.01.04 - LICENCE

The issuing of International licences is the task of the National Authority of the competitor. The National Authority of the licence holder must verify that the competitors have the necessary experience and skill to take part in Endurance Marathon events.

As a reference for minimum competence, competitors who have not previously held a Marathon Licence must submit a detailed CV of their racing and boating experience to their National Authority. This CV must demonstrate practical experience and theoretical knowledge to a minimum standard recognised nationally or a military equivalent and approved by the applicants National Authority (for example UK RYA qualifications of Day Skipper, Coastal Skipper, Yachtmaster or Advanced Powerboat would be acceptable standards).

Both driver and co-drivers must have first aid and resuscitation knowledge as defined by Red Cross or similar.

1200.01.05 - SEA SURVIVAL CERTIFICATE

A current sea survival certificate, equivalent to an IMO standards of training, certification and watchkeeping for seafarers (STCW) Basic Sea Survival Course, must be held by all crew members.

1200.02 - COMPETITION RULES

1200.02.01 - OUTSIDE ASSISTANCE

Competitors may refuel during a race at recognised port or marina fuel outlets within harbour confines. Ship to ship or air to ship refueling at sea is not permitted.

Competitors may utilise outside assistance to effect repairs to machinery, structure, navigation or safety equipment once berthed in a recognised port or marina.

No other outside assistance is allowed during a race.

Any competing craft may be towed and if a tow is accepted, then that competitor will be treated as a retirement from the race or that particular leg of the race.

1200.02.02 - IDENTIFICATION

All competing craft must carry race numbers as laid down in the UIM Rules; this includes deck numbers. Race numbers shall include a prefix letter “A”, “C”, “S” and “E” to match each sub-class of Marathon classification.

1200.03 - RACE BOATS

1200.03.01 - HULL LENGTH

The minimum and maximum hull length for all competing craft is as defined as per Class Classifications.

UIM standard measurement procedure is used in all cases.

1200.03.02 - SPEED

All competing craft must be capable of exceeding 40 knots.

1200.03.03 - MONOHULL BOATS

In the Spirit of Endurance Marathon Racing, all competing craft must be Monohull or stabilised Mono Hull unless otherwise agreed by the race organizer.

All open boats must have their bow painted fluorescent Yellow at least 0.5m. The number of riding crew members must be written in black in at least 0.25 m high in the Yellow area. All closed cockpit boats must have their bow painted fluorescent Orange at least 0.5m. The number of riding crew members must be written in black in at least 0.25 m high in the Orange area.

1200.03.04 - OPEN BOATS

Boat builders/designers must supply confirmation from a recognized body that the boat is designed for such activities and to race in a given class.

1200.03.05 - REINFORCED COCKPIT BOATS

All competitors and crew members who race in boats with restraints, canopies, and partial reinforced cockpits must hold a current immersion test certificate.

Reinforced cockpit boats must have a current Measurement Certificate and it is recommended that they comply with full UIM 508 rules for reinforced cockpit boats.

Crew must be able to demonstrate that they can safely exit the boat (maximum recommended exit time 30 seconds) This may be subject to scrutineer testing at events.

The nominated skipper of the vessel accepts ultimate responsibility for complying with all of the above requirements.

Carbon monoxide sensors and alarms must be fitted in all reinforced cockpits boats.

1200.03.06 - PARTIAL CANOPY BOATS

All competitors and crew members who race in boats with restraints, canopies, and partial canopies must hold a current immersion test certificate.

Partial canopies may be permitted subject to the technical inspector's approval, this process must be commenced a minimum of 3 months before the event.

There must be an opening hatch with a minimum open space sufficiently large (minimum 55cm X 82.5cm) for each person in the boat to exit immediately. Alternatively, there must be an open space in the rear of the craft sufficiently large (minimum 1.3m X 1.3m) for all crew to exit the boat immediately. Access at this opening must not be restricted in any way whatsoever.

Partially canopied boats may have restraint systems fitted which, if fitted, must comply with the following Offshore Rules: 508.01 (Crew Immersion Test) , 508.16 (Air Supply), 508.18 (stop buttons for engine cut- off), 508.20 (Rear of Head Protection) and 508.21 (Specification of Harness).

Additionally, the following rules apply :

1. Boat builders/designers must confirm in writing that the boat is designed for such activities and to race in a given class. This confirmation to include key safety points below, with detailed technical drawings supplied as appropriate.
2. Crew must be able to demonstrate that they can safely exit the boat (maximum recommended exit time 30 seconds) This may be subject to scrutineer testing at events.
3. Seat belt mounts must be of appropriate strength and position, considering the boats maximum designed speed – see 508 rules.
4. Structure of the partial canopy must be of similar strength to the hull/running surface of the boat.
5. The screen must be of a suitable materials and have flanges adequate to offer the strength required to meet the anticipated loads and speed of the craft.
6. All crew must have in date immersion test training and hold a current immersion test certificate.
7. Doors or hatches must be so designed to allow them to be easily opened from inside and out and must be labelled to allow rescuer to immediately understand opening system and backup system – hinges must have removable pins.
8. There must be an air system provided for each crew member – spare air systems are not acceptable.
9. There must be a minimum clearance between seats or door aperture of 40cm if this is the primary exit route.
10. The nominated skipper of the vessel accepts ultimate responsibility for complying with all of the above requirements.
11. Carbon monoxide sensors and alarms must be fitted in all canopied boats.

1200.03.07 - SEAT BELTS / RESTRAINTS

No seat belts or restraints whatsoever are permitted in open boats, i.e. boats with no canopies or boats with no partial canopies.

All competitors and crew members who race in boats with restraints, canopies, and partial canopies must hold a current immersion test certificate.

1200.03.08 - REINFORCED WATER DEFLECTOR

ALL Craft with a top speed in excess of 50 knots which do not have a forward cabin structure must have a Reinforced Water Deflector over and under the deck, designed and constructed of materials with sufficient strength to provide adequate crew protection. The forward fairing on deck must rise to a minimum height of the chin of the tallest crew member when in the normal driving position. The top 5cm of the water deflector must be at least 45 degrees from the horizontal with a minimum of 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. Open RIBs must have a solid fitted console to deflect water. In addition, all vessels must have a means of preventing the riding crew from sliding forward under the foredeck when in their normal racing position. A bulkhead or suitable kick-board in front of each of the riding crew must be fitted and be of sufficient strength to prevent the riding crew from forward movement in the event of rapid deceleration. The bulkhead/kick-board must be secured so that there is no more than 1 inch space between the crews' floor and the bulkhead.

1200.03.09

All competing craft must be capable of going astern.

1200.03.10 - LIFTING POINTS

Race instructions may require that competitors carry their certified lifting strops in their boat throughout the race. For all boats, the lifting positions of the craft for emergency lift by crane slings must be clearly marked on either side of the boat.

1200.03.11 - BUOYANCY

It is recommended that enough buoyancy is provided in the race boat or in the material used for its construction to ensure that the boat floats if capsized or holed.

1200.03.12 - BILGE PUMPS

Suitable & automatic bilge pumps shall be fitted to the boat capable of pumping out all sections of the boat. Pumps are recommended even where water-tight bulkheads are fitted. They shall be accessible and be fitted with a suction pipe leading to the lowest point of the bilge and with a discharge pipe overboard. There shall also be at least one manual bilge pump in the boat.

1200.03.13 - PUMP

All RIBS shall carry both Manual Bilge and Air Inflation pumps which can be either a hand or foot pump, both capable of being operated below the gunwale.

1200.03.14 - DECK FITTINGS

All boats must have guard rails or handholds as rails or handles raised above the deck of a suitable material or wire in stanchions. A single rail would suffice. A rope secured to the bow and made fast in the cockpit will not be accepted.

1200.03.15 - TOWING

All vessels must be fitted with a properly designed towing point of adequate construction and strength for the boat to be towed when waterlogged for extended periods. Tow lines suitable in length and strength for the boat in all weathers must be carried by all craft and must be permanently attached to the strong point during races unless the crew can demonstrate that a towing line can be easily attached to the towing point whilst at sea. This towing line must have a fixed loop to provide ease of attachment.

In addition each boat should carry sufficient fenders & warps as to be able to dock or raft independently in port or to be able to raft suitably to another vessel if assistance was either required or being offered.

1200.03.16 - ANCHOR

In addition to the normal Anchor, all boats must carry a sea anchor (drogue) suitable the size and weight of the vessel.

1200.03.17 - COMPASS

Compass, Charts/back-up navigation and Nautical Almanac:

1. Compass - All boats must be equipped with a liquid filled magnetic compass. (Handheld or Fixed) If fixed compass deviation cards for magnetic compasses must relate to adjustment within the 12 months prior to the date of the event. Electronic compasses may be used in addition.
2. Charts/back-up navigation system – All boats must carry at all times EITHER

A comprehensive set of paper charts which must be in date and corrected to current Notices to Mariners. These charts must be of suitable scales and detail to enable safe navigation over the entire course.

OR

A properly installed electronic chart plotter containing chart data of suitable scales and detail to enable safe navigation over the entire course. In addition to the installed chart plotter a portable chart plotter containing chart data of suitable scales and detail must be carried to enable safe navigation over the entire course. This additional unit must be provided with additional emergency batteries to ensure a minimum of 8 hours operation.

3. Nautical Almanac – All boats must carry at all times a nautical almanac providing detailed navigational information of the entire course.

1200.03.18 - NAVIGATION LIGHTS

Navigation lights in working order shall be carried in accordance with International Rules for the Prevention of Collisions at Sea.

1200.03.19 - FOG HORN / TORCH

All boats shall carry an efficient fog horn and a powerful torch.

1200.03.20 - FUEL TANKS

Fuel transfer at sea is only permitted between your own fixed onboard tanks. Race fuel may not be stored or carried on board in any jerry-can type of container.

1200.03.21- BATTERIES

Batteries shall be housed in ventilated compartments, mounted upon a secure and solid platform and be fitted with an isolator switch. The battery isolator switch position must be clearly marked for safety reasons.

1200.04 - ENGINES

1200.04.01 - ENGINE LIMITS

Engine limits are as described in the Class classifications.

1200.04.02 - ENGINE DESCRIPTIONS

ENGINE DESCRIPTIONS for all classes except:

- a) Grand Sport (S) & Grand Touring (E) Classes, all engines must be “Low Emission Engines”
- b) Engines must be based on currently, or previously advertised/available mainstream production units available to the general public through normal distribution channels with a minimum production run of 500 units.
- c) Super Marathon class – engines are free.
- d) Within Grand Touring (E) Class – Height adjustable hydraulic engine jacks are NOT permitted.

1200.04.03

Single engined craft and single shaft driven boats may compete. All such boats MUST carry an auxiliary engine for use in emergency breakdowns capable of propelling the craft at 5mph for a minimum of 35 miles. This engine can be stowed in the boat but must be shown to be sufficiently retained so that it will not work loose or cause damage.

1200.04.04

Boats with more than one outboard engine or outdrive must have a properly engineered tie-bar system.

1200.04.05 - ENGINE MOUNTINGS

Outboards: Engine mountings shall be attached to the transom with at least 4 bolts, which shall be either pinned or lock-nutted.

Inboards: Engine mountings shall be sound and the mounting bolts securing to the hull shall be pinned or lock-nutted. Engines shall be enclosed in their own compartment/s with the exception of normal ventilation. Each and every engine need not be contained in its own compartment. The compartments shall have rigid covers.

1200.05 - SAFETY EQUIPMENT FOR THE BOAT

1200.05.01 - EMERGENCIES

It must be understood that in Marathon (Endurance) Racing every team/crew must be prepared for any/all eventualities with regard to their own safety. If any team experiences difficulties or an emergency during the race, then they must be aware and prepared to be effectively on their own until rescue teams (from whatever source) can arrive. Every team must therefore have emergency plans which must include a risk assessment setting out how they would deal with an on board emergency situation until such time as rescue teams arrive.

1200.05.02 - INFLATABLE LIFE RAFT

It is mandatory that every boat carries one certified and in date Inflatable Life Raft capable of carrying the complete crew, together with adequate fresh water and a first-aid kit. The life raft shall be stowed in an easily accessible position so that in the event of emergency the life raft can be quickly released, particularly in the event of fire.

The life raft is recommended to comply with ISAF Offshore Special Regulations (OSR) Appendix A Part 2 or ISO 9650 Type 1 Part 1, Group A standard, and should be fitted with a boarding ramp. (Or equivalent NA approved standards)

1200.05.03 - FLARES

All boats will carry an Offshore. standard flare pack comprising: 4 red parachute rockets, 4 red hand held, 2 orange smoke hand held, and 4 white collision hand held flares in a waterproof canister. If any flares are deployed must be replaced before the start of the next race.

1200.05.04 - VHF RADIO

All boats will carry a shipboard installation of a fully synthesized VHF transceiver with GMDSS capability carrying all 55 International Channels, with an aerial output of not less than 25 watts. Organisers may require additional channel(s) to be programmed into this radio to comply with local regulations. In addition, a multi-channel waterproof hand held VHF radio, which should be carried by one crew member at all times when racing. Each vessel must have a Ship's Licence for their radio equipment and at least one crew must have an Operator's Licence, both Licences to be checked at Race Control and be available for scrutineering.

1200.05.05 - E.P.I.R.B.

A portable emergency position indicating radio beacon (E.P.I.R.B.) operating on 406 MHz shall be carried and stowed in an easily accessible position.

1200.05.06 - TRACKER SYSTEM

Some long distance Marathon Races may require tracker systems, this decision will be made by the organisers prior to the event and details provided in the Advance Race Instructions,

1200.05.07 - FIRST AID KIT

All boats shall carry an adequate medical kit and emergency thermal protective aids for each member of the crew.

1200.05.08 - RADAR REFLECTOR

All boats must carry a RADAR reflector suitable for the boat or a Search & Rescue Transponder - SART.

1200.06 - SAFETY EQUIPMENT FOR EACH CREW

1200.06.01 - MEDICAL COMPRESS & KNIFE

All crew must carry on their person whilst racing a whistle, medical compress and a knife.

1200.06.02 - SAFETY EQUIPMENT

All Boats must start and finish and carry throughout the race the following minimum equipment:

UIM RULE ITEM OF EQUIPMENT

- Carbon monoxide sensors and alarms for boat with full or partial canopies
- Certified Lifting strops (for boat fitted with lifting points)
- Manual Bilge Pump
- Foot Pump RIBS only
- Tow Rope and Warps
- Anchor and rope/chain minimum length 50 metres
- Additionally all boats must carry a sea anchor of suitable size for their particular vessel.
- Fog Horn and Torch
- Two 2kg dry powder fire extinguishers suitably mounted close to engines or crew.
- Orange retirements flag 0.60m x 0.40m
- Auxiliary engine (single engine race craft only)
- Inflatable Liferaft compliant with rules
- Flares: - 4 x Red Rocket, 4 x Red Handheld
- 2 x Orange Smoke, 4 x White Collision
- 1 x Mini Flare pack to be carried over person
- VHF Handheld radio with channel 32 (M)
- 1x E.P.I.R.B operation on 406 MHz. Recommendation that 1 per person is carried.
- Tracker System as specified or provided by event organiser
- Adequate first aid kit. 1 x foil blanket + thermal protective aids for each crew member.
- Radar Reflector or suitable alternative.
- Emergency Grab Bag: An Emergency Grab Bag must be carried on board at all times to include, fresh water, day and night flares, Thermal protective Aids, First Aid Kit. Recommended to include portable VHF Radio, Passports, Money and credit cards.
- Guardrails, handholds
- Liquid Magnate Compass
- Engine cut-off attachments for all crew
- Battery isolator switches easily accessible to crew
- A Fixed VHF transceiver with GMDSS capability.
- GPS, RADAR equipment as per Racing Instructions.
- Satellite Telephone. For all Ultra Marathon Races where an area of the courses is out of range of VHF communications, an operational satellite telephone must be carried on board at all times.

1200.07 - TURN MARKS AND MISSED MARKS

Turn Marks

All marks, including GPS marks will be laid in the approximate positions referred to in the race instructions. It is the competitor's responsibility to follow the geographical course as described in race instructions and to drive close enough to the course marks to ensure that they have been seen to pass them correctly.

Competitors who do not follow the geographical course as described in race instructions will be disqualified from the race or in the event of multi-leg events they will be disqualified from that leg of the race.

The Event Race Instructions will specify the colour and shape of the course marks.

When a race mark has disappeared, drifted or has been destroyed, the drivers must follow the designated geographical position of a mark, as stipulated in the Race Instructions.

If a boat hits a turn mark – A Yellow Card penalty or other penalties may be applied.

If a boat destroys a buoy or cuts the securing line – A Yellow Card may be applied.

Missed Marks

Competitors may re-take a missed mark providing that in doing so they do not impede or endanger other competitors. Where a competitor fails to retake a missed mark, they will be disqualified from that leg.

1200.07.01 - STOPPING THE RACE

In case of force majeure or an accident, the race may be stopped by waving red flags. Red flags will be flown from official boats.

On seeing red flags, Competitors shall stop racing immediately.

In the event of the race being aborted by the use of the Red Flag procedure the finishing positions will be taken as at the passing of the last recorded turn mark.

Any boat deemed to be the cause or a contributory factor in the race being aborted will be disqualified.

Points will be awarded if the race has run more than minimum 70% of the course length, and/or the drivers have been racing for at least 1 hour.

1200.07.02 - TIME LIMIT

The time limit applicable for boats finishing a marathon race should be based on an average speed of 25 knots. Race Organisers must stipulate the maximum race time in Race Instructions which may, at their discretion, be longer than above.

The race may be curtailed or stopped at the finish line at any time by waving the briefed curtailment signal. This designates the end of the race.

1200.08 - CLASSIFICATION TABLE

Class	Length as per UIM Measurement	Maximum HP	Minimum Number of engines	Minimum Weight (Kg per HP) Including fuel, equipment and Crew at end of race.
Super Marathon (A)	Min – 10m Max – 16m	Free	2	Cockpit 3 Kg/HP Open 4.0 Kg/HP
Grand Prix (C)	Min - 9m Max – 15m	1200 HP	2	Cockpit 3.50 Kg/HP Open 4.0kg/HP
Grand Sport (S)	Min -7.5m Max – 10m	600 HP	2	Cockpit 3.75 Kg/HP Open 4.25 kg/HP
Grand Touring (E)	Min -7.5m Max – 10m	450 HP	1	Cockpit 4 Kg/HP Open 4.50 kg/HP

All competing craft must be capable of exceeding 40 knots,

10% more engine capacity than the original installation is accepted. Classic Boats must be at least 25 years old from date of build.

1200.09 - ULTRA MARATHON RACES

Ultra marathon races are defined as races where the total distance of one or more race legs exceeds 500 nautical miles.

Alternative Starting Procedure: For Ultra Marathon Races standing or near standing starts will be permitted instead of the procedure defined in Rule 305. Full details of this procedure will be included in race instructions and described at drivers briefing.

Safety requirements for organisers of Ultra Marathon Races

- The organisers must establish a central race control location from which a dedicated team can monitor the progress of boats via the boat tracker system.
- The organizer must also present risk assessment and an environmental risk assessment to the National Authority at least 90 days prior to the start of the race.
- The organisers must clearly define the financial implications applicable in the different countries should a boat have to be rescued or team members have to be transported ashore by rescue services.

Some long distance Marathon Races may require tracker systems, this decision will be made by the organisers prior to the event and details provided in the Advance Race Instructions.

For all Ultra Marathon Races a tracker system as defined by the race organizer is mandatory.

Satellite Telephone. For all Ultra Marathon Races where an area of the courses is out of range of VHF communications an operational satellite telephone must be carried on board at all times.

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

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CODE OF ETHICS 2026

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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/her position is to be adjudged, without prejudice of his/her 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 year 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.

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 2026

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INTRODUCTION

Preface

These Anti-Doping Rules are adopted and implemented in accordance with the UIM's responsibilities under the *Code*, and in furtherance of the 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 rules in a global and harmonized manner, they are distinct in nature from criminal and civil laws. They are not intended to be subject to or limited by any national requirements and legal standards applicable to criminal or civil proceedings, although they are intended to be applied in a manner which respects the principles of proportionality and human rights. 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, which implement 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.

As provided in the *Code*, the UIM shall be responsible for conducting all aspects of *Doping Control*. Any aspect of *Doping Control* or anti-doping *Education* may be delegated by the UIM to a *Delegated Third Party*, such as the International Testing Agency (ITA), however, the UIM shall require the *Delegated Third Party* to perform such aspects in compliance with the *Code*, *International Standards*, and these Anti-Doping Rules. the UIM may delegate its adjudication responsibilities and the *Results Management* to the CAS Anti-Doping Division.

When the UIM has delegated its responsibilities to implement part or all of *Doping Control* to the ITA or to any other *Delegated Third Party*, any reference to the UIM in these *Rules* should be intended as a reference to the ITA or to the other *Delegated Third Party*, where applicable and within the context of the aforementioned delegation. the UIM shall always remain fully responsible for ensuring that any delegated aspects are performed in compliance with the *Code*.

Italicized terms in these Anti-Doping Rules are defined terms in Appendix 1.

Unless otherwise specified, references to Articles are references to Articles of these Anti-Doping Rules.

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

Anti-doping programs are founded on the intrinsic value of sport. This intrinsic value is often referred to as "the spirit of sport": the ethical pursuit of human excellence through the dedicated perfection of each *Athlete's* natural talents.

Anti-doping programs seek to protect the health of *Athletes* and to provide the opportunity for *Athletes* to pursue human excellence without the *Use of Prohibited Substances and Methods*.

Anti-doping programs seek to maintain the integrity of sport in terms of respect for rules, other competitors, fair competition, a level playing field, and the value of clean sport to the world.

The spirit of sport is the celebration of the human spirit, body and mind. It is the essence of Olympism and is reflected in the values we find in and through sport, including:

- Health
- Ethics, fair play and honesty
- *Athletes'* rights as set forth in the *Code*
- 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

The spirit of sport is expressed in how we play true.

Doping is fundamentally contrary to the spirit of sport.

Scope of these Anti-Doping Rules

These Anti-Doping Rules shall apply to:

- (a) the UIM, including its board members, directors, officers and specified employees, and *Delegated Third Parties* and their employees, who are involved in any aspect of *Doping Control*;
- (b) each of its *National Authorities*, including their board members, directors, officers and specified employees, and *Delegated Third Parties* and their employees, who are involved in any aspect of *Doping Control*;
- (c) the following *Athletes*, *Athlete Support Personnel* and other *Persons*:
 - (i) all *Athletes* and *Athlete Support Personnel* who are members of the UIM, or of any *National Authority*, or of any member or affiliate organization of any *National Authority* (including any clubs, teams, associations, or leagues);
 - (ii) all *Athletes* and *Athlete Support Personnel* who participate in such capacity in *Events*, *Competitions* and other activities organized, convened, authorized or recognized by the UIM, or any *National Authority*, or by any member or affiliate organization of any *National Authority* (including any clubs, teams, associations, or leagues), wherever held;
 - (iii) any other *Athlete* or *Athlete Support Personnel* or other *Person* who, by virtue of an accreditation, a license or other contractual arrangement, or otherwise, is subject to the authority of the UIM, or of any *National Authority*, or of any member or affiliate organization of any *National Authority* (including any clubs, teams, associations, or leagues), for purposes of anti-doping; and;
 - (iv) *Athletes* who are not regular members of the UIM or of one of its *National Authorities* but who want to be eligible to compete in a particular *International Event*.

Each of the abovementioned *Persons* is deemed, as a condition of his or her participation or involvement in the sport, to have agreed to and be bound by these Anti-Doping Rules, and to have submitted to the authority of the UIM to enforce these Anti-Doping Rules, including any *Consequences* for the breach thereof, 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.¹

Within the overall pool of *Athletes* set out above who are bound by and required to comply with these Anti-Doping Rules, the following *Athletes* shall be considered to be *International-Level Athletes* for the purposes of these Anti-Doping Rules, and, therefore, the specific provisions in these Anti-Doping Rules applicable to *International-Level Athletes* (e.g., *Testing*, *TUEs*, whereabouts, and *Results Management*) shall apply to such *Athletes*:

¹ [Comment: Where the Code requires a Person other than an Athlete or Athlete Support Person to be bound by the Code, such Person would of course not be subject to Sample collection or Testing, and would not be charged with an anti-doping rule violation under the Code for Use or Possession of a Prohibited Substance or Prohibited Method. Rather, such Person would only be subject to discipline for a violation of Code Articles 2.5 (Tampering), 2.7 (Trafficking), 2.8 (Administration), 2.9 (Complicity), 2.10 (Prohibited Association) and 2.11 (Retaliation). Furthermore, such Person would be subject to the additional roles and responsibilities according to Code Article 21.3. Also, the obligation to require an employee to be bound by the Code is subject to applicable law.]

The UIM shall ensure that, as per Article 19 of these Anti-Doping Rules, any arrangements with their board members, directors, officers, and specified employees, as well as with the Delegated Third Parties and their employees – either employment, contractual or otherwise – have explicit provisions incorporated according to which such Persons are bound by, agree to comply with these Anti-Doping Rules, and agree on the UIM's authority to solve the anti-doping cases.]

Athletes who hold the following license: UIM Superlicence, UIM Serieslicence;

- (a) *Athletes* who hold the following license: UIM Superlicence, UIM Serieslicence;
- (b) *Athletes* who compete in any of the following *International Events*: UIM World Championship or Cup, UIM Continental Championships, UIM Special Event;
- (c) *Athletes* included in the UIM *Registered Testing Pool*, *Testing Pool* and any other Pool established by UIM;

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 2.11 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.

Athletes 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 Athlete's Sample

- 2.1.1 It is the *Athletes'* personal duty to ensure that no *Prohibited Substance* enters their bodies. *Athletes* 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 *Athlete's* part be demonstrated in order to establish an anti-doping rule violation under Article 2.1.²
- 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 *Athlete's A Sample* where the *Athlete* waives analysis of the *B Sample* and the *B Sample* is not analysed; or, where the *Athlete's B Sample* is analysed and the analysis of the *Athlete's B Sample* confirms the presence of the *Prohibited Substance* or its *Metabolites* or *Markers* found in the *Athlete's A Sample*; or where the *Athlete's A* or *B Sample* is split into two (2) parts and the analysis of the confirmation part of the split *Sample* confirms the presence of the *Prohibited Substance* or its *Metabolites* or *Markers* found in the first part of the split *Sample* or the *Athlete* waives analysis of the confirmation part of the split *Sample*.³
- 2.1.3 Excepting those substances for which a *Decision Limit* is specifically identified in the *Prohibited List* or a *Technical Document*, the presence of any

² [Comment to Article 2.1.1: An anti-doping rule violation is committed under this Article without regard to an *Athlete's Fault*. This rule has been referred to in various CAS decisions as "Strict Liability". An *Athlete'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.]

³ [Comment to Article 2.1.2: The Anti-Doping Organization with Results Management responsibility may, at its discretion, choose to have the *B Sample* analysed even if the *Athlete* does not request the analysis of the *B Sample*.]

reported quantity of a *Prohibited Substance* or its *Metabolites* or *Markers* in an *Athlete'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*, *International Standards* or *Technical Documents* may establish special criteria for reporting or the evaluation of certain *Prohibited Substances*.

2.2 Use or Attempted Use by an Athlete of a Prohibited Substance or a Prohibited Method ⁴

- 2.2.1** It is the *Athletes'* personal duty to ensure that no *Prohibited Substance* enters their bodies and that no *Prohibited Method* is *Used*. Accordingly, it is not necessary that intent, *Fault*, *Negligence* or knowing *Use* on the *Athlete'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.⁵

2.3 Evading, Refusing or Failing to Submit to Sample Collection by an Athlete

Evading *Sample* collection; or refusing or failing to submit to *Sample* collection without compelling justification after notification by a duly authorized *Person*.⁶

2.4 Whereabouts Failures by an Athlete

Any combination of three (3) missed tests and/or filing failures, as defined in the *International Standard for Results Management*, within a twelve (12) month period by an *Athlete* in a *Registered Testing Pool*.

2.5 Tampering or Attempted Tampering with any Part of Doping Control by an Athlete or Other Person

2.6 Possession of a Prohibited Substance or a Prohibited Method by an Athlete or Athlete Support Person

⁴ [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 *Athlete*, witness statements, documentary evidence, conclusions drawn from longitudinal profiling, including data collected as part of the *Athlete 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*.]

⁵ [Comment to Article 2.2.2: Demonstrating the "Attempted Use" of a *Prohibited Substance* or a *Prohibited Method* requires proof of intent on the *Athlete'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*.

An *Athlete's Use* of a *Prohibited Substance* constitutes an anti-doping rule violation unless such substance is not prohibited Out-of-Competition and the *Athlete'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.])

⁶ [Comment to Article 2.3: For example, it would be an anti-doping rule violation of "evading *Sample* collection" if it were established that an *Athlete* 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 *Athlete*, while "evading" or "refusing" *Sample* collection contemplates intentional conduct by the *Athlete*.]

2.6.1 *Possession by an Athlete In-Competition of any Prohibited Substance or any Prohibited Method, or Possession by an Athlete Out-of-Competition of any Prohibited Substance or any Prohibited Method which is prohibited Out-of-Competition unless the Athlete 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 Athlete Support Person In-Competition of any Prohibited Substance or any Prohibited Method, or Possession by an Athlete Support Person Out-of-Competition of any Prohibited Substance or any Prohibited Method which is prohibited Out-of-Competition in connection with an Athlete, Competition or training, unless the Athlete Support Person establishes that the Possession is consistent with a TUE granted to an Athlete in accordance with Article 4.4 or other acceptable justification.⁷*

2.7 Trafficking or Attempted Trafficking in any Prohibited Substance or Prohibited Method by an Athlete or Other Person

2.8 Administration or Attempted Administration by an Athlete or Other Person to any Athlete In-Competition of any Prohibited Substance or Prohibited Method, or Administration or Attempted Administration to any Athlete Out-of-Competition of any Prohibited Substance or any Prohibited Method that is Prohibited Out-of-Competition

2.9 Complicity or Attempted Complicity by an Athlete or Other Person

Assisting, encouraging, aiding, abetting, conspiring, covering up or any other type of intentional complicity or *Attempted* complicity involving an anti-doping rule violation, *Attempted* anti-doping rule violation or violation of Article 10.14.1 by another *Person*.⁸

2.10 Prohibited Association by an Athlete or Other Person

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

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

2.10.1.2 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 (6) years from the criminal, professional or disciplinary decision or the duration of the criminal, disciplinary or professional sanction imposed; or

⁷ [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 2.6.1 and 2.6.2: Acceptable justification may include, for example, (a) an Athlete or a team doctor carrying Prohibited Substances or Prohibited Methods for dealing with acute and emergency situations (e.g., an epinephrine auto-injector), or (b) an Athlete Possessing a Prohibited Substance or Prohibited Method for therapeutic reasons shortly prior to applying for and receiving a determination on a TUE.]

⁸ [Comment to Article 2.9: Complicity or Attempted Complicity may include either physical or psychological assistance.]

2.10.1.3 Is serving as a front or intermediary for an individual described in Article 2.10.1.1 or 2.10.1.2.

2.10.2 To establish a violation of Article 2.10, an *Anti-Doping Organization* must establish that the *Athlete* or other *Person* knew of the *Athlete Support Person's* disqualifying status.

The burden shall be on the *Athlete* or other *Person* to establish that any association with an *Athlete Support Person* described in Article 2.10.1.1 or 2.10.1.2 is not in a professional or sport-related capacity and/or that such association could not have been reasonably avoided.

Anti-Doping Organizations that are aware of *Athlete Support Personnel* who meet the criteria described in Article 2.10.1.1, 2.10.1.2, or 2.10.1.3 shall submit that information to WADA.⁹

2.11 Acts by an *Athlete* or Other *Person* to Discourage or Retaliate Against Reporting to Authorities

Where such conduct does not otherwise constitute a violation of Article 2.5:

2.11.1 Any act which threatens or seeks to intimidate another *Person* with the intent of discouraging the *Person* from the good-faith reporting of information that relates to an alleged anti-doping rule violation or alleged non-compliance with the *Code to WADA*, an *Anti-Doping Organization*, law enforcement, regulatory or professional disciplinary body, hearing body or *Person* conducting an investigation for WADA or an *Anti-Doping Organization*.

2.11.2 Retaliation against a *Person* who, in good faith, has provided evidence or information that relates to an alleged anti-doping rule violation or alleged non-compliance with the *Code to WADA*, an *Anti-Doping Organization*, law enforcement, regulatory or professional disciplinary body, hearing body or *Person* conducting an investigation for WADA or an *Anti-Doping Organization*.

For purposes of Article 2.11, retaliation, threatening and intimidation include an act taken against such *Person* either because the act lacks a good faith basis or is a disproportionate response.¹⁰

⁹ [Comment to Article 2.10: *Athletes and other Persons must not work with coaches, trainers, physicians or other Athlete 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. This also prohibits association with any other Athlete who is acting as a coach or Athlete Support Person while serving a period of Ineligibility. 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 Athlete Support Person to serve as an agent or representative. Prohibited association need not involve any form of compensation.*

While Article 2.10 does not require the *Anti-Doping Organization* to notify the *Athlete* or other *Person* about the *Athlete Support Person's* disqualifying status, such notice, if provided, would be important evidence to establish that the *Athlete* or other *Person* knew about the disqualifying status of the *Athlete Support Person*.]

¹⁰ [Comment to Article 2.11.2: *This Article is intended to protect Persons who make good faith reports, and does not protect Persons who knowingly make false reports.*]

[Comment to Article 2.11.2: *Retaliation would include, for example, actions that threaten the physical or mental well-being or economic interests of the reporting Persons, their families or associates. Retaliation would not include an Anti-Doping Organization asserting in good faith an anti-doping rule violation against the reporting Person. For purposes of Article 2.11, a report is not made in good faith where the Person making the report knows the report to be false.*]

ARTICLE 3 PROOF OF DOPING

3.1 Burdens and Standards of Proof

The UIM shall have the burden of establishing that an anti-doping rule violation has occurred. The standard of proof shall be whether the 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 *Athlete* or other *Person* alleged to have committed an anti-doping rule violation to rebut a presumption or establish specified facts or circumstances, except as provided in Articles 3.2.2 and 3.2.3, the standard of proof shall be by a balance of probability.¹¹

3.2 Methods of Establishing Facts and Presumptions

Facts related to anti-doping rule violations may be established by any reliable means, including admissions.¹² The following rules of proof shall be applicable in doping cases:

3.2.1 Analytical methods or *Decision Limits* approved by WADA after consultation within the relevant scientific community or which have been the subject of peer review are presumed to be scientifically valid. Any *Athlete* or other *Person* seeking to challenge whether the conditions for such presumption have been met or 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. The initial hearing body, appellate body or CAS, on its own initiative, may also inform WADA of any such challenge. Within ten (10) days of WADA's receipt of such notice and the case file related to such challenge, WADA shall also have the right to intervene as a party, appear as *amicus curiae* or otherwise provide evidence in such proceeding. In cases before CAS, at WADA's request, the CAS panel shall appoint an appropriate scientific expert to assist the panel in its evaluation of the challenge.¹³

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 *Athlete* 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 *Athlete* 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

¹¹ Comment to Article 3.1: This standard of proof required to be met by the UIM is comparable to the standard which is applied in most countries to cases involving professional misconduct.]

¹² [Comment to Article 3.2: For example, the UIM may establish an anti-doping rule violation under Article 2.2 based on the *Athlete'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 *Athlete's* blood or urine *Samples*, such as data from the *Athlete Biological Passport*.]

[
¹³ • [Comment to Article 3.2.1: For certain *Prohibited Substances*, WADA may instruct WADA-accredited laboratories not to report *Samples* as an *Adverse Analytical Finding* if the estimated concentration of the *Prohibited Substance* or its *Metabolites* or *Markers* is below a *Minimum Reporting Level*. WADA's decision in determining that *Minimum Reporting Level* or in determining which *Prohibited Substances* should be subject to *Minimum Reporting Levels* shall not be subject to challenge. Further, the laboratory's estimated concentration of such *Prohibited Substance* in a *Sample* may only be an estimate. In no event shall the possibility that the exact concentration of the *Prohibited Substance* in the *Sample* may be below the *Minimum Reporting Level* constitute a defense to an anti-doping rule violation based on the presence of that *Prohibited Substance* in the *Sample*.]
 •

the UIM shall have the burden to establish that such departure did not cause the *Adverse Analytical Finding*.¹⁴

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 shall not invalidate analytical results or other evidence of an anti-doping rule violation, and shall not constitute a defense to an anti-doping rule violation;¹⁵ provided, however, if the *Athlete* or other *Person* establishes that a departure from one of the specific *International Standard* provisions listed below could reasonably have caused an anti-doping rule violation based on an *Adverse Analytical Finding* or whereabouts failure, then the UIM shall have the burden to establish that such departure did not cause the *Adverse Analytical Finding* or the whereabouts failure:

- (i) a departure from the *International Standard* for *Testing* and *Investigations* related to *Sample* collection or *Sample* handling which could reasonably have caused an anti-doping rule violation based on an *Adverse Analytical Finding*, in which case the UIM shall have the burden to establish that such departure did not cause the *Adverse Analytical Finding*;
- (ii) a departure from the *International Standard* for *Results Management* or *International Standard* for *Testing* and *Investigations* related to an *Adverse Passport Finding* which could reasonably have caused an anti-doping rule violation, in which case the UIM shall have the burden to establish that such departure did not cause the anti-doping rule violation;
- (iii) a departure from the *International Standard* for *Results Management* related to the requirement to provide notice to the *Athlete* of the B *Sample* opening which could reasonably have caused an anti-doping rule violation based on an *Adverse Analytical Finding*, in which case the UIM shall have the burden to establish that such departure did not cause the *Adverse Analytical Finding*;¹⁶
- (iv) a departure from the *International Standard* for *Results Management* related to *Athlete* notification which could reasonably have caused an anti-doping rule violation based on a whereabouts failure, in which case the UIM shall have the burden to establish that such departure did not cause the whereabouts failure.

¹⁴ [Comment to Article 3.2.2: **Erreur ! Document principal seulement.** The burden is on the *Athlete* 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*. Thus, once the *Athlete* or other *Person* establishes the departure by a balance of probability, the *Athlete* or other *Person*'s burden on causation is the somewhat lower standard of proof – "could reasonably have caused." If the *Athlete* or other *Person* satisfies these standards, the burden shifts to the UIM to prove to the comfortable satisfaction of the hearing panel that the departure did not cause the *Adverse Analytical Finding*.]

• ¹⁵ [Comment to Article 3.2.3: Departures from an *International Standard* or other rule unrelated to *Sample* collection or handling, *Adverse Passport Finding*, or *Athlete* notification relating to whereabouts failure or B *Sample* opening – e.g., the *International Standards for Education*, *International Standard for the Protection of Privacy and Personal Information* or *International Standard for Therapeutic Use Exemptions* – may result in compliance proceedings by WADA but are not a defense in an anti-doping rule violation proceeding and are not relevant on the issue of whether the *Athlete* committed an anti-doping rule violation. Similarly, the UIM's violation of the document referenced in Article 20.7.7 of the *Code* shall not constitute a defense to an anti-doping rule violation.]

•

¹⁶ [Comment to Article 3.2.3 (iii): the UIM would meet its burden to establish that such departure did not cause the *Adverse Analytical Finding* by showing that, for example, the B *Sample* opening and analysis were observed by an independent witness and no irregularities were observed.]

- 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 *Athlete* or other *Person* to whom the decision pertained of those facts unless the *Athlete* 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 *Athlete* or other *Person* who is asserted to have committed an anti-doping rule violation based on the *Athlete'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 the 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*.

Unless provided otherwise in the *Prohibited List* or a revision, the *Prohibited List* and revisions shall go into effect under these Anti-Doping Rules three (3) months after publication by WADA, without requiring any further action by the UIM or its *National Authorities*. All *Athletes* 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 *Athletes* and other *Persons* to familiarize themselves with the most up-to-date version of the *Prohibited List* and all revisions thereto.

The UIM shall provide its *National Authorities* with the most recent version of the *Prohibited List*. Each *National Authority* shall in turn ensure that its members, and the constituents of its members, are also provided with the most recent version of the *Prohibited List*.¹⁷

4.2 Prohibited Substances and Prohibited Methods Identified on the Prohibited List

4.2.1 *Prohibited Substances and Prohibited Methods*

The *Prohibited List* shall identify those *Prohibited Substances* and *Prohibited Methods* which are prohibited as doping at all times (both *In-Competition* and *Out-of-Competition*) because of their potential to enhance performance in future *Competitions* or their masking potential, and those substances and methods which are prohibited *In-Competition* only. The *Prohibited List* may be expanded by WADA for a particular sport. *Prohibited Substances* and *Prohibited Methods* may be included in the *Prohibited List* by general category (e.g., anabolic agents) or by specific reference to a particular substance or method.¹⁸

4.2.2 *Specified Substances or Specified Methods*

For purposes of the application of Article 10, all *Prohibited Substances* shall be *Specified Substances* except as identified on the *Prohibited List*. No *Prohibited Method* shall be a *Specified Method* unless it is specifically identified as a *Specified Method* on the *Prohibited List*.¹⁹

¹⁷ [Comment to Article 4.1: The current *Prohibited List* is available on WADA's website at <https://www.wada-ama.org>. The *Prohibited List* will be revised and published on an expedited basis whenever the need arises. However, for the sake of predictability, a new *Prohibited List* will be published every year whether or not changes have been made.]

¹⁸ [Comment to Article 4.2.1: *Out-of-Competition Use of a substance which is only prohibited In-Competition is not an anti-doping rule violation unless an Adverse Analytical Finding for the substance or its Metabolites or Markers is reported for a Sample collected In-Competition.*]

¹⁹ [Comment to Article 4.2.2: The *Specified Substances and Methods* identified in Article 4.2.2 should not in any way be

4.2.3 Substances of Abuse

For purposes of applying Article 10, *Substances of Abuse* shall include those *Prohibited Substances* which are specifically identified as *Substances of Abuse* on the *Prohibited List* because they are frequently abused in society outside of the context of sport.

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*, the classification of a substance as prohibited at all times or *In-Competition* only, the classification of a substance or method as a *Specified Substance*, *Specified Method* or *Substance of Abuse* is final and shall not be subject to any challenge by an *Athlete* or other *Person* including, but not limited to, any challenge 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 TUE Applications

4.4.2.1 *Athletes* who are not *International-Level Athletes* shall apply to their *National Anti-Doping Organization* for a *TUE*. If the *National Anti-Doping Organization* denies the application, the *Athlete* may appeal exclusively to the national-level appeal body described in Article 13.2.2.

4.4.2.2 *Athletes* who are *International-Level Athletes* shall apply to the UIM.

4.4.3 TUE Recognition²⁰

4.4.3.1 Where the *Athlete* already has a *TUE* granted by their *National Anti-Doping Organization* pursuant to Article 4.4 of the *Code* for the substance or method in question and provided that such *TUE* has been reported in accordance with Article 5.5 of the *International Standard for Therapeutic Use Exemptions*, the UIM will automatically recognize it for purposes of international-level *Competition* without the need to review the relevant clinical information.

4.4.3.2 If the UIM chooses to test an *Athlete* who is not an *International-Level Athlete*, the UIM must recognize a *TUE* granted to that

considered less important or less dangerous than other doping substances or methods. Rather, they are simply substances and methods which are more likely to have been consumed or used by an Athlete for a purpose other than the enhancement of sport performance.]

²⁰ [Comment to Article 4.4.3: If the 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 with 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 the UIM.]

[Comment to Article 4.4.3: the UIM may agree with a *National Anti-Doping Organization* that the *National Anti-Doping Organization* will consider *TUE* applications on behalf of the UIM.]

Athlete by their *National Anti-Doping Organization* unless the *Athlete* is required to apply for recognition of the *TUE* pursuant to Articles 5.8 and 7.0 of the *International Standard for Therapeutic Use Exemptions*.

4.4.4 *TUE* Application Process ²¹

- 4.4.4.1** If the *Athlete* does not already have a *TUE* granted by their *National Anti-Doping Organization* for the substance or method in question, the *Athlete* must apply directly to the UIM.
- 4.4.4.2** An application to the UIM for grant or recognition of a *TUE* must be made as soon as possible, save where Articles 4.1 or 4.3 of the *International Standard for Therapeutic Use Exemptions* apply. The application shall be made in accordance with Article 6 of the *International Standard for Therapeutic Use Exemptions* as posted on the UIM's website.
- 4.4.4.3** The UIM shall establish a *Therapeutic Use Exemption* Committee ("TUEC") to consider applications for the grant or recognition of *TUEs*.. in accordance with Article 4.4.4.3(a)-(d) below:
- (a) The TUEC shall consist of a minimum of five (5) members with experience in the care and treatment of *Athletes* and sound knowledge of clinical, sports and exercise medicine. Each appointed member should serve a term of four (4) years which is renewable.
 - (b) Before serving as a member of the TUEC, each member must sign a conflict of interest and confidentiality declaration. The appointed members shall not be employees of [IF]the UIM.
 - (c) When an application to [IF]the UIM for the grant or recognition of a *TUE* is made, the Chair of the TUEC or the [IF]the UIM shall appoint three (3) members (which may include the Chair) to consider the application.
 - (d) Before considering a *TUE* application, each member shall disclose any circumstances likely to affect their impartiality with respect to the *Athlete* making the application. If a member is unwilling or unable to assess the *Athlete's TUE* application, for any reason, the Chair or the [IF]the UIM shall appoint a replacement from the pool of members appointed under point (a) above. The Chair cannot serve as a member of the TUEC if there are any circumstances which are likely to affect the impartiality of the *TUE* decision.
- 4.4.4.4** The TUEC shall promptly evaluate and decide upon the application in accordance with the relevant provisions of the *International Standard for Therapeutic Use Exemptions* and usually (i.e., unless exceptional circumstances apply) within no more than twenty-one (21) days of receipt of a complete application. Where the application is made in a reasonable time prior to an *Event*, the TUEC must use its best endeavors to issue its decision before the start of the *Event*.

²¹ [Comment to Article 4.4.4: The submission of falsified documents to a TUEC or the UIM, offering or accepting a bribe to a Person to perform or fail to perform an act, procuring false testimony from any witness, or committing any other fraudulent act or any other similar intentional interference or Attempted interference with any aspect of the *TUE* process shall result in a charge of Tampering or Attempted Tampering under Article 2.5.

An *Athlete* should not assume that their application for the 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 *Athlete's* own risk.]

4.4.4.5 The TUEC decision shall be the final decision of the UIM and may be appealed in accordance with Article 4.4.7. the UIM TUEC decision shall be notified in writing to the *Athlete*, and to *WADA* and other *Anti-Doping Organizations* in accordance with the *International Standard for Therapeutic Use Exemptions*. It shall also promptly be reported into *ADAMS*.

4.4.4.6 If the UIM (or the *National Anti-Doping Organization*, where it has agreed to consider the application on behalf of the UIM) denies the *Athlete's* application, it must notify the *Athlete* promptly, with reasons. If the UIM grants the *Athlete's* application, it must notify not only the *Athlete* but also their *National Anti-Doping Organization*. If the *National Anti-Doping Organization* considers that the *TUE* granted by the UIM does not meet the criteria set out in the *International Standard for Therapeutic Use Exemptions*, it has twenty-one (21) days from such notification to refer the matter to *WADA* for review in accordance with Article 4.4.7.

If the *National Anti-Doping Organization* refers the matter to *WADA* for review, the *TUE* granted by the 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 the UIM becomes valid for national-level *Competition* as well when the twenty-one (21) day review deadline expires.

4.4.5 Retroactive *TUE* Applications

If the UIM chooses to collect a *Sample* from an *Athlete* who is not an *International-Level Athlete* or a *National-Level Athlete*, and that *Athlete* is *Using a Prohibited Substance* or *Prohibited Method* for therapeutic reasons, the UIM must permit that *Athlete* to apply for a retroactive *TUE*.

4.4.6 Expiration, Withdrawal or Reversal of a *TUE*

4.4.6.1 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) will be withdrawn if the *Athlete* does not promptly comply with any requirements or conditions imposed by the TUEC upon grant of the *TUE*; (c) may be withdrawn by the TUEC 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.

4.4.6.2 In such event, the *Athlete* shall not be subject to any *Consequences* based on their *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, withdrawal, or reversal of the *TUE*. The review pursuant to Article 5.1.1.1 of the *International Standard for Results Management* of an *Adverse Analytical Finding*, reported shortly after the *TUE* expiry, withdrawal or reversal, 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.

4.4.7 Reviews and Appeals of *TUE* Decisions

- 4.4.7.1** WADA must review the UIM's decision not to recognize a *TUE* granted by the *National Anti-Doping Organization* that is referred to WADA by the *Athlete* or the *Athlete's National Anti-Doping Organization*. In addition, WADA must review the UIM's decision to grant a *TUE* that is referred to WADA by the *Athlete'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.²²
- 4.4.7.2** Any *TUE* decision by the UIM (or by a *National Anti-Doping Organization* where it has agreed to consider the application on behalf of the UIM) that is not reviewed by WADA, or that is reviewed by WADA but is not reversed upon review, may be appealed by the *Athlete* and/or the *Athlete's National Anti-Doping Organization*, exclusively to CAS.²³
- 4.4.7.3** A decision by WADA to reverse a *TUE* decision may be appealed by the *Athlete*, the *National Anti-Doping Organization* and/or the UIM, exclusively to CAS.
- 4.4.7.4** A failure to render a decision within a reasonable time on a properly submitted application for grant/recognition of a *TUE* or for review of a *TUE* decision shall be considered a denial of the application thus triggering the applicable rights of review/appeal.

ARTICLE 5 TESTING AND INVESTIGATIONS

5.1 Purpose of Testing and Investigations²⁴

- 5.1.1** Testing and investigations may be undertaken for any anti-doping purpose. They shall be conducted in conformity with the provisions of the *International Standard for Testing and Investigations*.
- 5.1.2** Testing shall be undertaken to obtain analytical evidence as to whether the *Athlete* has violated Article 2.1 (Presence of a *Prohibited Substance* or its *Metabolites* or *Markers* in an *Athlete's Sample*) or Article 2.2 (*Use or Attempted Use* by an *Athlete* of a *Prohibited Substance* or a *Prohibited Method*).

5.2 Authority to Test

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

²² [Comment to Article 4.4.7.1: WADA shall be entitled to charge a fee to cover the costs of: (a) any review it is required to conduct in accordance with Article 4.4.7; and (b) any review it chooses to conduct, where the decision being reviewed is reversed.]

²³ [Comment to Article 4.4.7.2: 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 time 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.]

²⁴ [Comment to Article 5.1: Where Testing is conducted for anti-doping purposes, the analytical results and data may be used for other legitimate purposes under the Anti-Doping Organization's rules. See, e.g., Comment to Article 23.2.2 of the Code.]

- 5.2.2** The UIM may require any *Athlete* over whom it has *Testing* authority (including any *Athlete* serving a period of *Ineligibility*) to provide a *Sample* at any time and at any place.²⁵
- 5.2.3** WADA shall have *In-Competition* and *Out-of-Competition Testing* authority as set out in Article 20.7.10 of the *Code*.
- 5.2.4** If the UIM delegates or contracts any part of *Testing* to a *National Anti-Doping Organization* directly or through a *National Authority*, 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, the UIM shall be notified.

5.3 Event Testing

- 5.3.1** Except as otherwise provided below, only a single organization shall have authority to conduct *Testing* at *Event Venues* during an *Event Period*. At *International Events*, the UIM (or other international organization which is the ruling body for an *Event*) shall have authority to conduct *Testing*. At *National Events*, the *National Anti-Doping Organization* of that country shall have authority to conduct *Testing*. At the request of the UIM (or 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 the 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 Athletes* at the *Event Venues* during the *Event Period*, the *Anti-Doping Organization* shall first confer with the UIM (or 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 the UIM (or other international organization which is the ruling body of the *Event*), the *Anti-Doping Organization* may, in accordance with the procedures described in the *International Standard for Testing and Investigations*, ask WADA for permission to conduct *Testing* and to determine how to coordinate such *Testing*. WADA shall not grant approval for such *Testing* before consulting with and informing the UIM (or 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*.²⁶

5.4 Testing Requirements

²⁵ [Comment to Article 5.2.2: the UIM may obtain additional authority to conduct *Testing* by means of bilateral or multilateral agreements with other Signatories. Unless the *Athlete* has identified a sixty (60) minute *Testing* window between the hours of 11:00 p.m. and 6:00 a.m., or has otherwise consented to *Testing* during that period, the UIM will not test an *Athlete* during that period unless it has a serious and specific suspicion that the *Athlete* may be engaged in doping. A challenge to whether the UIM had sufficient suspicion for *Testing* during this time period shall not be a defense to an anti-doping rule violation based on such test or attempted test.]

• ²⁶ [Comment to Article 5.3.2: Before giving approval to a *National Anti-Doping Organization* to initiate and conduct *Testing* at an *International Event*, WADA shall consult with the international organization which is the ruling body for the *Event*. Before giving approval to an *International Federation* to initiate and conduct *Testing* at a *National Event*, WADA shall consult with the *National Anti-Doping Organization* of the country where the *Event* takes place. The *Anti-Doping Organization* "initiating and directing *Testing*" may, if it chooses, enter into agreements with a *Delegated Third Party* to which it delegates responsibility for *Sample* collection or other aspects of the *Doping Control* process.]

- 5.4.1 The UIM shall conduct test distribution planning and *Testing* as required by the *International Standard for Testing and Investigations*.
- 5.4.2 Where reasonably feasible, *Testing* shall be coordinated through *ADAMS* in order to maximize the effectiveness of the combined *Testing* effort and to avoid unnecessary repetitive *Testing*.

5.5 Athlete Whereabouts Information

- 5.5.1 The UIM may establish a *Registered Testing Pool* of those *Athletes* who are required to provide whereabouts information in the manner specified in the *International Standard for Testing and Investigations* and who shall be subject to *Consequences* for Article 2.4 violations as provided in Article 10.3.2. the UIM shall coordinate with *National Anti-Doping Organizations* to identify such *Athletes* and to collect their whereabouts information.
- 5.5.2 The UIM shall make available through *ADAMS* a list which identifies those *Athletes* included in its *Registered Testing Pool* by name. the UIM shall regularly review and update as necessary its criteria for including *Athletes* in its *Registered Testing Pool* and shall periodically (but not less than quarterly) review the list of *Athletes* in its *Registered Testing Pool* to ensure that each listed *Athlete* continues to meet the relevant criteria. *Athletes* shall be notified before they are included in the *Registered Testing Pool* and when they are removed from that pool. The notification shall contain the information set out in the *International Standard for Testing and Investigations*.
- 5.5.3 Where an *Athlete* is included in an international *Registered Testing Pool* by the UIM and in a national *Registered Testing Pool* by their *National Anti-Doping Organization*, the *National Anti-Doping Organization* and the UIM shall agree between themselves which of them shall accept that *Athlete's* whereabouts filings; in no case shall an *Athlete* be required to make whereabouts filings to more than one of them.
- 5.5.4 In accordance with the *International Standard for Testing and Investigations*, each *Athlete* in the *Registered Testing Pool* shall do the following: (a) advise the 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 himself or herself available for *Testing* at such whereabouts.
- 5.5.5 For purposes of Article 2.4, an *Athlete'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 Annex B of the *International Standard for Results Management*, where the conditions set forth in Annex B are met.
- 5.5.6 An *Athlete* in the UIM's *Registered Testing Pool* shall continue to be subject to the obligation to comply with the whereabouts requirements set in the *International Standard for Testing and Investigations* unless and until (a) the *Athlete* gives written notice to the UIM that he or she has retired or (b) the UIM has informed him or her that he or she no longer satisfies the criteria for inclusion in the UIM's *Registered Testing Pool*.
- 5.5.7 Whereabouts information provided by an *Athlete* while in the *Registered Testing Pool* will be accessible through *ADAMS* to *WADA* and to other *Anti-Doping Organizations* having authority to test that *Athlete* as provided in Article 5.2. Whereabouts information shall be maintained in strict confidence at all times; it shall be used exclusively for purposes of planning, coordinating or conducting *Doping Control*, providing information relevant to the *Athlete Biological Passport* or other analytical results, to support an investigation into a potential anti-doping rule violation, or to support proceedings alleging an

anti-doping rule violation; and shall be destroyed after it is no longer relevant for these purposes in accordance with the *International Standard* for the Protection of Privacy and Personal Information.

- 5.5.8** The UIM may, in accordance with the *International Standard* for Testing and Investigations, collect whereabouts information from *Athletes* who are not included within a *Registered Testing Pool*. If it chooses to do so, an *Athlete's* failure to provide requested whereabouts information on or before the date required by the UIM or the *Athlete's* failure to provide accurate whereabouts information may result in consequences defined in Article 5.5.12 below (if one established).
- 5.5.9** In accordance with the *International Standard* for Testing and Investigations, the UIM may establish a *Testing Pool*, which includes *Athletes* who are subject to less stringent whereabouts requirements than *Athletes* included in the UIM's *Registered Testing Pool*.
- 5.5.10** The UIM shall notify *Athletes* before they are included in the *Testing Pool* and when they are removed. Such notification shall include the whereabouts requirements and the consequences that apply in case of non-compliance, as indicated in Articles 5.5.11 and 5.5.12.
- 5.5.11** *Athletes* included in the *Testing Pool* shall provide the UIM at least with the following whereabouts information so that they may be located and subjected to *Testing*:
- (a) An overnight address;
 - (b) Competition / Event schedule; and
 - (c) Regular training activities.
- Such whereabouts information shall be filed in *ADAMS* to enable better *Testing* coordination with other *Anti-Doping Organizations*.
- 5.5.12** An *Athlete's* failure to provide whereabouts information on or before the date required by the UIM or the *Athlete's* failure to provide accurate whereabouts information may result in the UIM elevating the *Athlete* to the UIM's *Registered Testing Pool* (if one is established) and additional appropriate and proportionate non-Code Article 2.4 consequences, established by the UIM if any.

5.6 Retired *Athletes* Returning to Competition

- 5.6.1** If an *International-Level Athlete* or *National-Level Athlete* in the UIM's *Registered Testing Pool* retires and then wishes to return to active participation in sport, the *Athlete* shall not compete in *International Events* or *National Events* until the *Athlete* has made himself or herself available for *Testing*, by giving six (6) months prior written notice to the UIM and their *National Anti-Doping Organization*.

WADA, in consultation with the UIM and the *Athlete's National Anti-Doping Organization*, may grant an exemption to the six (6) month written notice rule where the strict application of that rule would be unfair to the *Athlete*. This decision may be appealed under Article 13.²⁷

Any competitive results obtained in violation of this Article 5.6.1 shall be *Disqualified* unless the *Athlete* can establish that he or she could not have reasonably known that this was an *International Event* or a *National Event*.

• ²⁷ [Comment to Article 5.6.1: WADA has developed a protocol and exemption application form that *Athletes* must use to make such requests, and a decision template that the *International Federations* must use. Both documents are available on WADA's website at <https://www.wada-ama.org>.]

- 5.6.2** If an *Athlete* retires from sport while subject to a period of *Ineligibility*, the *Athlete* must notify the *Anti-Doping Organization* that imposed the period of *Ineligibility* in writing of such retirement. If the *Athlete* then wishes to return to active competition in sport, the *Athlete* shall not compete in *International Events* or *National Events* until the *Athlete* has made himself or herself available for *Testing* by giving six (6) months prior written notice (or notice equivalent to the period of *Ineligibility* remaining as of the date the *Athlete* retired, if that period was longer than six (6) months) to the UIM and to their *National Anti-Doping Organization*.

5.7 Independent Observer Program

The UIM and the organizing committees for the UIM's *Events*, as well as the *National Authorities* 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 analysed in accordance with the following principles:

6.1 Use of Accredited, Approved Laboratories and Other Laboratories

- 6.1.1** For purposes of directly establishing an *Adverse Analytical Finding* under Article 2.1, *Samples* shall be analysed only in WADA-accredited laboratories or laboratories otherwise approved by WADA. The choice of the WADA-accredited or WADA-approved laboratory used for the *Sample* analysis shall be determined exclusively by the UIM.²⁸
- 6.1.2** As provided in Article 3.2, facts related to anti-doping rule violations may be established by any reliable means. This would include, for example, reliable laboratory or other forensic testing conducted outside of WADA-accredited or approved laboratories.

6.2 Purpose of Analysis of Samples and Data

Samples and related analytical data or *Doping Control* information shall be analysed to detect *Prohibited Substances* and *Prohibited Methods* identified on the *Prohibited List* 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 the UIM in profiling relevant parameters in an *Athlete's* urine, blood or other matrix, including for DNA or genomic profiling, or for any other legitimate anti-doping purpose.²⁹

6.3 Research on Samples and Data

Samples related analytical data and *Doping Control* information may be used for anti-doping research purposes, although no *Sample* may be used for research without the *Athlete's* written consent. *Samples* and related analytical data or *Doping Control* information used for research purposes shall first be processed in such a manner as to prevent *Samples* and related analytical data or *Doping Control* information being traced back to a particular *Athlete*. Any research involving *Samples* and related analytical data or *Doping Control* information shall adhere to the principles set out in Article 19 of the *Code*.³⁰

²⁸ [Comment to Article 6.1: Violations of Article 2.1 may be established only by *Sample* analysis performed by a WADA-accredited laboratory or another laboratory approved by WADA. Violations of other Articles may be established using analytical results from other laboratories so long as the results are reliable.]

²⁹ [Comment to Article 6.2: For example, relevant *Doping Control*-related information could be used to direct *Target Testing* or to support an anti-doping rule violation proceeding under Article 2.2, or both.]

³⁰ [Comment to Article 6.3: As is the case in most medical or scientific contexts, use of *Samples* and related information for

6.4 Standards for *Sample* Analysis and Reporting

In accordance with Article 6.4 of the *Code*, the UIM shall ask laboratories to analyse *Samples* in conformity with the *International Standard* for Laboratories and Article 4.7 of the *International Standard* for Testing and Investigations.

Laboratories at their own initiative and expense may analyse *Samples* for *Prohibited Substances* or *Prohibited Methods* not included on the standard *Sample* analysis menu, or as requested by the UIM. Results from any such analysis shall be reported to the UIM and have the same validity and *Consequences* as any other analytical result.³¹

6.5 Further Analysis of a *Sample* Prior to or During *Results Management*

There shall be no limitation on the authority of a laboratory to conduct repeat or additional analysis on a *Sample* prior to the time the UIM notifies an *Athlete* that the *Sample* is the basis for an Article 2.1 anti-doping rule violation charge. If after such notification the UIM wishes to conduct additional analysis on that *Sample*, it may do so with the consent of the *Athlete* or approval from a hearing body.

6.6 Further Analysis of a *Sample* After it has been Reported as Negative or has Otherwise not Resulted in an Anti-Doping Rule Violation Charge

After a laboratory has reported a *Sample* as negative, or the *Sample* has not otherwise resulted in an anti-doping rule violation charge, it may be stored and subjected to further analyses for the purpose of Article 6.2 at any time exclusively at the direction of either the *Anti-Doping Organization* that initiated and directed *Sample* collection or WADA. Any other *Anti-Doping Organization* with authority to test the *Athlete* that wishes to conduct further analysis on a stored *Sample* may do so with the permission of the *Anti-Doping Organization* that initiated and directed *Sample* collection or WADA and shall be responsible for any follow-up *Results Management*. Any *Sample* storage or further analysis initiated by WADA, or another *Anti-Doping Organization* shall be at WADA's or that organization's expense. Further analysis of *Samples* shall conform with the requirements of the *International Standard* for Laboratories.

6.7 Split of A or B *Sample*

Where WADA, an *Anti-Doping Organization* with *Results Management* authority, and/or a WADA-accredited laboratory (with approval from WADA or the *Anti-Doping Organization* with *Results Management* authority) wishes to split an A or B *Sample* for the purpose of using the first part of the split *Sample* for an A *Sample* analysis and the second part of the split *Sample* for confirmation, then the procedures set forth in the *International Standard* for Laboratories shall be followed.

6.8 WADA's Right to Take Possession of *Samples* and Data

WADA may, in its sole discretion at any time, with or without prior notice, take physical possession of any *Sample* and related analytical data or information in the possession of a laboratory or *Anti-Doping Organization*. Upon request by WADA, the laboratory or *Anti-Doping Organization* in possession of the *Sample* or data shall immediately grant access to and enable WADA to take physical possession of the *Sample* or data. If WADA has not provided prior notice to the laboratory or *Anti-Doping Organization* before taking possession of a *Sample* or data, it shall provide such notice to the laboratory and each *Anti-Doping Organization* whose

quality assurance, quality improvement, method improvement and development or to establish reference populations is not considered research. *Samples* and related information used for such permitted non-research purposes must also first be processed in such a manner as to prevent them from being traced back to the particular *Athlete*, having due regard to the principles set out in Article 19 of the *Code*, as well as the requirements of the *International Standard* for Laboratories and *International Standard* for the Protection of Privacy and Personal Information.]

³¹ [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 analysed.]

Samples or data have been taken by WADA within a reasonable time after taking possession. After analysis and any investigation of a seized *Sample* or data, WADA may direct another *Anti-Doping Organization* with authority to test the *Athlete* to assume *Results Management* responsibility for the *Sample* or data if a potential anti-doping rule violation is discovered.³²

ARTICLE 7 RESULTS MANAGEMENT: RESPONSIBILITY, INITIAL REVIEW, NOTICE AND PROVISIONAL SUSPENSIONS

Results Management under these Anti-Doping Rules establishes a process designed to resolve anti-doping rule violation matters in a fair, expeditious and efficient manner.

7.1 Responsibility for Conducting *Results Management*

- 7.1.1 Except as otherwise provided in Articles 6.6, 6.8 and Code Article 7.1, *Results Management* shall be the responsibility of, and shall be governed by, the procedural rules of the *Anti-Doping Organization* that initiated and directed *Sample* collection (or, if no *Sample* collection is involved, the *Anti-Doping Organization* which first provides notice to an *Athlete* or other Person of a potential anti-doping rule violation and then diligently pursues that anti-doping rule violation).
- 7.1.2 In circumstances where the rules of a *National Anti-Doping Organization* do not give the *National Anti-Doping Organization* authority over an *Athlete* or other Person who is not a national, resident, license holder, or member of a sport organization of that country, or the *National Anti-Doping Organization* declines to exercise such authority, *Results Management* shall be conducted by the applicable International Federation or by a third party with authority over the *Athlete* or other Person as directed by the rules of the applicable International Federation.
- 7.1.3 In the event the *Major Event Organization* assumes only limited *Results Management* responsibility relating to a *Sample* initiated and taken during an *Event* conducted by a *Major Event Organization*, or an anti-doping rule violation occurring during such *Event*, the case shall be referred by the *Major Event Organization* to the applicable International Federation for completion of *Results Management*.
- 7.1.4 *Results Management* in relation to a potential whereabouts failure (a filing failure or a missed test) shall be administered by the UIM or the *National Anti-Doping Organization* with whom the *Athlete* in question files whereabouts information, as provided in the *International Standard for Results Management*. If the UIM determines a filing failure or a missed test, it shall submit that information to WADA through ADAMS, where it will be made available to other relevant *Anti-Doping Organizations*.
- 7.1.5 Other circumstances in which the UIM shall take responsibility for conducting

³² [Comment to Article 6.8: Resistance or refusal to WADA taking physical possession of *Samples* or data could constitute Tampering, Complicity or an act of non-compliance as provided in the *International Standard for Code Compliance by Signatories*, and could also constitute a violation of the *International Standard for Laboratories*. Where necessary, the laboratory and/or the *Anti-Doping Organization* shall assist WADA in ensuring that the seized *Sample* or data are not delayed in exiting the applicable country.

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- WADA would not, of course, unilaterally take possession of *Samples* or analytical data without good cause related to a potential anti-doping rule violation, non-compliance by a Signatory or doping activities by another Person. However, the decision as to whether good cause exists is for WADA to make in its discretion and shall not be subject to challenge. In particular, whether there is good cause or not shall not be a defense against an anti-doping rule violation or its Consequences.]
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Results Management in respect of anti-doping rule violations involving *Athletes* and other *Persons* under its authority shall be determined by reference to and in accordance with Article 7 of the *Code*.

- 7.1.6** WADA may direct the UIM to conduct *Results Management* in particular circumstances. If the UIM refuses to conduct *Results Management* within a reasonable deadline set by WADA, such refusal shall be considered an act of non-compliance, and WADA may direct another *Anti-Doping Organization* with authority over the *Athlete* or other *Person*, that is willing to do so, to take *Results Management* responsibility in place of the UIM or, if there is no such *Anti-Doping Organization*, any other *Anti-Doping Organization* that is willing to do so. In such case, the UIM shall reimburse the costs and attorney's fees of conducting *Results Management* to the other *Anti-Doping Organization* designated by WADA, and a failure to reimburse costs and attorney's fees shall be considered an act of non-compliance.

7.2 Review and Notification Regarding Potential Anti-Doping Rule Violations

The UIM shall carry out the review and notification with respect to any potential anti-doping rule violation in accordance with the *International Standard for Results Management*.

7.3 Identification of Prior Anti-Doping Rule Violations

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

7.4 Provisional Suspensions³³

7.4.1 Mandatory Provisional Suspension after an Adverse Analytical Finding or Adverse Passport Finding

If the UIM receives an *Adverse Analytical Finding* or an *Adverse Passport Finding* (upon completion of the *Adverse Passport Finding* review process) for a *Prohibited Substance* or a *Prohibited Method* that is not a *Specified Substance* or a *Specified Method*, the UIM shall impose a *Provisional Suspension* on the *Athlete* promptly upon or after the review and notification required by Article 7.2.

A mandatory *Provisional Suspension* may be eliminated if: (i) the *Athlete* demonstrates to the UIM Anti-Doping Hearing Panel that the violation is likely to have involved a *Contaminated Product*, or (ii) the violation involves a *Substance of Abuse* and the *Athlete* establishes entitlement to a reduced period of *Ineligibility* under Article 10.2.4.1.

The UIM Anti-Doping Hearing Panel's decision not to eliminate a mandatory *Provisional Suspension* on account of the *Athlete's* assertion regarding a *Contaminated Product* shall not be appealable.

7.4.2 Optional Provisional Suspension Based on an Adverse Analytical Finding for Specified Substances, Specified Methods, Contaminated Products, or Other Anti-Doping Rule Violations

The UIM may impose a *Provisional Suspension* for anti-doping rule violations not covered by Article 7.4.1 prior to the analysis of the *Athlete's* B Sample or final hearing as described in Article 8.

³³ [Comment to Article 7.4: Before a Provisional Suspension can be unilaterally imposed by the UIM, the internal review specified in these Anti-Doping Rules and the International Standard for Results Management must first be completed.]

An optional *Provisional Suspension* may be lifted at the discretion of the UIM at any time prior to the UIM Anti-Doping Hearing Panel's decision under Article 8, unless provided otherwise in the *International Standard for Results Management*.

7.4.3 Opportunity for Hearing or Appeal

Notwithstanding Articles 7.4.1 and 7.4.2, a *Provisional Suspension* may not be imposed unless the *Athlete* or other *Person* is given: (a) an opportunity for a *Provisional Hearing*, either before or on a timely basis after imposition of the *Provisional Suspension*; or (b) an opportunity for an expedited hearing in accordance with Article 8 on a timely basis after imposition of the *Provisional Suspension*.

The imposition of a *Provisional Suspension*, or the decision not to impose a *Provisional Suspension*, may be appealed in an expedited process in accordance with Article 13.2.

7.4.4 Voluntary Acceptance of *Provisional Suspension*

Athletes on their own initiative may voluntarily accept a *Provisional Suspension* if done so prior to the later of: (i) the expiration of ten (10) days from the report of the B *Sample* (or waiver of the B *Sample*) or ten (10) days from the notice of any other anti-doping rule violation, or (ii) the date on which the *Athlete* first competes after such report or notice.

Other *Persons* on their own initiative may voluntarily accept a *Provisional Suspension* if done so within ten (10) days from the notice of the anti-doping rule violation.

Upon such voluntary acceptance, the *Provisional Suspension* shall have the full effect and be treated in the same manner as if the *Provisional Suspension* had been imposed under Article 7.4.1 or 7.4.2; provided, however, at any time after voluntarily accepting a *Provisional Suspension*, the *Athlete* or other *Person* may withdraw such acceptance, in which event the *Athlete* or other *Person* shall not receive any credit for time previously served during the *Provisional Suspension*.

7.4.5 If a *Provisional Suspension* is imposed based on an A *Sample Adverse Analytical Finding* and a subsequent B *Sample* analysis (if requested by the *Athlete* or the UIM) does not confirm the A *Sample* analysis, then the *Athlete* shall not be subject to any further *Provisional Suspension* on account of a violation of Article 2.1. In circumstances where the *Athlete* (or the *Athlete's* team has been removed from an *Event* 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 *Athlete* or team to be reinserted, without otherwise affecting the *Event*, the *Athlete* or team may continue to take part in the *Event*.

7.5 Results Management Decisions

Results Management decisions or adjudications by the UIM must not purport to be limited to a particular geographic area or the UIM's sport and shall address and determine without limitation the following issues: (i) whether an anti-doping rule violation was committed or a *Provisional Suspension* should be imposed, the factual basis for such determination, and the specific Articles that have been violated, and (ii) all *Consequences* flowing from the anti-doping rule violation(s), including applicable *Disqualifications* under Articles 9 and 10.10, any forfeiture of medals or prizes, any period of *Ineligibility* (and the date it begins to run) and any *Financial Consequences*.³⁴

³⁴ [Comment to Article 7.5: Results Management decisions include *Provisional Suspensions*.

7.6 Notification of *Results Management* Decisions

The UIM shall notify *Athletes*, other *Persons*, *Signatories* and WADA of *Results Management* decisions as provided in Article 14.2 and in the *International Standard for Results Management*.

7.7 Retirement from Sport³⁵

If an *Athlete* or other *Person* retires while the UIM's *Results Management* process is underway, the UIM retains authority to complete its *Results Management* process. If an *Athlete* or other *Person* retires before any *Results Management* process has begun, and the UIM would have had *Results Management* authority over the *Athlete* or other *Person* at the time the *Athlete* or other *Person* committed an anti-doping rule violation, the UIM has authority to conduct *Results Management*.

ARTICLE 8 *RESULTS MANAGEMENT: RIGHT TO A FAIR HEARING AND NOTICE OF HEARING DECISION*

For any *Person* who is asserted to have committed an anti-doping rule violation, the UIM shall provide a fair hearing within a reasonable time by a fair, impartial and *Operationally Independent* hearing panel in compliance with the *Code* and the *International Standard for Results Management*.

8.1 Fair Hearings

8.1.1 Fair, Impartial and *Operationally Independent* Hearing Panel

- 8.1.1.1 The UIM shall establish a Hearing Panel [the UIM Anti-Doping Hearing Panel] which has jurisdiction to hear and determine whether an *Athlete* or other *Person*, subject to these Anti-Doping Rules, has committed an anti-doping rule violation and, if applicable, to impose relevant *Consequences*.
- 8.1.1.2 The UIM shall ensure that the UIM Anti-Doping Hearing Panel is free of conflict of interest and that its composition, term of office, professional experience, *Operational Independence* and adequate financing comply with the requirements of the *International Standard for Results Management*.
- 8.1.1.3 Board members, staff members, commission members, consultants and officials of the UIM or its affiliates (e.g. *National Authorities* or confederation), as well as any *Person* involved in the investigation and pre-adjudication of the matter, cannot be appointed as members and/or clerks (to the extent that such clerk is involved in the deliberation process and/or drafting of any

Each decision by the UIM should address whether an anti-doping rule violation was committed and all Consequences flowing from the violation, including any Disqualifications other than Disqualification under Article 10.1 (which is left to the ruling body for an Event). Pursuant to Article 15, such decision and its imposition of Consequences shall have automatic effect in every sport in every country. For example, for a determination that an Athlete committed an anti-doping rule violation based on an Adverse Analytical Finding for a Sample taken In-Competition, the Athlete's results obtained in the Competition would be Disqualified under Article 9 and all other competitive results obtained by the Athlete from the date the Sample was collected through the duration of the period of Ineligibility are also Disqualified under Article 10.10; if the Adverse Analytical Finding resulted from Testing at an Event, it would be the Major Event Organization's responsibility to decide whether the Athlete's other individual results in the Event prior to Sample collection are also Disqualified under Article 10.1.]

³⁵ [Comment to Article 7.7: Conduct by an *Athlete* or other *Person* before the *Athlete* or other *Person* was subject to the authority of any Anti-Doping Organization would not constitute an anti-doping rule violation but could be a legitimate basis for denying the *Athlete* or other *Person* membership in a sports organization.]

decision) of the UIM Anti-Doping Hearing Panel. In particular, no member shall have previously considered any *TUE* application, *Results Management* decision, or appeals in the same given case.

- 8.1.1.4** The UIM Anti-Doping Hearing Panel shall consist of an independent Chair and two (2) other independent members.
- 8.1.1.5** Each member shall be appointed by taking into consideration their requisite anti-doping experience including their legal, sports, medical and/or scientific expertise. Each member shall be appointed for a once renewable term of three (3) years.
- 8.1.1.6** The UIM Anti-Doping Hearing Panel shall be in a position to conduct the hearing and decision-making process without interference from the UIM or any third party.

8.1.2 Hearing Process

- 8.1.2.1** When the UIM sends a notice to an *Athlete* or other *Person* notifying them of a potential anti-doping rule violation, and the *Athlete* or other *Person* does not waive a hearing in accordance with Article 8.3.1 or Article 8.3.2, then the case shall be referred to the UIM Anti-Doping Hearing Panel for hearing and adjudication, which shall be conducted in accordance with the principles described in Articles 8 and 9 of the *International Standard for Results Management*.
- 8.1.2.2** The Chair shall appoint three (3) members (which may include the Chair) to hear that case. When hearing a case, one (1) panel member shall be a qualified lawyer, with no less than three (3) years of relevant legal experience, and one (1) panel member shall be a qualified medical practitioner, with no less than three (3) years of relevant medical experience.
- 8.1.2.3** Upon appointment by the Chair as a member of the UIM Anti-Doping Hearing Panel, each member must also sign a declaration that there are no facts or circumstances known to him or her which might call into question their impartiality in the eyes of any of the parties, other than those circumstances disclosed in the declaration.
- 8.1.2.4** Hearings held in connection with *Events* in respect to *Athletes* and other *Persons* who are subject to these Anti-Doping Rules may be conducted by an expedited process where permitted by the UIM Anti-Doping Hearing Panel.³⁶
- 8.1.2.5** WADA, the *National Authority* and the *National Anti-Doping Organization* of the *Athlete* or other *Person* may attend the hearing as observers. In any event, the UIM shall keep them fully apprised as to the status of pending cases and the result of all hearings.

8.2 Notice of Decisions

- 8.2.1** At the end of the hearing, or promptly thereafter, the UIM Anti-Doping Hearing Panel shall issue a written decision that conforms with Article 9 of the *International Standard for Results Management* and which includes the full reasons for the decision, the period of *Ineligibility* imposed, the

³⁶ [Comment to Article 8.1.2.4: 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 Athlete's eligibility to participate in the Event, or during an Event where the resolution of the case will affect the validity of the Athlete's results or continued participation in the Event.]

Disqualification of results under Article 10.10 and, if applicable, a justification for why the greatest potential *Consequences* were not imposed.

- 8.2.2** The UIM shall notify that decision to the *Athlete* or other *Person* and to other *Anti-Doping Organizations* with a right to appeal under Article 13.2.3 and shall promptly report it into *ADAMS*. The decision may be appealed as provided in Article 13.

8.3 Waiver of Hearing

- 8.3.1** An *Athlete* or other *Person* against whom an anti-doping violation is asserted may waive a hearing expressly and agree with the *Consequences* proposed by the UIM.
- 8.3.2** However, if the *Athlete* or other *Person* against whom an anti-doping rule violation is asserted fails to dispute that assertion within twenty (20) days or the deadline otherwise specified in the notice sent by the UIM asserting the violation, then they shall be deemed to have waived a hearing, to have admitted the violation, and to have accepted the proposed *Consequences*.
- 8.3.3** In cases where Article 8.3.1 or 8.3.2 applies, a hearing before the UIM Anti-Doping Hearing Panel shall not be required. Instead the UIM shall promptly issue a written decision that conforms with Article 9 of the *International Standard for Results Management* and which includes the full reasons for the decision, the period of *Ineligibility* imposed, the *Disqualification* of results under Article 10.10 and, if applicable, a justification for why the greatest potential *Consequences* were not imposed.
- 8.3.4** The UIM shall notify that decision to the *Athlete* or other *Person* and to other *Anti-Doping Organizations* with a right to appeal under Article 13.2.3 and shall promptly report it into *ADAMS*. the UIM shall *Publicly Disclose* that decision in accordance with Article 14.3.2.

8.4 Single Hearing Before CAS

Anti-doping rule violations asserted against *International-Level Athletes*, *National-Level Athletes* or other *Persons* may, with the consent of the *Athlete* or other *Person*, the UIM (where it has *Results Management* responsibility in accordance with Article 7) and *WADA*, be heard in a single hearing directly at *CAS*.³⁷

³⁷ [Comment to Article 8.4: In some cases, the combined cost of holding a hearing in the first instance at the international or national level, then rehearing the case de novo before CAS can be very substantial. 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 for the *Athlete* or *Anti-Doping Organizations* to incur the extra expense of two (2) hearings. An Anti-Doping Organization may participate in the CAS hearing as an observer. Nothing set out in Article 8.4 precludes the *Athlete* or other *Person* and the UIM (where it has *Results Management* responsibility) to waive their right to appeal by agreement. Such waiver, however, only binds the parties to such agreement and not any other entity with a right of appeal under the Code.]

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.³⁸

ARTICLE 10 SANCTIONS ON INDIVIDUALS

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

- 10.1.1** 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 *Athlete's* individual results obtained in that *Event* with all *Consequences*, including forfeiture of all medals, points and prizes, except as provided in Article 10.1.2.

Factors to be included in considering whether to *Disqualify* other results in an *Event* might include, for example, the seriousness of the *Athlete's* anti-doping rule violation and whether the *Athlete* tested negative in the other *Competitions*.³⁹

- 10.1.2** If the *Athlete* establishes that he or she bears *No Fault* or *Negligence* for the violation, the *Athlete's* individual results in the other *Competitions* shall not be *Disqualified*, unless the *Athlete's* results in *Competitions* other than the *Competition* in which the anti-doping rule violation occurred were likely to have been affected by the *Athlete'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 Article 2.1, 2.2 or 2.6 shall be as follows, subject to potential elimination, reduction or suspension pursuant to Article 10.5, 10.6 or 10.7:

- 10.2.1** The period of *Ineligibility*, subject to Article 10.2.4, shall be four (4) years where:
- 10.2.1.1** The anti-doping rule violation does not involve a Specified Substance or a specified Method unless the *Athlete* or other *Person* can establish that the anti-doping rule violation was not intentional.⁴⁰

³⁸ [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.]

³⁹ [Comment to Article 10.1.1: Whereas Article 9 *Disqualifies* the result in a single *Competition* in which the *Athlete* 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 swimming World Championships).]

⁴⁰ [Comment to Article 10.2.1.1: While it is theoretically possible for an *Athlete* or other *Person* to establish that the anti-doping rule violation was not intentional without showing how the *Prohibited Substance* entered one's system, it is highly unlikely that in a doping case under Article 2.1 an *Athlete* will be successful in proving that the *Athlete* acted unintentionally without establishing the source of the *Prohibited Substance*.]

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

10.2.2 If Article 10.2.1 does not apply, subject to Article 10.2.4.1, the period of *Ineligibility* shall be two (2) years.

10.2.3 As used in Article 10.2, the term “intentional” is meant to identify those *Athletes* or other *Persons* who engage in conduct which they 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 *Athlete* 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 *Athlete* can establish that the *Prohibited Substance* was *Used Out-of-Competition* in a context unrelated to sport performance.⁴¹

10.2.4 Notwithstanding any other provision in Article 10.2, where the anti-doping rule violation involves a *Substance of Abuse*:

10.2.4.1 If the *Athlete* can establish that any ingestion or *Use* occurred *Out-of-Competition* and was unrelated to sport performance, then the period of *Ineligibility* shall be three (3) months *Ineligibility*.

In addition, the period of *Ineligibility* calculated under this Article 10.2.4.1 may be reduced to one (1) month if the *Athlete* or other *Person* satisfactorily completes a *Substance of Abuse* treatment program approved by the UIM. The period of *Ineligibility* established in this Article 10.2.4.1 is not subject to any reduction based on any provision in Article 10.6.⁴²

10.2.4.2 If the ingestion, *Use* or *Possession* occurred *In-Competition*, and the *Athlete* can establish that the context of the ingestion, *Use* or *Possession* was unrelated to sport performance, then the ingestion, *Use* or *Possession* shall not be considered intentional for purposes of Article 10.2.1 and shall not provide a basis for a finding of *Aggravating Circumstances* under Article 10.4.

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 Article 10.6 or 10.7 are applicable:

10.3.1 For violations of Article 2.3 or 2.5, the period of *Ineligibility* shall be four (4) years except: (i) in the case of failing to submit to *Sample* collection, if the

• ⁴¹ [Comment to Article 10.2.3: Article 10.2.3 provides a special definition of “intentional” which is to be applied solely for purposes of Article 10.2.]

• ⁴² [Comment to Article 10.2.4.1: The determinations as to whether the treatment program is approved and whether the *Athlete* or other *Person* has satisfactorily completed the program shall be made in the sole discretion of the UIM. This Article is intended to give the UIM the leeway to apply their own judgment to identify and approve legitimate and reputable, as opposed to “sham”, treatment programs. It is anticipated, however, that the characteristics of legitimate treatment programs may vary widely and change over time such that it would not be practical for WADA to develop mandatory criteria for acceptable treatment programs.]

Athlete can establish that the commission of the anti-doping rule violation was not intentional, the period of *Ineligibility* shall be two (2) years; (ii) in all other cases, if the *Athlete* or other *Person* can establish exceptional circumstances that justify a reduction of the period of *Ineligibility*, the period of *Ineligibility* shall be in a range from two (2) years to four (4) years depending on the *Athlete* or other *Person's* degree of *Fault*; or (iii) in a case involving a *Protected Person* or *Recreational Athlete*, the period of *Ineligibility* shall be in a range between a maximum of two (2) years and, at a minimum, a reprimand and no period of *Ineligibility*, depending on the *Protected Person* or *Recreational Athlete's* degree of *Fault*.

- 10.3.2** For violations of Article 2.4, the period of *Ineligibility* shall be two (2) years, subject to reduction down to a minimum of one (1) year, depending on the *Athlete's* degree of *Fault*. The flexibility between two (2) years and one (1) year of *Ineligibility* in this Article is not available to *Athletes* where a pattern of last-minute whereabouts changes or other conduct raises a serious suspicion that the *Athlete* 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 (4) years up to lifetime *Ineligibility*, depending on the seriousness of the violation. An Article 2.7 or Article 2.8 violation involving a *Protected Person* shall be considered a particularly serious violation and, if committed by *Athlete Support Personnel* for violations other than for *Specified Substances*, shall result in lifetime *Ineligibility* for *Athlete 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.⁴³
- 10.3.4** For violations of Article 2.9, the period of *Ineligibility* imposed shall be a minimum of two (2) years, up to lifetime *Ineligibility*, depending on the seriousness of the violation.
- 10.3.5** For violations of Article 2.10, the period of *Ineligibility* shall be two (2) years, subject to reduction down to a minimum of one (1) year, depending on the *Athlete* or other *Person's* degree of *Fault* and other circumstances of the case.⁴⁴
- 10.3.6** For violations of Article 2.11, the period of *Ineligibility* shall be a minimum of two (2) years, up to lifetime *Ineligibility*, depending on the seriousness of the violation by the *Athlete* or other *Person*.⁴⁵

10.4 Aggravating Circumstances which may Increase the Period of *Ineligibility*

If the UIM establishes in an individual case involving an anti-doping rule violation other than violations under Article 2.7 (*Trafficking* or *Attempted Trafficking*), 2.8 (*Administration* or *Attempted Administration*), 2.9 (*Complicity*) or 2.11 (*Acts by an Athlete or Other Person to Discourage or Retaliate Against Reporting*) that *Aggravating Circumstances* are present which justify the imposition of a period of *Ineligibility* greater than the standard sanction, then the period of *Ineligibility* otherwise applicable shall be increased by an additional period of *Ineligibility* of up to two (2) years depending on the seriousness of the violation and the nature

⁴³ [Comment to Article 10.3.3: Those who are involved in doping Athletes or covering up doping should be subject to sanctions which are more severe than the Athletes who test positive. Since the authority of sport organizations is generally limited to *Ineligibility* for accreditation, membership and other sport benefits, reporting Athlete Support Personnel to competent authorities is an important step in the deterrence of doping.]

⁴⁴ [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.]

⁴⁵ [Comment to Article 10.3.6: Conduct that is found to violate both Article 2.5 (*Tampering*) and Article 2.11 (*Acts by an Athlete or Other Person to Discourage or Retaliate Against Reporting to Authorities*) shall be sanctioned based on the violation that carries the more severe sanction.]

of the *Aggravating Circumstances*, unless the *Athlete* or other *Person* can establish that he or she did not knowingly commit the anti-doping rule violation.⁴⁶

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

If an *Athlete* 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.⁴⁷

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

10.6.1 Reduction of Sanctions in Particular Circumstances for Violations of Article 2.1, 2.2 or 2.6.

All reductions under Article 10.6.1 are mutually exclusive and not cumulative.

10.6.1.1 *Specified Substances or Specified Methods*

Where the anti-doping rule violation involves a *Specified Substance* (other than a *Substance of Abuse*) or *Specified Method*, and the *Athlete* 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 (2) years of *Ineligibility*, depending on the *Athlete's* or other *Person's* degree of *Fault*.

10.6.1.2 *Contaminated Products*

In cases where the *Athlete* or other *Person* can establish both *No Significant Fault or Negligence* and that the detected *Prohibited Substance* (other than a *Substance of Abuse*) came from a

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- ⁴⁶ **[Comment to Article 10.4: Violations under Articles 2.7 (Trafficking or Attempted Trafficking), 2.8 (Administration or Attempted Administration), 2.9 (Complicity or Attempted Complicity) and 2.11 (Acts by an Athlete or Other Person to Discourage or Retaliate Against Reporting to Authorities) are not included in the application of Article 10.4 because the sanctions for these violations already build in sufficient discretion up to a lifetime ban to allow consideration of any Aggravating Circumstance.]**

⁴⁷ [Comment to Article 10.5: This Article and Article 10.6.2 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 an *Athlete* 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 mislabelled or contaminated vitamin or nutritional supplement (*Athletes* are responsible for what they ingest (Article 2.1) and have been warned against the possibility of supplement contamination); (b) the Administration of a *Prohibited Substance* by the *Athlete's* personal physician or trainer without disclosure to the *Athlete* (*Athletes* 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 *Athlete's* food or drink by a spouse, coach or other *Person* within the *Athlete's* circle of associates (*Athletes* 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 10.6 based on *No Significant Fault or Negligence*.]

Contaminated Product, then the period of *Ineligibility* shall be, at a minimum, a reprimand and no period of *Ineligibility*, and at a maximum, two (2) years *Ineligibility*, depending on the *Athlete* or other *Person's* degree of *Fault*.⁴⁸

10.6.1.3 Protected Persons or Recreational Athletes

Where the anti-doping rule violation not involving a *Substance of Abuse* is committed by a *Protected Person* or *Recreational Athlete*, and the *Protected Person* or *Recreational Athlete* 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 (2) years *Ineligibility*, depending on the *Protected Person* or *Recreational Athlete's* degree of *Fault*.

10.6.2 Application of *No Significant Fault* or *Negligence* beyond the Application of Article 10.6.1

If an *Athlete* or other *Person* establishes in an individual case where Article 10.6.1 is not applicable that he or she bears *No Significant Fault* or *Negligence*, then, subject to further reduction or elimination as provided in Article 10.7, the otherwise applicable period of *Ineligibility* may be reduced based on the *Athlete* 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 (8) years.⁴⁹

10.7 Elimination, Reduction, or Suspension of Period of *Ineligibility* or Other Consequences for Reasons Other than *Fault*

10.7.1 Substantial Assistance in Discovering or Establishing Code Violations⁵⁰

10.7.1.1 The UIM may, prior to an appellate decision under Article 13 or the expiration of the time to appeal, suspend a part of the *Consequences* (other than *Disqualification* and mandatory *Public Disclosure*) imposed in an individual case where the *Athlete* 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

⁴⁸ [Comment to Article 10.6.1.2: In order to receive the benefit of this Article, the *Athlete* or other *Person* must establish not only that the detected *Prohibited Substance* came from a *Contaminated Product*, but must also separately establish *No Significant Fault* or *Negligence*. It should be further noted that *Athletes* are on notice that they take nutritional supplements at their own risk. The sanction reduction based on *No Significant Fault* or *Negligence* has rarely been applied in *Contaminated Product* cases unless the *Athlete* has exercised a high level of caution before taking the *Contaminated Product*. In assessing whether the *Athlete* can establish the source of the *Prohibited Substance*, it would, for example, be significant for purposes of establishing whether the *Athlete* actually Used the *Contaminated Product*, whether the *Athlete* had declared the product which was subsequently determined to be contaminated on the *Doping Control* form.]

This Article should not be extended beyond products that have gone through some process of manufacturing. Where an *Adverse Analytical Finding* results from environment contamination of a “non-product” such as tap water or lake water in circumstances where no reasonable person would expect any risk of an anti-doping rule violation, typically there would be *No Fault* or *Negligence* under Article 10.5.]

⁴⁹ [Comment to Article 10.6.2: Article 10.6.2 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, 2.9 or 2.11) 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 *Athlete* or other *Person's* degree of *Fault*.]

⁵⁰ [Comment to Article 10.7.1: The cooperation of *Athletes*, *Athlete 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.]

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 the UIM or other *Anti-Doping Organization* with *Results Management* responsibility; or (iii) which results in WADA initiating a proceeding against a *Signatory*, WADA-accredited laboratory, or *Athlete* passport management unit (as defined in the *International Standard* for Laboratories) for non-compliance with the *Code*, *International Standard* or *Technical Document*; or (iv) with the approval by WADA, which results in a criminal or disciplinary body bringing forward a criminal offense or the breach of professional or sport rules arising out of a sport integrity violation other than doping. After an appellate decision under Article 13 or the expiration of time to appeal, the UIM may only suspend a part of the otherwise applicable *Consequences* 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 *Athlete* or other *Person* and the significance of the *Substantial Assistance* provided by the *Athlete* or other *Person* to the effort to eliminate doping in sport, non-compliance with the *Code* and/or sport integrity violations. 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 (8) years. For purposes of this paragraph, the otherwise applicable period of *Ineligibility* shall not include any period of *Ineligibility* that could be added under Article 10.9.3.2 of these Anti-Doping Rules.

If so requested by an *Athlete* or other *Person* who seeks to provide *Substantial Assistance*, the UIM shall allow the *Athlete* or other *Person* to provide the information to it subject to a *Without Prejudice Agreement*.

If the *Athlete* or other *Person* fails to continue to cooperate and to provide the complete and credible *Substantial Assistance* upon which a suspension of *Consequences* was based, the UIM shall reinstate the original *Consequences*. If the UIM decides to reinstate suspended *Consequences* or decides not to reinstate suspended *Consequences*, that decision may be appealed by any *Person* entitled to appeal under Article 13.

- 10.7.1.2** To further encourage *Athletes* and other *Persons* to provide *Substantial Assistance* to *Anti-Doping Organizations*, at the request of the UIM or at the request of the *Athlete* or other *Person* who has, or has been asserted to have, committed an anti-doping rule violation, or other violation of the *Code*, WADA may agree at any stage of the *Results Management* process, including after an 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*, no mandatory *Public Disclosure* and/or no return of prize money or payment of fines or costs. WADA's approval shall be subject to reinstatement of *Consequences*, as

otherwise provided in this Article. Notwithstanding Article 13, WADA's decisions in the context of this Article 10.7.1.2 may not be appealed.

10.7.1.3 If the 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 the 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.

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

Where an *Athlete* 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.⁵¹

10.7.3 Application of Multiple Grounds for Reduction of a Sanction

Where an *Athlete* or other *Person* establishes entitlement to reduction in sanction under more than one provision of Article 10.5, 10.6 or 10.7, before applying any reduction or suspension under Article 10.7, the otherwise applicable period of *Ineligibility* shall be determined in accordance with Articles 10.2, 10.3, 10.5, and 10.6. If the *Athlete* or other *Person* establishes entitlement to a reduction or suspension of the period of *Ineligibility* under Article 10.7, then the period of *Ineligibility* may be reduced or suspended, but not below one-fourth of the otherwise applicable period of *Ineligibility*.

10.8 Results Management Agreements

10.8.1 One (1) Year Reduction for Certain Anti-Doping Rule Violations Based on Early Admission and Acceptance of Sanction

Where an *Athlete* or other *Person*, after being notified by the UIM of a potential anti-doping rule violation that carries an asserted period of *Ineligibility* of four (4) or more years (including any period of *Ineligibility* asserted under Article 10.4), admits the violation and accepts the asserted period of *Ineligibility* no later than twenty (20) days after receiving notice of an anti-doping rule violation charge, the *Athlete* or other *Person* may receive a one (1) year reduction in the period of *Ineligibility* asserted by the UIM. Where the *Athlete* or other *Person* receives the one (1) year reduction in the asserted period of *Ineligibility* under this Article 10.8.1, no further reduction in the asserted period of *Ineligibility* shall be allowed under any other Article.⁵²

⁵¹ [Comment to Article 10.7.2: This Article is intended to apply when an *Athlete* 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 *Athlete* 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 *Athlete* or other *Person* would have been caught had he or she not come forward voluntarily.]

• ⁵² [Comment to Article 10.8.1: For example, if the UIM alleges that an *Athlete* has violated Article 2.1 for Use of an anabolic steroid and asserts the applicable period of *Ineligibility* is four (4) years, then the *Athlete* may unilaterally reduce the period of *Ineligibility* to three (3) years by admitting the violation and accepting the three (3) year period of *Ineligibility* within the time specified in this Article, with no further reduction allowed. This resolves the case without any need for a hearing.]

10.8.2 Case Resolution Agreement

Where the *Athlete* or other *Person* admits an anti-doping rule violation after being confronted with the anti-doping rule violation by the UIM and agrees to *Consequences* acceptable to the UIM and WADA, at their sole discretion, then: (a) the *Athlete* or other *Person* may receive a reduction in the period of *Ineligibility* based on an assessment by the UIM and WADA of the application of Articles 10.1 through 10.7 to the asserted anti-doping rule violation, the seriousness of the violation, the *Athlete* or other *Person's* degree of *Fault* and how promptly the *Athlete* or other *Person* admitted the violation; and (b) 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 *Athlete* or other *Person* shall serve at least one-half of the agreed-upon period of *Ineligibility* going forward from the earlier of the date the *Athlete* or other *Person* accepted the imposition of a sanction or a *Provisional Suspension* which was subsequently respected by the *Athlete* or other *Person*. The decision by WADA and the UIM to enter or not enter into a case resolution agreement, and the amount of the reduction to, and the starting date of, the period of *Ineligibility* are not matters for determination or review by a hearing body and are not subject to appeal under Article 13.

If so, requested by an *Athlete* or other *Person* who seeks to enter into a case resolution agreement under this Article, the UIM shall allow the *Athlete* or other *Person* to discuss an admission of the anti-doping rule violation with it subject to a *Without Prejudice Agreement*.⁵³

10.9 Multiple Violations

10.9.1 Second or Third Anti-Doping Rule Violation

10.9.1.1 For an *Athlete* or other *Person's* second anti-doping rule violation, the period of *Ineligibility* shall be the greater of:

- (a) A six (6) month period of *Ineligibility*; or
- (b) A period of *Ineligibility* in the range between:
 - (i) the sum of the period of *Ineligibility* imposed for the first anti-doping rule violation plus the period of *Ineligibility* otherwise applicable to the second anti-doping rule violation treated as if it were a first violation, and
 - (ii) twice the period of *Ineligibility* otherwise applicable to the second anti-doping rule violation treated as if it were a first violation. The period of *Ineligibility* shall be determined based on the entirety of the circumstances and the *Athlete* or other *Person's* degree of *Fault* with respect to the second violation.

10.9.1.2 A third anti-doping rule violation will always result in a lifetime period of *Ineligibility*, except if the third violation fulfils the condition for elimination or reduction of the period of *Ineligibility* under Article 10.5 or 10.6 or involves a violation of Article 2.4. In these particular cases, the period of *Ineligibility* shall be from eight (8) years to lifetime *Ineligibility*.

⁵³ [Comment to Article 10.8: Any mitigating or aggravating factors set forth in this Article 10 shall be considered in arriving at the *Consequences* set forth in the case resolution agreement, and shall not be applicable beyond the terms of that agreement.]

10.9.1.3 The period of *Ineligibility* established in Articles 10.9.1.1 and 10.9.1.2 may then be further reduced by the application of Article 10.7.

10.9.2 An anti-doping rule violation for which an *Athlete* or other *Person* has established *No Fault* or *Negligence* shall not be considered a violation for purposes of this Article 10.9. In addition, an anti-doping rule violation sanctioned under Article 10.2.4.1 shall not be considered a violation for purposes of Article 10.9.

10.9.3 Additional Rules for Certain Potential Multiple Violations

10.9.3.1 For purposes of imposing sanctions under Article 10.9, except as provided in Articles 10.9.3.2 and 10.9.3.3, an anti-doping rule violation will only be considered a second violation if the UIM can establish that the *Athlete* or other *Person* committed the additional anti-doping rule violation after the *Athlete* or other *Person* received notice pursuant to Article 7, or after the UIM made reasonable efforts to give notice of the first anti-doping rule violation. If the 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, including the application of *Aggravating Circumstances*. Results in all *Competitions* dating back to the earlier anti-doping rule violation will be *Disqualified* as provided in Article 10.10.⁵⁴

10.9.3.2 If the UIM establishes that an *Athlete* or other *Person* committed an additional anti-doping rule violation prior to notification, and that the additional violation occurred twelve (12) months or more before or after the first-noticed violation, then the period of *Ineligibility* for the additional violation shall be calculated as if the additional violation were a stand-alone first violation and this period of *Ineligibility* is served consecutively, rather than concurrently, with the period of *Ineligibility* imposed for the earlier-noticed violation. Where this Article 10.9.3.2 applies, the violations taken together shall constitute a single violation for purposes of Article 10.9.1.

10.9.3.3 If the UIM establishes that an *Athlete* or other *Person* committed a violation of Article 2.5 in connection with the *Doping Control* process for an underlying asserted anti-doping rule violation, the violation of Article 2.5 shall be treated as a stand-alone first violation and the period of *Ineligibility* for such violation shall be served consecutively, rather than concurrently, with the period of *Ineligibility*, if any, imposed for the underlying anti-doping rule violation. Where this Article 10.9.3.3 is applied, the violations taken together shall constitute a single violation for purposes of Article 10.9.1.

10.9.3.4 If the UIM establishes that an athlete or other *Person* has committed a second or third anti-doping rule violation during a period of *Ineligibility*, the periods of *Ineligibility* for the multiple violations shall run consecutively, rather than concurrently.

10.9.4 Multiple Anti-Doping Rule Violations during Ten (10) Year Period

⁵⁴ [Comment to Article 10.9.3.1: The same rule applies where, after the imposition of a sanction, the UIM discovers facts involving an anti-doping rule violation that occurred prior to notification for a first anti-doping rule violation – e.g., the UIM shall impose a sanction based on the sanction that could have been imposed if the two (2) violations had been adjudicated at the same time, including the application of *Aggravating Circumstances*.]

For purposes of Article 10.9, each anti-doping rule violation must take place within the same ten (10) year period in order to be considered multiple violations.

10.10 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 *Athlete* 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.⁵⁵

10.11 Forfeited Prize Money

If the UIM recovers prize money forfeited as a result of an anti-doping rule violation, it shall take reasonable measures to allocate and distribute this prize money to the *Athletes* who would have been entitled to it had the forfeiting *Athlete* not competed.⁵⁶

10.12 Financial Consequences

10.12.1 Where an *Athlete* or other *Person* commits an anti-doping rule violation, the UIM may, in its discretion and subject to the principle of proportionality, elect to (a) recover from the *Athlete* or other *Person* costs associated with the anti-doping rule violation, regardless of the period of *Ineligibility* imposed and/or (b) fine the *Athlete* or other *Person* in an amount up to 5'000 Euros, only in cases where the maximum period of *Ineligibility* otherwise applicable has already been imposed.

10.12.2 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.

10.13 Commencement of Ineligibility Period

Where an *Athlete* is already serving a period of *Ineligibility* for an anti-doping rule violation, any new period of *Ineligibility* shall commence on the first day after the current period of *Ineligibility* has been served. Otherwise, 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.

10.13.1 Delays Not Attributable to the Athlete or other Person

Where there have been substantial delays in the hearing process or other aspects of *Doping Control*, and the *Athlete* or other *Person* can establish that such delays are not attributable to the *Athlete* or other *Person*, the UIM or the UIM Anti-Doping Hearing Panel, if applicable, 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*.⁵⁷

⁵⁵ [Comment to Article 10.10: Nothing in these Anti-Doping Rules precludes clean *Athletes* 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*.]

⁵⁶ [Comment to Article 10.11: This Article is not intended to impose an affirmative duty on the UIM to take any action to collect forfeited prize money. If the UIM elects not to take any action to collect forfeited prize money, it may assign its right to recover such money to the *Athlete(s)* who should have otherwise received the money. "Reasonable measures to allocate and distribute this prize money" could include using collected forfeited prize money as agreed upon by the UIM and its *Athletes*.]

⁵⁷ [Comment to Article 10.13.1: 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,

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

- 10.13.2.1** If a *Provisional Suspension* is respected by the *Athlete* or other *Person*, then the *Athlete* or other *Person* shall receive a credit for such period of *Provisional Suspension* against any period of *Ineligibility* which may ultimately be imposed. If the *Athlete* or other *Person* does not respect a *Provisional Suspension*, then the *Athlete* or other *Person* shall receive no credit for any period of *Provisional Suspension* served. If a period of *Ineligibility* is served pursuant to a decision that is subsequently appealed, then the *Athlete* 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.
- 10.13.2.2** If an *Athlete* or other *Person* voluntarily accepts a *Provisional Suspension* in writing from the UIM and thereafter respects the *Provisional Suspension*, the *Athlete* 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 *Athlete* 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 14.1.⁵⁸
- 10.13.2.3** 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 *Athlete* elected not to compete or was suspended by a team.
- 10.13.2.4** 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.]

10.14 Status During *Ineligibility* or *Provisional Suspension*

10.14.1 Prohibition Against Participation During *Ineligibility* or *Provisional Suspension*

No *Athlete* or other *Person* who has been declared *Ineligible* or is subject to a *Provisional Suspension* may, during a period of *Ineligibility* or *Provisional Suspension*, participate in any capacity in a *Competition* or activity (other than authorized anti-doping *Education* or rehabilitation programs) authorized or organized by any *Signatory*, *Signatory's* member organization, or a club or other member organization of a *Signatory's* member organization, 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.

particularly where the *Athlete* 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.]

⁵⁸ [Comment to Article 10.13.2.2: An *Athlete's* voluntary acceptance of a *Provisional Suspension* is not an admission by the *Athlete* and shall not be used in any way to draw an adverse inference against the *Athlete*.]

An *Athlete* or other *Person* subject to a period of *Ineligibility* longer than four (4) years may, after completing four (4) years of the period of *Ineligibility*, participate as an *Athlete* in local sport events not sanctioned or otherwise under the authority 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 *Athlete* or other *Person* directly or indirectly to compete in (or accumulate points toward) a national championship or *International Event*, and does not involve the *Athlete* or other *Person* working in any capacity with *Protected Persons*.

An *Athlete* or other *Person* subject to a period of *Ineligibility* shall remain subject to *Testing* and any requirement by the UIM to provide whereabouts information.⁵⁹

10.14.2 Return to Training

As an exception to Article 10.14.1, an *Athlete* may return to train with a team or to use the facilities of a club or other member organization of the UIM's or other *Signatory's* member organization during the shorter of: (1) the last two months of the *Athlete's* period of *Ineligibility*, or (2) the last one-quarter of the period of *Ineligibility* imposed.⁶⁰

10.14.3 Violation of the Prohibition of Participation During *Ineligibility* or *Provisional Suspension*

Where an *Athlete* or other *Person* who has been declared *Ineligible* violates the prohibition against participation during *Ineligibility* described in Article 10.14.1, the results of such participation shall be *Disqualified* and a new period of *Ineligibility* equal in length to the original period of *Ineligibility* shall be added to the end of the original period of *Ineligibility*. The new period of *Ineligibility*, including a reprimand and no period of *Ineligibility*, may be adjusted based on the *Athlete* or other *Person's* degree of *Fault* and other circumstances of the case. The determination of whether an *Athlete* 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 initial period of *Ineligibility*. This decision may be appealed under Article 13.

An *Athlete* or other *Person* who violates the prohibition against participation during a *Provisional Suspension* described in Article 10.14.1 shall receive no credit for any period of *Provisional Suspension* served and the results of such participation shall be *Disqualified*.

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

10.14.4 Withholding of Financial Support during *Ineligibility*

⁵⁹ [Comment to Article 10.14.1: For example, subject to Article 10.14.2 below, *Ineligible Athletes* cannot participate in a training camp, exhibition or practice organized by their National Authority or a club which is a member of that National Authority or which is funded by a governmental agency. Further, an *Ineligible Athlete* 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 10.14.3. 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, Automatic Binding Effect of Decisions). An *Athlete* or other *Person* serving a period of *Ineligibility* is prohibited from coaching or serving as an *Athlete Support Person* in any other capacity at any time during the period of *Ineligibility*, and doing so could also result in a violation of Article 2.10 by another *Athlete*. Any performance standard accomplished during a period of *Ineligibility* shall not be recognized by the UIM or its National Authorities for any purpose.]

⁶⁰ [Comment to Article 10.14.2: In many Team Sports and some individual sports (e.g., ski jumping and gymnastics), *Athletes* cannot effectively train on their own so as to be ready to compete at the end of the *Athlete's* period of *Ineligibility*. During the training period described in this Article, an *Ineligible Athlete* may not compete or engage in any activity described in Article 10.14.1 other than training.]

In addition, for any anti-doping rule violation not involving a reduced sanction as described in Article 10.5 or 10.6, some or all sport-related financial support or other sport-related benefits received by such *Person* will be withheld by the UIM and its *National Authorities*.

10.15 Automatic Publication of Sanction

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

ARTICLE 11 CONSEQUENCES TO TEAMS

11.1 Testing of Teams

Where one (1) member of a team (outside of *Team Sports*) has been notified of an anti-doping rule violation under Article 7 in connection with an *Event*, the ruling body for the *Event* shall conduct appropriate *Target Testing* of all members of the team during the *Event Period*.

11.2 Consequences for Teams

- 11.2.1** An anti-doping rule violation committed by a member of a team in connection with an *In-Competition* test automatically leads to *Disqualification* of the result obtained by the team in that *Competition*, with all resulting *Consequences* for the team and its members, including forfeiture of any medals, points and prizes.
- 11.2.2** An anti-doping rule violation committed by a member of a team occurring during or in connection with an *Event* may lead to *Disqualification* of all of the results obtained by the team in that *Event* with all *Consequences* for the team and its members, including forfeiture of all medals, points and prizes, except as provided in Article 11.2.3.
- 11.2.3** Where an *Athlete* who is a member of a team committed an anti-doping rule violation during or in connection with one (1) *Competition* in an *Event*, if the other member(s) of the team establish(es) that he or she/they bear(s) *No Fault* or *Negligence* for that violation, the results of the team in any other *Competition(s)* in that *Event* shall not be *Disqualified* unless the results of the team in the *Competition(s)* other than the *Competition* in which the anti-doping rule violation occurred were likely to have been affected by the *Athlete's* anti-doping rule violation.

ARTICLE 12 SANCTIONS BY the UIM AGAINST OTHER SPORTING BODIES

When the UIM becomes aware that a *National Authority* or any other sporting body over which it has authority has failed to comply with, implement, uphold, and enforce these Anti-Doping Rules within that organization's or body's area of competence, the UIM has the authority and may take the following additional disciplinary actions:

12.1 Exclude all, or some group of, members of that organization or body from specified future *Events* or all *Events* conducted within a specified period of time.

12.2 Take additional disciplinary actions with respect to that organization's or body's recognition, the eligibility of their members to participate in the UIM's activities, and/or fine that organization or body based on the following:

- 12.2.1** Four (4) or more violations of these Anti-Doping Rules (other than violations involving Article 2.4) are committed by *Athletes* or other *Persons* affiliated with that organization or body during a twelve (12) month period. In such event: (a) all or some group of members of that organization or body may be banned from participation in any the UIM activities for a period of up to two

(2) years and/or (b) that organization or body may be fined in an amount up to 5'000 Euros.

- 12.2.2** Four (4) or more violations of these Anti-Doping Rules (other than violations involving Article 2.4) are committed in addition to the violations described in Article 12.2.1 by *Athletes* or other *Persons* affiliated with that organization or body during a twelve (12) month period. In such event, that organization or body may be suspended for a period of up to four (4) years.
- 12.2.3** More than one *Athlete* or other *Person* affiliated with that organization or body commits an anti-doping rule violation during an *International Event*. In such event, that organization or body may be fined in an amount up to 5'000 Euros.
- 12.2.4** That organization or body has failed to make diligent efforts to keep the UIM informed about an *Athlete's* whereabouts after receiving a request for that information from the UIM. In such event, that organization or body may be fined in an amount up to 1'000 Euros per *Athlete*, in addition to reimbursement of all of the UIM costs incurred in *Testing* that organization's or body's *Athletes*.

12.3 Withhold some or all funding or other financial and non-financial support to that organization or body.

12.4 Oblige that organization or body to reimburse the 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 an *Athlete* or other *Person* affiliated with that organization or body.

ARTICLE 13 RESULTS MANAGEMENT: APPEALS ⁶¹

13.1 Decisions Subject to Appeal

Decisions made under the *Code* or these Anti-Doping Rules may be appealed as set forth below in Articles 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.

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. Any party to the appeal may submit evidence, legal arguments and claims that were not raised in the first instance hearing so long as they arise from the same cause of action or same general facts or circumstances raised or addressed in the first instance hearing.⁶²

13.1.2 CAS Shall Not Defer to the Findings Being Appealed

⁶¹ [Comment to Article 13: The object of the Code is to have anti-doping matters resolved through fair and transparent internal processes with a final appeal. Anti-doping decisions by Anti-Doping Organizations are made transparent in Article 14. Specified Persons and organizations, including WADA, are then given the opportunity to appeal those decisions. Note that the definition of interested Persons and organizations with a right to appeal under Article 13 does not include Athletes, or their federations, who might benefit from having another competitor Disqualified.]

⁶² [Comment to Article 13.1.1: The revised language is not intended to make a substantive change to the 2015 Code, but rather for clarification. For example, where an Athlete was charged in the first instance hearing only with Tampering but the same conduct could also constitute Complicity, an appealing party could pursue both Tampering and Complicity charges against the Athlete in the appeal.]

In making its decision, CAS shall not give deference to the discretion exercised by the body whose decision is being appealed.⁶³

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 the UIM's process, WADA may appeal such decision directly to CAS without having to exhaust other remedies in the UIM's process.⁶⁴

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

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 (6) months notice requirement for a retired *Athlete* to return to competition under Article 5.6.1; a decision by WADA assigning *Results Management* under Article 7.1 of the *Code*; a decision by the 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 in accordance with the *International Standard for Results Management*; a decision to impose, or lift, a *Provisional Suspension* as a result of a *Provisional Hearing*; the UIM's failure to comply with Article 7.4; a decision that the UIM lacks authority to rule on an alleged anti-doping rule violation or its *Consequences*; a decision to suspend, or not suspend, *Consequences* or to reinstate, or not reinstate, *Consequences* under Article 10.7.1; failure to comply with Articles 7.1.4 and 7.1.5 of the *Code*; failure to comply with Article 10.8.1; a decision under Article 10.14.3; a decision by the UIM not to implement another *Anti-Doping Organization's* decision under Article 15; and a decision under Article 27.3 of the *Code* may be appealed exclusively as provided in this Article 13.2.

13.2.1 Appeals Involving International-Level Athletes or International Events

In cases arising from participation in an *International Event* or in cases involving *International-Level Athletes*, the decision may be appealed exclusively to CAS.⁶⁵

13.2.2 Appeals Involving Other Athletes or Other Persons

In cases where Article 13.2.1 is not applicable, the decision may be appealed to an appellate body, in accordance with rules adopted by the *National Anti-Doping Organization* having authority over the *Athlete* or other *Person*.

The rules for such appeal shall respect the following principles: a timely hearing; a fair, impartial, *Operationally Independent* and *Institutionally Independent* hearing panel; the right to be represented by counsel at the *Person's* own expense; and a timely, written, reasoned decision.

If no such body as described above is in place and available at the time of the appeal, the decision may be appealed to CAS in accordance with the applicable procedural rules.

13.2.3 Persons Entitled to Appeal

⁶³ [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.]

⁶⁴ [Comment to Article 13.1.3: Where a decision has been rendered before the final stage of the UIM's process (for example, a first hearing) and no party elects to appeal that decision to the next level of the UIM's process (e.g., the Managing Board), then WADA may bypass the remaining steps in the UIM's internal process and appeal directly to CAS.]

⁶⁵ [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.]

13.2.3.1 Appeals Involving *International-Level Athletes* or *International Events*

In cases under Article 13.2.1, the following parties shall have the right to appeal to CAS: (a) the *Athlete* 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) the 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.

13.2.3.2 Appeals Involving Other *Athletes* or Other *Persons*

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 *Athlete* 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) the 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.

For cases under Article 13.2.2, WADA, the International Olympic Committee, the International Paralympic Committee, and the 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.

13.2.3.3 Duty to Notify

All parties to any CAS appeal must ensure that WADA and all other parties with a right to appeal have been given timely notice of the appeal.

13.2.3.4 Appeal from Imposition of *Provisional Suspension*

Notwithstanding any other provision herein, the only *Person* who may appeal from the imposition of a *Provisional Suspension* is the *Athlete* or other *Person* upon whom the *Provisional Suspension* is imposed.

13.2.3.5 Appeal from Decisions under Article 12

Decisions by the UIM pursuant to Article 12 may be appealed exclusively to CAS by the *National Authority* or other body.

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.⁶⁶

⁶⁶ [Comment to Article 13.2.4: This provision is necessary because since 2011, CAS rules no longer permit an *Athlete* the right to cross appeal when an *Anti-Doping Organization* appeals a decision after the *Athlete's* time for appeal has expired. This

13.3 Failure to Render a Timely Decision by the UIM

Where, in a particular case, the 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 the 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 the UIM.⁶⁷

13.4 Appeals Relating to TUEs

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

13.5 Notification of Appeal Decisions

The UIM shall promptly provide the appeal decision to the *Athlete* 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 Time for Filing Appeals⁶⁸

13.6.1 Appeals to CAS

The time to file an appeal to CAS shall be twenty-one (21) 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 (15) days from the notice of the decision, such party/ies shall have the right to request a copy of the full case file pertaining to the decision from the *Anti-Doping Organization* that had *Results Management* authority;
- (b) If such a request is made within the fifteen (15) day period, then the party making such request shall have twenty-one (21) 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 (21) days after the last day on which any other party having a right to appeal could have appealed, or
- (b) Twenty-one (21) days after WADA's receipt of the complete file relating to the decision.

13.6.2 Appeals Under Article 13.2.2

provision permits a full hearing for all parties.]

⁶⁷ [Comment to Article 13.3: Given the different circumstances of each anti-doping rule violation investigation and Results Management and, it is not feasible to establish a fixed time period for the UIM to render a decision before WADA may intervene by appealing directly to CAS. Before taking such action, however, WADA will consult with the UIM and give the UIM an opportunity to explain why it has not yet rendered a decision.]

⁶⁸ [Comment to Article 13.6: Whether governed by CAS rules or these Anti-Doping Rules, a party's deadline to appeal does not begin running until receipt of the decision. For that reason, there can be no expiration of a party's right to appeal if the party has not received the decision.]

The time to file an appeal to an independent and impartial body 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 filed by WADA shall be the later of:

- (a) Twenty-one (21) days after the last day on which any other party having a right to appeal could have appealed, or
- (b) Twenty-one (21) 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 *Athletes* and other *Persons*

Notice to *Athletes* or other *Persons* of anti-doping rule violations asserted against them shall occur as provided under Articles 7 and 14.

If at any point during *Results Management* up until the anti-doping rule violation charge, the UIM decides not to move forward with a matter, it must notify the *Athlete* or other *Person*, (provided that the *Athlete* or other *Person* had been already informed of the ongoing *Results Management*).

Notice shall be delivered or emailed to *Athletes* or other *Persons*. If the notification takes place via the *Athlete* or other *Person's* National Authorities, the National Authorities shall confirm to the UIM that they have received the notification and that the notification has been provided to the *Athlete* or other *Person*.

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 the *Athlete's* or other *Person's* *National Anti-Doping Organization* and WADA shall occur as provided under Articles 7 and 14, simultaneously with the notice to the *Athlete* or other *Person*.

If at any point during *Results Management* up until the anti-doping rule violation charge, the UIM decides not to move forward with a matter, it must give notice (with reasons) to the *Anti-Doping Organizations* with a right of appeal under Article 13.2.3.

Notice shall be delivered or emailed.

14.1.3 Content of an Anti-Doping Rule Violation Notice

Notification of an anti-doping rule violation shall include: the *Athlete's* or other *Person's* name, country, sport and discipline within the sport, the *Athlete'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* and *International Standard for Results Management*.

Notification of anti-doping rule violations other than under Article 2.1 shall also 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 a notice of an anti-doping rule violation pursuant to Article 14.1.1, the *Athlete's* or other *Person's National Anti-Doping Organization* 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 Authority*, until the UIM has made *Public Disclosure* as permitted by Article 14.3.

14.1.6 Protection of Confidential Information by an Employee or Agent of the UIM

The 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. the UIM shall ensure that its employees (whether permanent or otherwise), contractors, agents, consultants, and *Delegated Third Parties* are subject to fully enforceable contractual duty of confidentiality and to fully enforceable procedures for the investigation and disciplining of improper and/or unauthorized disclosure of such confidential information.

14.2 Notice of Anti-Doping Rule Violation or Violations of *Ineligibility* or *Provisional Suspension* Decisions and Request for Files

14.2.1 Anti-doping rule violation decisions or decisions related to violations of *Ineligibility* or *Provisional Suspension* rendered pursuant to Article 7.6, 8.2, 10.5, 10.6, 10.7, 10.14.3 or 13.5 shall include the full reasons for the decision, including, if applicable, a justification for why the maximum potential sanction was not imposed. Where the decision is not in English or French, the UIM shall provide an 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 (15) days of receipt, request a copy of the full case file pertaining to the decision.

14.3 Public Disclosure

14.3.1 After notice has been provided to the *Athlete* or other *Person* in accordance with the *International Standard for Results Management*, and to the applicable *Anti-Doping Organizations* in accordance with Article 14.1.2, the identity of any *Athlete* or other *Person* who is notified of a potential anti-doping rule violation, the *Prohibited Substance* or *Prohibited Method* and the nature of the violation involved, and whether the *Athlete* or other *Person* is subject to a *Provisional Suspension* may be *Publicly Disclosed* by the UIM.

14.3.2 No later than twenty (20) days after it has been determined in an 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 otherwise been timely challenged, or the matter has been resolved under Article 10.8, or a new period of *Ineligibility*, or reprimand, has been imposed under Article 10.14.3, the UIM must *Publicly Disclose* the disposition of the anti-doping matter, including the sport, the anti-doping rule violated, the name of the *Athlete* or other *Person* committing the violation, the *Prohibited Substance* or *Prohibited Method* involved (if any) and the *Consequences* imposed. the UIM must also *Publicly Disclose* within

twenty (20) days the results of appellate decisions concerning anti-doping rule violations, including the information described above.⁶⁹

- 14.3.3** After an anti-doping rule violation has been determined to have been committed in an appellate decision under Article 13.2.1 or 13.2.2 or such appeal has been waived, or in a hearing in accordance with Article 8 or where such hearing has been waived, or the assertion of an anti-doping rule violation has not otherwise been timely challenged, or the matter has been resolved under Article 10.8, the UIM may make public such determination or decision and may comment publicly on the matter.
- 14.3.4** In any case where it is determined, after a hearing or appeal, that the *Athlete* or other *Person* did not commit an anti-doping rule violation, the fact that the decision has been appealed may be *Publicly Disclosed*. However, the decision itself and the underlying facts may not be *Publicly Disclosed* except with the consent of the *Athlete* or other *Person* who is the subject of the decision. the 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 *Athlete* or other *Person* may approve.
- 14.3.5** Publication shall be accomplished at a minimum by placing the required information on the UIM's website and leaving the information up for the longer of one (1) month or the duration of any period of *Ineligibility*. It will be removed immediately after the expiry of the indicated time periods.
- 14.3.6** Except as provided in Articles 14.3.1 and 14.3.3, no *Anti-Doping Organization*, *National Authority*, or *WADA*-accredited laboratory, or any official of any such 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, or based on information provided by, the *Athlete*, other *Person* or their entourage or other representatives.
- 14.3.7** The mandatory *Public Disclosure* required in Article 14.3.2 shall not be required where the *Athlete* or other *Person* who has been found to have committed an anti-doping rule violation is a *Minor*, *Protected Person* or *Recreational Athlete*. Any optional *Public Disclosure* in a case involving a *Minor*, *Protected Person* or *Recreational Athlete* shall be proportionate to the facts and circumstances of the case.

14.4 Statistical Reporting

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

14.5 Doping Control Information Database and Monitoring of Compliance

To enable *WADA* to perform its compliance monitoring role and to ensure the effective use of resources and sharing of applicable *Doping Control* information among *Anti-Doping Organizations*, the UIM shall report to *WADA* through *ADAMS Doping Control*-related information, including, in particular:

- (a) *Athlete Biological Passport* data for *International-Level Athletes* and *National-Level Athletes*,
- (b) Whereabouts information for *Athletes* including those in *Registered Testing Pools*,

⁶⁹ [Comment to Article 14.3.2: Where *Public Disclosure* as required by Article 14.3.2 would result in a breach of other applicable laws, the UIM's failure to make the *Public Disclosure* will not result in a determination of non-compliance with Code as set forth in Article 4.1 of the *International Standard for the Protection of Privacy and Personal Information*.]

- (c) *TUE* decisions, and
- (d) *Results Management* decisions,

as required under the applicable *International Standard(s)*.

- 14.5.1** To facilitate coordinated test distribution planning, avoid unnecessary duplication in *Testing* by various *Anti-Doping Organizations*, and to ensure that *Athlete Biological Passport* profiles are updated, the UIM shall report all *In-Competition* and *Out-of-Competition* tests to WADA by entering the *Doping Control* forms into ADAMS in accordance with the requirements and timelines contained in the *International Standard* for *Testing* and *Investigations*.
- 14.5.2** To facilitate WADA's oversight and appeal rights for *TUEs*, the UIM shall report all *TUE* applications, decisions and supporting documentation using ADAMS in accordance with the requirements and timelines contained in the *International Standard* for *Therapeutic Use Exemptions*.
- 14.5.3** To facilitate WADA's oversight and appeal rights for *Results Management*, the UIM shall report the following information into ADAMS in accordance with the requirements and timelines outlined in the *International Standard* for *Results Management*: (a) notifications of anti-doping rule violations and related decisions for *Adverse Analytical Findings*; (b) notifications and related decisions for other anti-doping rule violations that are not *Adverse Analytical Findings*; (c) whereabouts failures; and (d) any decision imposing, lifting or reinstating a *Provisional Suspension*.
- 14.5.4** The information described in this Article will be made accessible, where appropriate and in accordance with the applicable rules, to the *Athlete*, the *Athlete's National Anti-Doping Organization*, and any other *Anti-Doping Organizations* with *Testing* authority over the *Athlete*.

14.6 Data Privacy

- 14.6.1** The UIM may collect, store, process or disclose personal information relating to *Athletes* and other *Persons* where necessary and appropriate to conduct its *Anti-Doping Activities* under the *Code*, the *International Standards* (including specifically the *International Standard* for the Protection of Privacy and Personal Information), these Anti-Doping Rules, and in compliance with applicable law.
- 14.6.2** Without limiting the foregoing, the UIM shall:
 - (a) Only process personal information in accordance with a valid legal ground;
 - (b) Notify any *Participant* or *Person* subject to these Anti-Doping Rules, in a manner and form that complies with applicable laws and the *International Standard* for the Protection of Privacy and Personal Information, that their personal information may be processed by the UIM and other *Persons* for the purpose of the implementation of these Anti-Doping Rules;
 - (c) Ensure that any third-party agents (including any *Delegated Third Party*) with whom the UIM shares the personal information of any *Participant* or *Person* is subject to appropriate technical and contractual controls to protect the confidentiality and privacy of such information.

ARTICLE 15 IMPLEMENTATION OF DECISIONS

15.1 Automatic Binding Effect of Decisions by *Signatory Anti-Doping Organizations*

- 15.1.1** A decision of an anti-doping rule violation made by a *Signatory Anti-Doping Organization*, an appellate body (Article 13.2.2 of the *Code*) or CAS shall, after the parties to the proceeding are notified, automatically be binding beyond the parties to the proceeding upon the UIM and its *National Authorities*, as well as every *Signatory* in every sport with the effects described below:
- 15.1.1.1** A decision by any of the above-described bodies imposing a *Provisional Suspension* (after a *Provisional Hearing* has occurred or the *Athlete* or other *Person* has either accepted the *Provisional Suspension* or has waived the right to a *Provisional Hearing*, expedited hearing or expedited appeal offered in accordance with Article 7.4.3) automatically prohibits the *Athlete* or other *Person* from participation (as described in Article 10.14.1) in all sports within the authority of any *Signatory* during the *Provisional Suspension*.
- 15.1.1.2** A decision by any of the above-described bodies imposing a period of *Ineligibility* (after a hearing has occurred or been waived) automatically prohibits the *Athlete* or other *Person* from participation (as described in Article 10.14.1) in all sports within the authority of any *Signatory* for the period of *Ineligibility*.
- 15.1.1.3** A decision by any of the above-described bodies accepting an anti-doping rule violation automatically binds all *Signatories*.
- 15.1.1.4** A decision by any of the above-described bodies to *Disqualify* results under Article 10.10 for a specified period automatically *Disqualifies* all results obtained within the authority of any *Signatory* during the specified period.
- 15.1.2** The UIM and its *National Authorities* shall recognize and implement a decision and its effects as required by Article 15.1.1, without any further action required, on the earlier of the date the UIM receives actual notice of the decision or the date the decision is placed into ADAMS.
- 15.1.3** A decision by an *Anti-Doping Organization*, a national appellate body or CAS to suspend, or lift, *Consequences* shall be binding upon the UIM and its *National Authorities* without any further action required, on the earlier of the date the UIM receives actual notice of the decision or the date the decision is placed into ADAMS.
- 15.1.4** Notwithstanding any provision in Article 15.1.1, however, a decision of an anti-doping rule violation by a *Major Event Organization* made in an expedited process during an *Event* shall not be binding on the UIM or its *National Authorities* unless the rules of the *Major Event Organization* provide the *Athlete* or other *Person* with an opportunity to an appeal under non-expedited procedures.⁷⁰

15.2 Implementation of Other Decisions by *Anti-Doping Organizations*

• ⁷⁰ [Comment to Article 15.1.4: By way of example, where the rules of the Major Event Organization give the Athlete or other Person the option of choosing an expedited CAS appeal or a CAS appeal under normal CAS procedure, the final decision or adjudication by the Major Event Organization is binding on other Signatories regardless of whether the Athlete or other Person chooses the expedited appeal option.]

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The UIM and its *National Authorities* may decide to implement other anti-doping decisions rendered by *Anti-Doping Organizations* not described in Article 15.1.1 above, such as a *Provisional Suspension* prior to a *Provisional Hearing* or acceptance by the *Athlete* or other *Person*.⁷¹

15.3 Implementation of Decisions by Body that is not a *Signatory*

An anti-doping decision by a body that is not a *Signatory* to the *Code* shall be implemented by the UIM and its *National Authorities*, if the UIM finds that the decision purports to be within the authority of that body and the anti-doping rules of that body are otherwise consistent with the *Code*.⁷²

ARTICLE 16 STATUTE OF LIMITATIONS

No anti-doping rule violation proceeding may be commenced against an *Athlete* 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 (10) years from the date the violation is asserted to have occurred.

ARTICLE 17 EDUCATION

The UIM shall plan, implement, evaluate and promote Education in line with the requirements of Article 18.2 of the *Code* and the International Standard for Education.

The UIM may decide to request that Athletes complete Educational activities before and/or during their participation in select Events (e.g.: Youth World Championships) as a condition of such participation. The list of Events for which Athletes will be required to complete Educational activities as a condition of participation will be published on the UIM's website.

Failure by the Athlete to complete Educational activities as requested by the UIM may result in the imposition of sanction under the UIM's disciplinary rules, unless the Athlete provides to the UIM a justification for such failure, which shall be assessed by the UIM on a case by case basis.

ARTICLE 18 ADDITIONAL ROLES AND RESPONSIBILITIES OF NATIONAL AUTHORITIES

18.1 All *National Authorities* and their members shall comply with the *Code*, *International Standards*, and these Anti-Doping Rules. All *National Authorities* and other members shall include in their policies, rules and programs the provisions necessary to ensure

• ⁷¹ [Comment to Articles 15.1 and 15.2: Anti-Doping Organization decisions under Article 15.1 are implemented automatically by other Signatories without the requirement of any decision or further action on the Signatories' part. For example, when a National Anti-Doping Organization decides to Provisionally Suspend an Athlete, that decision is given automatic effect at the International Federation level. To be clear, the "decision" is the one made by the National Anti-Doping Organization, there is not a separate decision to be made by the International Federation. Thus, any claim by the Athlete that the Provisional Suspension was improperly imposed can only be asserted against the National Anti-Doping Organization. Implementation of Anti-Doping Organizations' decisions under Article 15.2 is subject to each Signatory's discretion. A Signatory's implementation of a decision under Article 15.1 or Article 15.2 is not appealable separately from any appeal of the underlying decision. 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.]

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⁷² [Comment to Article 15.3: 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, the UIM, other Signatories and National Authorities should 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 Athlete to have committed an anti-doping rule violation on account of the presence of a Prohibited Substance in the Athlete's body but the period of Ineligibility applied is shorter than the period provided for in the *Code*, then the UIM and all other Signatories should recognize the finding of an anti-doping rule violation and the Athlete's National Anti-Doping Organization should conduct a hearing consistent with Article 8 to determine whether the longer period of Ineligibility provided in the *Code* should be imposed. the UIM or other Signatory's implementation of a decision, or their decision not to implement a decision under Article 15.3, is appealable under Article 13.]

that the UIM may enforce these Anti-Doping Rules (including carrying out *Testing*) directly in respect of *Athletes* (including *National-Level Athletes*) and other *Persons* under their anti-doping authority as specified in the Introduction to these Anti-Doping Rules (Section “Scope of these Anti-Doping Rules”).

- 18.2** Each *National Authority* shall incorporate these Anti-Doping Rules either directly or by reference into its governing documents, constitution and/or rules as part of the rules of sport that bind their members so that the *National Authority* may enforce them itself directly in respect of *Athletes* (including *National-Level Athletes*) and other *Persons* under its anti-doping authority.
- 18.3** By adopting these Anti-Doping Rules, and incorporating them into their governing documents and rules of sport, *National Authorities* shall cooperate with and support the UIM in that function. They shall also recognize, abide by and implement the decisions made pursuant to these Anti-Doping Rules, including the decisions imposing sanctions on *Persons* under their authority.
- 18.4** All *National Authorities* shall take appropriate action to enforce compliance with the *Code*, *International Standards*, and these Anti-Doping Rules by *inter alia*:
- (i) conducting *Testing* only under the documented authority of the UIM and using their *National Anti-Doping Organization* or other *Sample* collection authority to collect *Samples* in compliance with the *International Standard for Testing and Investigations*;
 - (ii) recognizing the authority of the *National Anti-Doping Organization* in their country in accordance with Article 5.2.1 of the *Code* and assisting as appropriate with the *National Anti-Doping Organization’s* implementation of the national *Testing* program for their sport;
 - (iii) analysing all *Samples* collected using a *WADA*-accredited or *WADA*-approved laboratory in accordance with Article 6.1; and
 - (iv) ensuring that any national level anti-doping rule violation cases discovered by *National Authorities* are adjudicated by an *Operationally Independent* hearing panel in accordance with Article 8.1 and the *International Standard for Results Management*.
- 18.5** All *National Authorities* shall establish rules requiring all *Athletes* preparing for or participating in a *Competition* or activity authorized or organized by a *National Authority* or one of its member organizations, and all *Athlete Support Personnel* associated with such *Athletes*, to agree to be bound by these Anti-Doping Rules and to submit to the *Results Management* authority of the *Anti-Doping Organization* in conformity with the *Code* as a condition of such participation.
- 18.6** All *National Authorities* shall report any information suggesting or relating to an anti-doping rule violation to the 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.
- 18.7** All *National Authorities* shall have disciplinary rules in place to prevent *Athlete Support Personnel* who are *Using Prohibited Substances* or *Prohibited Methods* without valid justification from providing support to *Athletes* under the authority of the UIM or the *National Authority*.
- 18.8** All *National Authorities* shall conduct anti-doping *Education* in coordination with their *National Anti-Doping Organizations*.

ARTICLE 19 ADDITIONAL Roles and responsibilities OF the UIM

- 19.1** In addition to the roles and responsibilities described in Article 20.3 of the *Code* for International Federations the UIM shall report to *WADA* on the UIM's compliance with the *Code* and the *International Standards* in accordance with Article 24.1.2 of the *Code*.
- 19.2** Subject to applicable law, and in accordance with Article 20.3.4 of the *Code*, all the UIM board members, directors, officers, employees and those of appointed *Delegated Third Parties* who are involved in any aspect of *Doping Control*, must sign a form provided by the UIM, agreeing to be bound by these Anti-Doping Rules as *Persons* in conformity with the *Code* for direct and intentional misconduct.
- 19.3** Subject to applicable law, and in accordance with Article 20.3.5 of the *Code*, any the UIM employee who is involved in *Doping Control* (other than authorized anti-doping *Education* or rehabilitation programs) must sign a statement provided by the UIM confirming that they are not *Provisionally Suspended* or serving a period of *Ineligibility* and have not been directly or intentionally engaged in conduct within the previous six (6) years which would have constituted a violation of anti-doping rules if *Code*-compliant rules had been applicable to them.

ARTICLE 20 ADDITIONAL ROLES AND RESPONSIBILITIES OF ATHLETES

- 20.1** To be knowledgeable of and comply with these Anti-Doping Rules.
- 20.2** To be available for *Sample* collection at all times.⁷³
- 20.3** To take responsibility, in the context of anti-doping, for what they ingest and *Use*.
- 20.4** 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.
- 20.5** To disclose to the UIM and their *National Anti-Doping Organization* any decision by a non-*Signatory* finding that the *Athlete* committed an anti-doping rule violation within the previous ten (10) years.
- 20.6** To cooperate with *Anti-Doping Organizations* investigating anti-doping rule violations.
Failure by any *Athlete* to cooperate in full with *Anti-Doping Organizations* investigating anti-doping rule violations may result in a charge of misconduct under the UIM's disciplinary rules.
- 20.7** To disclose the identity of their *Athlete Support Personnel* upon request by the UIM or a *National Authority*, or any other *Anti-Doping Organization* with authority over the *Athlete*.
- 20.8** Offensive conduct towards a *Doping Control* official or other *Person* involved in *Doping Control* by an *Athlete*, which does not otherwise constitute *Tampering*, may result in a charge of misconduct under the UIM's disciplinary rules.

ARTICLE 21 ADDITIONAL ROLES AND RESPONSIBILITIES OF ATHLETE SUPPORT PERSONNEL

- 21.1** To be knowledgeable of and comply with these Anti-Doping Rules.
- 21.2** To cooperate with the *Athlete Testing* program.
- 21.3** To use their influence on *Athlete* values and behavior to foster anti-doping attitudes.

⁷³ [Comment to Article 20.2: With due regard to an *Athlete'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 *Athletes* Use low doses of *EPO* during these hours so that it will be undetectable in the morning.]

- 21.4** To disclose to the UIM and their *National Anti-Doping Organization* any decision by a non-*Signatory* finding that they committed an anti-doping rule violation within the previous ten (10) years.
- 21.5** To cooperate with *Anti-Doping Organizations* investigating anti-doping rule violations.
Failure by any *Athlete Support Personnel* to cooperate in full with *Anti-Doping Organizations* investigating anti-doping rule violations may result in a charge of misconduct under the UIM's disciplinary rules.
- 21.6** *Athlete Support Personnel* shall not *Use* or *Possess* any *Prohibited Substance* or *Prohibited Method* without valid justification.
Any such *Use* or *Possession* may result in a charge of misconduct under the UIM's disciplinary rules.
- 21.7** Offensive conduct towards a *Doping Control* official or other *Person* involved in *Doping Control* by *Athlete Support Personnel*, which does not otherwise constitute *Tampering*, may result in a charge of misconduct under the UIM's disciplinary rules.

ARTICLE 22 ADDITIONAL ROLES AND RESPONSIBILITIES OF OTHER PERSONS SUBJECT TO THESE ANTI-DOPING RULES

- 22.1** To be knowledgeable of and comply with these Anti-Doping Rules.
- 22.2** To disclose to the UIM and their *National Anti-Doping Organization* any decision by a non-*Signatory* finding that they committed an anti-doping rule violation within the previous ten (10) years.
- 22.3** To cooperate with *Anti-Doping Organizations* investigating anti-doping rule violations.
Failure by any other *Person* subject to these Anti-Doping Rules to cooperate in full with *Anti-Doping Organizations* investigating anti-doping rule violations may result in a charge of misconduct under the UIM's disciplinary rules.
- 22.4** Not to *Use* or *Possess* any *Prohibited Substance* or *Prohibited Method* without valid justification.
- 22.5** Offensive conduct towards a *Doping Control* official or other *Person* involved in *Doping Control* by a *Person*, which does not otherwise constitute *Tampering*, may result in a charge of misconduct under the UIM's disciplinary rules.

ARTICLE 23 INTERPRETATION OF THE CODE

- 23.1** 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.
- 23.2** The comments annotating various provisions of the *Code* shall be used to interpret the *Code*.
- 23.3** 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.
- 23.4** 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.
- 23.5** Where the term "days" is used in the *Code* or an *International Standard*, it shall mean calendar days unless otherwise specified.

- 23.6** 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.
- 23.7** 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 24 FINAL PROVISIONS

- 24.1** Where the term "days" is used in these Anti-Doping Rules, it shall mean calendar days unless otherwise specified.
- 24.2** These Anti-Doping Rules shall be interpreted as an independent and autonomous text and not by reference to existing law or statutes.
- 24.3** These Anti-Doping Rules have been adopted pursuant to the applicable provisions of the *Code* and the *International Standards* and shall be interpreted in a manner that is consistent with applicable provisions of the *Code* and the *International Standards*. The *Code* and the *International Standards* shall be considered integral parts of these Anti-Doping Rules and shall prevail in case of conflict.
- 24.4** The Introduction and Appendix 1 shall be considered integral parts of these Anti-Doping Rules.
- 24.5** The comments annotating various provisions of these Anti-Doping Rules shall be used to interpret these Anti-Doping Rules.
- 24.6** These Anti-Doping Rules have entered into force on 1 January 2026 (the "Effective Date"). They repeal previous versions of the UIM's Anti-Doping Rules.
- 24.7** These Anti-Doping Rules shall not apply retroactively to matters pending before the Effective Date. However:
- 24.7.1** 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.
- 24.7.2** 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, shall be governed by the substantive anti-doping rules in effect at the time the alleged anti-doping rule violation occurred, and not by the substantive anti-doping rules set out in these Anti-Doping Rules, unless the panel hearing the case determines the principle of "lex mitior" appropriately applies under the circumstances of the case. For these purposes, the retrospective periods in which prior violations can be considered for purposes of multiple violations under Article 10.9.4 and the statute of limitations set forth in Article 16 are procedural rules, not substantive rules, and should be applied retroactively along with all of the other procedural rules in these Anti-Doping Rules (provided, however, that Article 16 shall only be applied retroactively if the statute of limitation period has not already expired by the Effective Date).
- 24.7.3** Any Article 2.4 whereabouts failure (whether a filing failure or a missed test, as those terms are defined in the *International Standard for Results Management*) prior to the Effective Date shall be carried forward and may be relied upon, prior to expiry, in accordance with the *International Standard for*

Results Management, but it shall be deemed to have expired twelve (12) months after it occurred.

- 24.7.4** With respect to cases where a final decision finding an anti-doping rule violation has been rendered prior to the Effective Date, but the *Athlete* or other *Person* is still serving the period of *Ineligibility* as of the Effective Date, the *Athlete* or other *Person* may apply to the UIM or other *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.
- 24.7.5** For purposes of assessing the period of *Ineligibility* for a second violation under Article 10.9.1, 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.⁷⁴
- 24.7.6** Changes to the *Prohibited List* and *Technical Documents* relating to substances or methods on the *Prohibited List* shall not, unless they specifically provide otherwise, be applied retroactively. As an exception, however, when a *Prohibited Substance* or *Prohibited Method* has been removed from the *Prohibited List*, an *Athlete* or other *Person* currently serving a period of *Ineligibility* on account of the formerly *Prohibited Substance* or *Prohibited Method* may apply to the UIM or other *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 the removal of the substance or method from the *Prohibited List*.

APPENDIX 1 DEFINITIONS⁷⁵

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, establishes in a *Sample* the presence of a *Prohibited Substance* or its *Metabolites* or *Markers* 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*.

Aggravating Circumstances: Circumstances involving, or actions by, an *Athlete* or other *Person* which may justify the imposition of a period of *Ineligibility* greater than the standard sanction. Such

⁷⁴ [Comment to Article 24.7.5: Other than the situation described in Article 24.7.5, where a final decision finding an anti-doping rule violation has been rendered prior to the Effective Date and the period of *Ineligibility* imposed has been completely served, these Anti-Doping Rules may not be used to re-characterize the prior violation.]

⁷⁵ [Comment to Definitions: Defined terms shall include their plural and possessive forms, as well as those terms used as other parts of speech.]

circumstances and actions shall include, but are not limited to: the *Athlete* or other *Person Used or Possessed* multiple *Prohibited Substances* or *Prohibited Methods*, *Used or Possessed a Prohibited Substance* or *Prohibited Method* on multiple occasions or committed multiple other anti-doping rule violations; a normal individual would be likely to enjoy the performance-enhancing effects of the anti-doping rule violation(s) beyond the otherwise applicable period of *Ineligibility*; the *Athlete* or *Person* engaged in deceptive or obstructive conduct to avoid the detection or adjudication of an anti-doping rule violation; or the *Athlete* or other *Person* engaged in *Tampering* during *Results Management*. For the avoidance of doubt, the examples of circumstances and conduct described herein are not exclusive and other similar circumstances or conduct may also justify the imposition of a longer period of *Ineligibility*.

Anti-Doping Activities: Anti-doping *Education* and information, test distribution planning, maintenance of a *Registered Testing Pool*, managing *Athlete Biological Passports*, conducting *Testing*, organizing analysis of *Samples*, gathering of intelligence and conduct of investigations, processing of *TUE* applications, *Results Management*, monitoring and enforcing compliance with any *Consequences* imposed, and all other activities related to anti-doping to be carried out by or on behalf of an *Anti-Doping Organization*, as set out in the *Code* and/or the *International Standards*.

Anti-Doping Organization: WADA or 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*, International Federations, and *National Anti-Doping Organizations*.

Athlete: 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 an *Athlete* who is neither an *International-Level Athlete* nor a *National-Level Athlete*, and thus to bring them within the definition of “*Athlete*”. In relation to *Athletes* who are neither *International-Level* nor *National-Level Athletes*, an *Anti-Doping Organization* may elect to: conduct limited *Testing* or no *Testing* at all; analyse *Samples* for less than the full menu of *Prohibited Substances*; require limited or no whereabouts information; or not require advance *TUE*s. However, if an Article 2.1, 2.3 or 2.5 anti-doping rule violation is committed by any *Athlete* over whom an *Anti-Doping Organization* has elected to exercise its authority to test and who competes below the international or national level, then the *Consequences* set forth in the *Code* 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 an *Athlete*.⁷⁶

Athlete 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*.

Athlete Support Personnel: Any coach, trainer, manager, agent, team staff, official, medical, paramedical personnel, parent or any other *Person* working with, treating or assisting an *Athlete* 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*.

⁷⁶ [Comment to Athlete: Individuals who participate in sport may fall in one of five categories: 1) International-Level Athlete, 2) National-Level Athlete, 3) individuals who are not International- or National-Level Athletes but over whom the International Federation or National Anti-Doping Organization has chosen to exercise authority, 4) Recreational Athlete, and 5) individuals over whom no International Federation or National Anti-Doping Organization has, or has chosen to, exercise authority. All International- and National-Level Athletes 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.]

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 example, a basketball game or the finals of the Olympic 100-meter race in athletics. 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 UIM.

Consequences of Anti-Doping Rule Violations ("Consequences"): An *Athlete's* or other *Person's* violation of an anti-doping rule may result in one or more of the following: (a) *Disqualification* means the *Athlete'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 *Athlete* 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 10.14; (c) *Provisional Suspension* means the *Athlete* 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* 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. .

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.

Decision Limit: The value of the result for a threshold substance in a *Sample*, above which an *Adverse Analytical Finding* shall be reported, as defined in the *International Standard* for Laboratories.

Delegated Third Party: Any *Person* to which the UIM delegates any aspect of *Doping Control* or anti-doping *Education* programs including, but not limited to, third parties or other *Anti-Doping Organizations* that conduct *Sample* collection or other *Doping Control* services or anti-doping *Educational* programs for the UIM, or individuals serving as independent contractors who perform *Doping Control* services for the UIM (e.g., non-employee *Doping Control* officers or chaperones). This definition does not include CAS.

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 and the enforcement of *Consequences*, including all steps and processes in between, including but not limited to *Testing*, investigations, whereabouts, *TUEs*, *Sample* collection and handling, laboratory analysis, *Results Management*, and investigations or proceedings relating to violations of Article 10.14 (Status During *Ineligibility* or *Provisional Suspension*).

Education: The process of learning to instill values and develop behaviors that foster and protect the spirit of sport, and to prevent intentional and unintentional doping.

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

Event Period: The time between the beginning and end of an *Event*, as established by the ruling body of the *Event* (e.g. also specified in the *Advance Programme*).

Event Venues: Those venues so designated by the ruling body for 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 *Athlete's* or other *Person's* degree of *Fault* include, for example, the *Athlete's* or other *Person's* experience, whether the *Athlete* or other *Person* is a *Protected Person*, special considerations such as impairment, the degree of risk that should have been perceived

by the *Athlete* and the level of care and investigation exercised by the *Athlete* in relation to what should have been the perceived level of risk. In assessing the *Athlete's* or other *Person's* degree of *Fault*, the circumstances considered must be specific and relevant to explain the *Athlete's* or other *Person's* departure from the expected standard of behavior. Thus, for example, the fact that an *Athlete* would lose the opportunity to earn large sums of money during a period of *Ineligibility*, or the fact that the *Athlete* only has a short time left in a career, or the timing of the sporting calendar, would not be relevant factors to be considered in reducing the period of *Ineligibility* under Article 10.6.1 or 10.6.2.⁷⁷

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

In-Competition: The period commencing at 11:59 p.m. on the day before a *Competition* in which the *Athlete* is scheduled to participate through the end of such *Competition* and the *Sample* collection process related to such *Competition*.

Independent Observer Program: A team of observers and/or auditors, under the supervision of WADA, who observe and provide guidance on the *Doping Control* process prior to or during certain *Events* and report on their observations as part of WADA's compliance monitoring program.

Individual Sport: Any sport that is not a *Team Sport*.

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

Institutional Independence: Hearing panels on appeal shall be fully independent institutionally from the *Anti-Doping Organization* responsible for *Results Management*. They must therefore not in any way be administered by, connected or subject to the *Anti-Doping Organization* responsible for *Results Management*.

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 Athlete: *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 powerboating which includes the Aquabike and Motosurfs disciplines, *International-Level Athletes* are defined as set out in the Scope section of the Introduction to these Anti-Doping Rules.⁷⁹

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*.

⁷⁷ [Comment to *Fault*: The criteria for assessing an *Athlete's* degree of *Fault* is the same under all Articles where *Fault* is to be considered. However, under Article 10.6.2, 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 *Athlete* or other *Person* was involved.]

⁷⁹ [Comment to *International-Level Athlete*: Consistent with the *International Standard for Testing and Investigations*, the UIM is free to determine the criteria it will use to classify *Athletes* as *International-Level Athletes*, 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 *Athletes* are able to ascertain quickly and easily when they will become classified as *International-Level Athletes*. For example, if the criteria include participation in certain *International Events*, then the *International Federation* must publish a list of those *International Events*.]

Metabolite: Any substance produced by a biotransformation process.

Minimum Reporting Level: The estimated concentration of a *Prohibited Substance* or its *Metabolite(s)* or *Marker(s)* in a *Sample* below which WADA-accredited laboratories should not report that *Sample* as an *Adverse Analytical Finding*.

Minor: A natural *Person* who has not reached the age of eighteen (18) years.

National 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 Athletes* that is not an *International Event*.

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

National-Level Athlete: *Athletes* 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 *Athlete* 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 *Protected Person* or *Recreational Athlete*, for any violation of Article 2.1, the *Athlete* must also establish how the *Prohibited Substance* entered the *Athlete's* system.

No Significant Fault or Negligence: The *Athlete* or other *Person's* establishing that any *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 *Protected Person* or *Recreational Athlete*, for any violation of Article 2.1, the *Athlete* must also establish how the *Prohibited Substance* entered the *Athlete's* system.

Operational Independence: This means that (1) board members, staff members, commission members, consultants and officials of the *Anti-Doping Organization* with responsibility for *Results Management* or its affiliates (e.g., member federation or confederation), as well as any *Person* involved in the investigation and pre-adjudication of the matter cannot be appointed as members and/or clerks (to the extent that such clerk is involved in the deliberation process and/or drafting of any decision) of hearing panels of that *Anti-Doping Organization* with responsibility for *Results Management* and (2) hearing panels shall be in a position to conduct the hearing and decision-making process without interference from the *Anti-Doping Organization* or any third party. The objective is to ensure that members of the hearing panel or individuals otherwise involved in the decision of the hearing panel, are not involved in the investigation of, or decisions to proceed with, the case.

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

Participant: Any *Athlete* or *Athlete 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.⁸⁰

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*.

Protected Person: An *Athlete* or other natural *Person* who at the time of the anti-doping rule violation: (i) has not reached the age of sixteen (16) years; (ii) has not reached the age of eighteen (18) years and is not included in any *Registered Testing Pool* and has never competed in any *International Event* in an open category; or (iii) for reasons other than age has been determined to lack legal capacity under applicable national legislation.⁸¹

Provisional Hearing: For purposes of Article 7.4.3, an expedited abbreviated hearing occurring prior to a hearing under Article 8 that provides the *Athlete* with notice and an opportunity to be heard in either written or oral form.⁸²

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

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

Recreational Athlete: A natural *Person* who is so defined by the relevant *National Anti-Doping Organization*; provided, however, the term shall not include any *Person* who, within the five (5) years prior to committing any anti-doping rule violation, has been an *International-Level Athlete* (as defined by each International Federation consistent with the *International Standard for Testing and Investigations*) or *National-Level Athlete* (as defined by each *National Anti-Doping Organization* consistent with the *International Standard for Testing and Investigations*), has represented any country in an *International Event* in an open category or has been included within any *Registered Testing Pool* or other whereabouts information pool maintained by any International Federation or *National Anti-Doping Organization*.⁸³

⁸⁰ [Comment to *Possession*: Under this definition, anabolic steroids found in an *Athlete's* car would constitute a violation unless the *Athlete* establishes that someone else used the car; in that event, the *UIM* must establish that, even though the *Athlete* did not have exclusive control over the car, the *Athlete* knew about the anabolic steroids and intended to have control over them. Similarly, in the example of anabolic steroids found in a home medicine cabinet under the joint control of an *Athlete* and spouse, the *UIM* must establish that the *Athlete* knew the anabolic steroids were in the cabinet and that the *Athlete* intended to exercise control over them. 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.]

• ⁸¹ [Comment to *Protected Person*: The Code treats *Protected Persons* differently than other *Athletes* or *Persons* in certain circumstances based on the understanding that, below a certain age or intellectual capacity, an *Athlete* or other *Person* may not possess the mental capacity to understand and appreciate the prohibitions against conduct contained in the Code. This would include, for example, a Paralympic *Athlete* with a documented lack of legal capacity due to an intellectual impairment. The term "open category" is meant to exclude competition that is limited to junior or age group categories.]

⁸² [Comment to *Provisional Hearing*: 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 *Athlete* 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 7.4.3, is a full hearing on the merits conducted on an expedited time schedule.]

• ⁸³ [Comment to *Recreational Athlete*: The term "open category" is meant to exclude competition that is limited to junior or age group categories.]

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 *Athletes* 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 5.5 and the *International Standard for Testing and Investigations*.

Results Management: The process encompassing the timeframe between notification as per Article 5 of the *International Standard for Results Management*, or in certain cases (e.g., *Atypical Finding*, *Athlete Biological Passport*, whereabouts failure), such pre-notification steps expressly provided for in Article 5 of the *International Standard for Results Management*, through the charge until the final resolution of the matter, including the end of the hearing process at first instance or on appeal (if an appeal was lodged).

Sample or Specimen: Any biological material collected for the purposes of *Doping Control*.⁸⁴

Signatories: Those entities accepting the *Code* and agreeing to implement the *Code*, as provided in Article 23 of the *Code*.

Specified Method: See Article 4.2.2.

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 *Athlete's* part be demonstrated by the *Anti-Doping Organization* in order to establish an anti-doping rule violation.

Substance of Abuse: See Article 4.2.3.

Substantial Assistance: For purposes of Article 10.7.1, a *Person* providing *Substantial Assistance* must: (1) fully disclose in a signed written statement or recorded interview all information he or she possesses in relation to anti-doping rule violations or other proceeding described in Article 10.7.1.1, and (2) fully cooperate with the investigation and adjudication of any case or matter 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 or proceeding which is initiated or, if no case or proceeding is initiated, must have provided a sufficient basis on which a case or proceeding could have been brought.

Tampering: Intentional 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, offering or accepting a bribe to perform or fail to perform an act, preventing the collection of a *Sample*, affecting or making impossible the analysis of a *Sample*, falsifying documents submitted to an *Anti-Doping Organization* or *TUE* committee or hearing panel, procuring false testimony from witnesses, committing any other fraudulent act upon the *Anti-Doping Organization* or hearing body to affect *Results Management* or the imposition of *Consequences*, and any other similar intentional interference or *Attempted* interference with any aspect of *Doping Control*.⁸⁵

⁸⁴ [Comment to Sample or Specimen: 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.]

• ⁸⁵ [Comment to Tampering: 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, altering a *Sample* by the addition of a foreign substance, or intimidating or attempting to intimidate a potential witness or a witness who has provided testimony or information in the *Doping Control* process. *Tampering* includes misconduct which occurs during the *Results Management* and hearing process. See Article 10.9.3.3. However, actions taken as part of a *Person's* legitimate defense to an anti-doping rule violation charge shall not be considered *Tampering*. Offensive conduct towards a *Doping Control* official or other *Person*

Target Testing: Selection of specific *Athletes* 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*.

Technical Document: A document adopted and published by WADA from time to time containing mandatory technical requirements on specific anti-doping topics as set forth in an *International Standard*.

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

Testing Pool: The tier below the *Registered Testing Pool* which includes *Athletes* from whom some whereabouts information is required in order to locate and *Test* the *Athlete Out-of-Competition*.

Therapeutic Use Exemption (TUE): A *Therapeutic Use Exemption* allows an *Athlete* with a medical condition to *Use* a *Prohibited Substance* or *Prohibited Method*, but only if the conditions set out in Article 4.4 and the *International Standard for Therapeutic Use Exemptions* are met.

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 *Athlete*, *Athlete Support Person* or any other *Person* subject to the authority 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.

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.

Without Prejudice Agreement: For purposes of Articles 10.7.1.1 and 10.8.2, a written agreement between an *Anti-Doping Organization* and an *Athlete* or other *Person* that allows the *Athlete* or other *Person* to provide information to the *Anti-Doping Organization* in a defined time-limited setting with the understanding that, if an agreement for *Substantial Assistance* or a case resolution agreement is not finalized, the information provided by the *Athlete* or other *Person* in this particular setting may not be used by the *Anti-Doping Organization* against the *Athlete* or other *Person* in any *Results Management* proceeding under the *Code*, and that the information provided by the *Anti-Doping Organization* in this particular setting may not be used by the *Athlete* or other *Person* against the *Anti-Doping Organization* in any *Results Management* proceeding under the *Code*. Such an agreement shall not preclude the *Anti-Doping Organization*, *Athlete* or other *Person* from using any information or evidence gathered from any source other than during the specific time-limited setting described in the agreement

involved in Doping Control which does not otherwise constitute Tampering shall be addressed in the disciplinary rules of sport organizations.]



ENVIRONMENTAL CODE 2026



The UIM Environnemental 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/her 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/she 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/her team during the event.
- b) Where organizers provide the necessary containers for waste they must be used as directed.
- d) Waste must be retained by the team until the approved facilities provided by organizers can be used.
- e) 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.
- f) 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/rivers 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

The Rules and/or regulations set forth herein are designed to provide for the orderly conduct of competitive events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all UIM events. By participating in the events, all UIM members are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

The rules are published on the UIM Website:

www.uim.sport

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