



AQUABIKE RULES

AS FROM 2014

2013 AQUABIKE WORLD CHAMPIONS

World Aquabike Class Pro - Ski Division GP1 + Parallel Slalom Ski Division GP1



PORET
Michael
France

World Aquabike Class Pro - Freestyle



FLORJANCIC
Rok
Croatia

World Aquabike Class Pro - Runabout GP1



AL ABDULRAZZAQ
Yousef
Kuwait

World Aquabike Class Pro - Parallel Slalom Runabout GP1



LEMOINE
Cyrille
France

World Aquabike Offshore - Runabout GP1



FORBIN
Marc
France

World Aquabike - Rally Jet



PASTORELLO
Jean-Bruno
France

World Aquabike Class Pro - Ski Ladies GP1



SUMER
Pija
Serbia

2013 AQUABIKE EUROPEAN CHAMPIONS

European Aquabike Class Pro Runabout GP1



FRACASSO
Mattia
Italy

European Aquabike Class Pro Runabout GP2



D'ARMA
Antonio
Italy

European Aquabike Class Pro Ski Division GP1



SOUSA
Tiago
Portugal

European Aquabike Class Pro Ski Division GP2



GUARDIOLA ARMILLAS
Nacho
Spain

European Aquabike Class Pro Freestyle



BAJOLET
William
France

European Aquabike Class Pro Ski Ladies GP1



BALZER
Stefania
Portugal

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CODE OF ETHICS

2014

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 organisation 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, officials and all other UIM accredited persons.

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. It is expected that all persons taking part in Powerboating shall behave with fairness and honesty.

All persons 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 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 persons 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.

1.5 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. Conduct Regulations

This Code applies to the following "Involved Parties": competitors, teams, promoters, officials and all other UIM accredited persons.

a) Basic rules

All involved Parties 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.

UIM Officials 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.

b) Representational duties

UIM Officials shall represent UIM honestly, respectably and with integrity.

c) Conduct towards government and private organizations

In dealings with government institutions, national and international organizations, associations and groupings, "Involved Parties" shall, in addition to observing the

basic rules of art. a, remain politically neutral, in accordance with the principles and objectives of UIM and act in a manner compatible with their function and integrity.

d) Ban on discrimination

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

e) 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. Any UIM officials who do not comply with these conditions are either no longer eligible or shall be removed from office.

f) Conflicts of interest

“Involved Parties” may not perform their tasks in cases with an existing or potential conflict of interest.

“Involved Parties”, particularly UIM officials, shall avoid any situation that could lead to conflicts of interest. Conflicts of interest arise if there are private or personal interests that detract from the ability to carry out obligations as “Involved Parties”, particularly UIM officials, with integrity in an independent and purposeful manner.

g) Protection of personal rights

During the course of their activities, “Involved Parties” shall ensure that the personal rights of those persons whom they contact and with whom they deal are protected, respected and safeguarded.

h) Loyalty and confidentiality

While performing their duties, officials 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.

i) Accepting and giving gifts

“Involved Parties” are not permitted to accept gifts and other benefits that exceed the average relative value of local cultural customs from third parties.

Accepting gifts of cash in any amount or form is prohibited.

While performing their duties, officials may give gifts and other benefits in accordance with the average relative value of local cultural customs to third parties, provided no dishonest advantages are gained and there is no conflict of interest.

j) Bribery

“Involved Parties” may not accept bribes, in other words, any gifts or other advantages that are offered, promised or sent to them to incite breach of duty or dishonest conduct.

“Involved Parties” are forbidden from bribing third parties or from urging or inciting others to do so in order to gain an advantage for them or a third party.

k) Betting

“Involved Parties” are forbidden from taking part, either directly or indirectly, in illegal betting or gambling connected with powerboat races.

3. Procedural regulations

a) Basic principle

Violations of the rules of this Code shall be sanctioned.

b) Judging body

The UIM Executive Committee shall judge cases that are not compliant with the UIM Code of Ethic.

c) Disciplinary measures

The UIM Executive Committee will decide disciplinary measures.

d) Hearings

The hearings of UIM Executive Committee for proceedings related to ethics matters are deemed to be valid if the majority of the UIM Executive Committee members are present.

e) Confidentiality

The members of the judicial body shall ensure that everything disclosed to them during the course of their duty remains confidential (facts of the case, contents of the deliberations and decisions taken). Only the contents of those decisions already notified to the addressees may be made public.

4. Enforcement

The conduct and procedural regulations of this Code are adopted by the UIM General Assembly of October 25th, 2009 and come into force on January 1, 2010.



ANTI-DOPING RULES

2014

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UIM ANTI-DOPING RULES

INTRODUCTION

Preface

At the UIM General Assembly held on the 2nd November 2008 in the Gold Coast, Australia, the UIM accepted the revised (2009) UIM Anti-Doping Rules based on the World Anti-Doping *Code* (the “*Code*”) approved in Madrid, Spain, in November 2007. These Anti-Doping Rules are adopted and implemented in conformance with the UIM’s responsibilities under the *Code*, and are in furtherance of the UIM’s continuing efforts to eradicate doping in the sport of Powerboating.

Anti-Doping Rules, like *Competition* rules, are sport rules governing the conditions under which sport is played. *Drivers* and other *Persons* accept these rules as a condition of participation and shall be bound by them. These sport-specific rules and procedures, aimed at enforcing anti-doping principles in a global and harmonized manner, are distinct in nature and, therefore, not intended to be subject to, or limited by any national requirements and legal standards applicable to criminal proceedings or employment matters. 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 the anti-doping rules in the *Code* and the fact that these rules represent the consensus of a broad spectrum of stakeholders around the world with an interest in fair sport.

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

Anti-doping programs seek to preserve what is intrinsically valuable about sport. This intrinsic value is often referred to as “the spirit of sport”; it is the essence of Olympism; it is how we play true. The spirit of sport is the celebration of the human spirit, body and mind, and is characterized by the following values:

- Ethics, fair play and honesty
- Health
- Excellence in performance
- Character and education
- Fun and joy

- Teamwork
- Dedication and commitment
- Respect for rules and laws
- Respect for self and other participants
- Courage
- Community and solidarity

Doping is fundamentally contrary to the spirit of sport.

Scope

These Anti-Doping Rules shall apply to the UIM, each *National Association* of the UIM, and each *Participant* in the activities of the UIM or any of its *National Associations* by virtue of the *Participant's* membership, accreditation, or participation in the UIM, its *National Associations*, or their activities or *Events*. Any *Person* who is not a member of a National Association and who fulfills the requirements to be part of the UIM Registered Testing Pool, must become a member of the *Person's National Association*, and must make himself or herself available for *Testing*, at least six months before participating in *International Events* or events of his/her *National Association*.

To be eligible for participation in UIM events, a Driver must have a Powerboat Racing licence issued by his or her National Association. The Powerboat Racing licence will only be issued to *Drivers* who have personally signed the Appendix 2 consent form, in the actual form approved by the UIM Executive. All forms from under-age applicants must be counter-signed by their legal guardians.

The National Association must guarantee that all *Drivers* registered for a Powerboat Racing Licence accept the Rules of the UIM, concerning these UIM Anti-Doping Rules.

It is the responsibility of each *National Association* to ensure that all national-level *Testing* on the *National Association's Drivers* complies with these Anti-Doping Rules. In some countries, the *National Association* itself will be conducting the *Doping Control* described in these Anti-Doping Rules. In other countries, many of the *Doping Control* responsibilities of the *National Association* have been delegated or assigned by statute or agreement to a *National Anti-Doping Organization*. In those countries, references in these Anti-Doping Rules to the *National Association* shall apply, as appropriate, to the *National Anti-Doping Organization*.

These Anti-Doping Rules shall apply to all *Doping Controls* over which the UIM and its *National Associations* have jurisdiction.

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 2.8 of these Anti-Doping Rules.

ARTICLE 2 ANTI-DOPING RULE VIOLATIONS

Drivers and 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:

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

2.1 The presence of a Prohibited Substance or its Metabolites or Markers in a Driver's Sample

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

[Comment to Article 2.1.1: For purposes of anti-doping violations involving the presence of a Prohibited Substance (or its Metabolites or Markers), UIM's Anti-Doping Rules adopt the rule of strict liability which was found in the Olympic Movement Anti-Doping Code ("OMADC") and the vast majority of pre-Code anti-doping rules. Under the strict liability principle, a Driver is responsible, and an anti-doping rule violation occurs, whenever a Prohibited Substance is found in a Driver's Sample. The violation occurs whether or not the Driver intentionally or unintentionally used a Prohibited Substance or was negligent or otherwise at fault. If the positive Sample came from an In-Competition test, then the results of that Competition are automatically invalidated (Article 9 (Automatic Disqualification of Individual Results)). However, the Driver then has the possibility to avoid or reduce

sanctions if the Driver can demonstrate that he or she was not at fault or significant fault (Article 10.5 (Elimination or Reduction of Period of Ineligibility Based on Exceptional Circumstances)) or in certain circumstances did not intend to enhance his or her sport performance (Article 10.4 (Elimination or Reduction of the Period of Ineligibility for Specified Substances under Specific Circumstances)).

The strict liability rule for the finding of a Prohibited Substance in a Driver's Sample, with a possibility that sanctions may be modified based on specified criteria, provides a reasonable balance between effective anti-doping enforcement for the benefit of all "clean" Drivers and fairness in the exceptional circumstance where a Prohibited Substance entered a Driver's system through No Fault or Negligence or No Significant Fault or Negligence on the Driver's part. It is important to emphasize that while the determination of whether the anti-doping rule has been violated is based on strict liability, the imposition of a fixed period of Ineligibility is not automatic. The strict liability principle set forth in International Federation's Anti-Doping Rules has been consistently upheld in the decisions of CAS.]

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

[Comment to Article 2.1.2: The UIM may in its discretion choose to have the B Sample analyzed even if the Driver does not request the analysis of the B Sample.]

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

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

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

[Comment to Article 2.2: As noted in Article 3 (Proof of Doping), 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. Unlike the proof required to establish an anti-doping rule violation under Article 2.1, Use or Attempted Use may also be established by other reliable means such as admissions by the Driver, witness statements, documentary evidence, conclusions drawn from longitudinal profiling, 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 UIM provides a satisfactory explanation for the lack of confirmation in the other Sample.]

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

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

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

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

2.3 Refusing or failing without compelling justification to submit to Sample collection after notification as authorized in these Anti-Doping Rules, or otherwise evading Sample collection.

[Comment to Article 2.3: Failure or refusal to submit to Sample collection after notification was prohibited in almost all pre-Code anti-doping rules. This Article expands the typical pre-Code rule to include “otherwise evading Sample collection” as prohibited conduct. Thus, for example, it would be an anti-doping rule violation if it were established that a Driver was hiding from a Doping Control official to evade notification or Testing. A violation of “refusing or failing to submit to Sample collection” may be based on either intentional or negligent conduct of the Driver, while “evading” Sample collection contemplates intentional conduct by the Driver.]

2.4 Violation of applicable requirements regarding Driver availability for Out-of-Competition Testing set out in the International Standard for Testing, including failure to file whereabouts information in accordance with Article 11.3 of the *International Standard for Testing* (a “**Filing Failure**”) and failure to be available for Testing at the declared whereabouts in accordance with Article 11.4 of the *International Standard for Testing* (a “**Missed Test**”). Any combination of three Missed Tests and/or Filing Failures committed within an eighteen-month period, as declared by the UIM or any other Anti-Doping Organization with jurisdiction over a Driver, shall constitute an anti-doping rule violation.

[Comment to Article 2.4: Separate whereabouts filing failures and missed tests declared under the rules of the UIM or any other Anti-Doping Organization with authority to declare whereabouts filing failures and missed tests in accordance with the International Standard for Testing shall be combined in applying this Article. In appropriate circumstances, missed tests or filing failures may also constitute an anti-doping rule violation under Article 2.3 or Article 2.5.]

2.5 Tampering or Attempted Tampering with any part of Doping Control.

[Comment to Article 2.5: This Article prohibits conduct which subverts the Doping Control process but which would not otherwise be included in the definition of Prohibited Methods. For example, altering identification numbers on a Doping Control form during Testing, breaking the B Bottle at the time of B Sample analysis or providing fraudulent information to the UIM]

2.6 Possession of Prohibited Substances and Methods

2.6.1 *Possession by a Driver In-Competition of any Prohibited Method or any Prohibited Substance, or Possession by a Driver Out-of-Competition of any Prohibited Method or any Prohibited Substance which is prohibited in Out-of-Competition Testing unless the Driver establishes that the Possession is pursuant to a therapeutic use exemption (“TUE”) granted in accordance with Article 4.4 (Therapeutic Use) or other acceptable justification.*

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

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

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

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

2.8 Administration or Attempted administration to any Driver In-Competition of any Prohibited Method or Prohibited Substance, or administration or Attempted administration to any Driver Out-of-Competition of any Prohibited Method or any Prohibited Substance that is prohibited Out-of-Competition, or assisting, encouraging, aiding, abetting, covering up or any other type of complicity involving an anti-doping rule violation or any Attempted anti-doping rule violation.

[Comment to Article 2: The Code does not make it an anti-doping rule violation for a Driver or other Person to work or associate with Driver Support Personnel who are serving a period of Ineligibility. However, UIM may adopt its own specific policy which prohibits such conduct.]

ARTICLE 3 PROOF OF DOPING

3.1 Burdens and Standards of Proof

UIM and its *National Associations* shall have the burden of establishing that an anti-doping rule violation has occurred. The standard of proof shall be whether *UIM* or its *National Association* 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 Rules place the burden of proof upon the *Driver* or other *Person* alleged to have committed an anti-doping rule violation to rebut a presumption or establish specified facts or circumstances, the standard of proof shall be by a balance of probability, except as provided in Articles 10.4 and 10.6, where the *Driver* must satisfy a higher burden of proof.

[Comment to Article 3.1: This standard of proof required to be met by UIM or its National Association is comparable to the standard which is applied in most countries to cases involving professional misconduct. It has also been widely applied by courts and hearing panels in doping cases. See, for example, the CAS decision in N., J., Y., W. v. FINA, CAS 98/208, 22 December 1998.]

3.2 Methods of Establishing Facts and Presumptions

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

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

3.2.1 WADA-accredited laboratories are presumed to have conducted *Sample* analysis and custodial procedures in accordance with the *International Standard* for Laboratories. The *Driver* or other *Person* may rebut this presumption by establishing that a departure from the *International Standard* occurred which could reasonably have caused the *Adverse Analytical Finding*.

If the *Driver* or other *Person* rebuts the preceding presumption by showing that a departure from the *International Standard* occurred which could reasonably have caused the *Adverse Analytical Finding*, then *UIM* or its *National Association* shall have the burden to establish that such departure did not cause the *Adverse Analytical Finding*.

[Comment to Article 3.2.1: The burden is on the Driver or other Person to establish, by a balance of probability, a departure from the International Standard that could reasonably have caused the Adverse Analytical Finding. If the Driver or other Person does so, the burden shifts to UIM or its National Association to prove to the comfortable satisfaction of the hearing panel that the departure did not cause the Adverse Analytical Finding.]

3.2.2 Departures from any other *International Standard* or other anti-doping rule or policy which did not cause an *Adverse Analytical Finding* or other anti-doping rule violation shall not invalidate such results. If the *Driver* or other *Person* establishes that a departure from another *International Standard* or other anti-doping rule or policy which could reasonably have caused the *Adverse Analytical Finding* or other anti-doping rule violation occurred, then *UIM* or its *National Association* shall have the burden to establish that such a departure did not cause the *Adverse Analytical Finding* or the factual basis for the anti-doping rule violation.

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

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

[Comment to Article 3.2.4: Drawing an adverse inference under these circumstances has been recognized in numerous CAS decisions.]

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*. UIM will make the current *Prohibited List* available to each *National Association*, and each *National Association* shall ensure that the current *Prohibited List* is available to its members and constituents.

[Comment to Article 4.1: 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. The Prohibited List in force is available on WADA's website at www.wada-ama.org. The Prohibited List is an integral part of the International Convention against Doping in Sport.]

4.2 Prohibited Substances and Prohibited Methods Identified on the Prohibited List

4.2.1 Prohibited Substances and Prohibited Methods

Unless provided otherwise in the *Prohibited List* and/or a revision, the *Prohibited List* and revisions shall go into effect under these Anti-Doping Rules three months after publication of the *Prohibited List* by WADA without requiring any further action by UIM. As described in Article 4.2 of the *Code*, UIM may request that WADA expand the *Prohibited List* for the sport of Powerboating. UIM may also upon the recommendation of its Anti-Doping Commission request that WADA include additional substances or methods, which have the potential for abuse in the sport of Powerboating, in the monitoring program described in Article 4.5 of the *Code*. As provided in the *Code*, WADA shall make the final decision on such requests by UIM.

[Comment to Article 4.2.1: There will be one Prohibited List. The substances which are prohibited at all times would include masking agents and those substances which, when used in training, may have long term performance enhancing effects such as anabolics. All substances and methods on the Prohibited List are prohibited In-Competition. Out-of-Competition Use (Article 2.2) 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 is reported for a Sample collected In-Competition (Article 2.1).

There will be only one document called the "Prohibited List." WADA may add additional substances or methods to the Prohibited List for particular sports (e.g. the inclusion of beta-blockers for shooting) but this will also be reflected on the

single Prohibited List. A particular sport is not permitted to seek exemption from the basic list of Prohibited Substances (e.g. eliminating anabolics from the Prohibited List for “mind sports”). The premise of this decision is that there are certain basic doping agents which anyone who chooses to call himself or herself a Driver should not take.]

4.2.2 Specified Substances

For purposes of the application of Article 10 (Sanctions on Individuals), all *Prohibited Substances* shall be “Specified Substances” except (a) substances in the classes of anabolic agents and hormones; and (b) those stimulants and hormone antagonists and modulators so identified on the *Prohibited List*. *Prohibited Methods* shall not be Specified Substances.

4.2.3 New Classes of Prohibited Substances

In the event WADA expands the *Prohibited List* by adding a new class of *Prohibited Substances* in accordance with Article 4.1 of the *Code*, WADA’s Executive Committee shall determine whether any or all *Prohibited Substances* within the new class of *Prohibited Substances* shall be considered Specified Substances under Article 4.2.2.

4.3 Criteria for Including Substances and Methods on the Prohibited List

As provided in Article 4.3.3 of the *Code*, WADA’s determination of the *Prohibited Substances* and *Prohibited Methods* that will be included on the *Prohibited List* and the classification of substances into categories on the *Prohibited List* is final and shall not be subject to challenge by a Driver or other *Person* based on an argument that the substance or method was not a masking agent or did not have the potential to enhance performance, represent a health risk or violate the spirit of sport.

[Comment to Article 4.3: The question of whether a substance meets the criteria in Article 4.3 (Criteria for Including Substances and Methods on the Prohibited List) in a particular case cannot be raised as a defense to an anti-doping rule violation. For example, it cannot be argued that the Prohibited Substance detected would not have been performance enhancing in that particular sport. Rather, doping occurs when a substance on the Prohibited List is found in a Driver’s Sample. Similarly, it cannot be argued that a substance listed in the class of anabolic agents does not belong in that class.]

4.4 Therapeutic Use

4.4.1 *Drivers* with a documented medical condition requiring the use of a *Prohibited Substance* or a *Prohibited Method* must first obtain a TUE. The

presence of a *Prohibited Substance* or its *Metabolites* or *Markers* (Article 2.1), *Use* or *Attempted Use* of a *Prohibited Substance* or a *Prohibited Method* (Article 2.2), *Possession* of *Prohibited Substances* or *Prohibited Methods* (Article 2.6) or administration of a *Prohibited Substance* or *Prohibited Method* (Article 2.8) consistent with the provisions of an applicable TUE issued pursuant to the *International Standard for Therapeutic Use Exemptions* shall not be considered an anti-doping rule violation.

4.4.2 Subject to Article 4.4.3, *Drivers* included by UIM in its *Registered Testing Pool* and other *Drivers* participating in any *International Event* must obtain a TUE from UIM (regardless of whether the *Driver* previously has received a TUE at the national level). The application for a TUE must be made as soon as possible (in the case of a *Driver* in the *Registered Testing Pool*, this would be when he/she is first notified of his/her inclusion in the pool) and in any event (save in emergency situations) no later than 21 days before the *Driver's* participation in the *Event*.

4.4.3 The only exception to Article 4.4.2 is that, in accordance with Article 7.13 of the *International Standard for Therapeutic Use Exemptions*, *Drivers* not in UIM's *Registered Testing Pool* who inhale Glucocorticosteroids and/or formoterol, salbutamol, salmeterol or terbutaline to treat asthma or one of its clinical variants do not need a TUE in advance of participating in an *International Event* unless so specified by UIM. Instead, if necessary, any such *Driver* may apply for a Retroactive TUE after the *Event* in accordance with Article 7.13 of the *International Standard for Therapeutic Use Exemptions* and Article 7.1.3 of these Anti-Doping Rules.

4.4.4 TUE's granted by UIM shall be reported to the *Driver's National Association* and to WADA. Other *Drivers* subject to *Testing* who need to use a *Prohibited Substance* or a *Prohibited Method* for therapeutic reasons must obtain a TUE from their *National Anti-Doping Organization* or other body designated by their *National Association*, as required under the rules of the *National Anti-Doping Organization/other body*. *National Associations* shall promptly report any such TUE's to UIM and WADA.

4.4.5 The UIM Executive shall appoint a panel of physicians to consider requests for TUE's (the "**TUE Committee**"). Upon UIM's receipt of a TUE request, the Chair of the TUE Panel shall appoint one or more members of the TUE Panel (which may include the Chair) to consider such request. The TUE Committee member(s) so designated shall promptly evaluate such request in accordance with the *International Standard for Therapeutic*

Use Exemptions and render a decision on such request, which shall be the final decision of UIM.

4.4.6 *WADA*, at the request of a Driver or on its own initiation, may review the granting or denial of any TUE by *UIM* if *WADA* determines that the granting or denial of a TUE did not comply with the *International Standard* for Therapeutic Use Exemptions in force at the time then *WADA* may reverse that decision. Decisions on TUE's are subject to further appeal as provided in Article 13.

ARTICLE 5 TESTING

5.1 Authority to Test

All *Drivers* under the jurisdiction of a *National Association* shall be subject to *In-Competition Testing* by *UIM*, the *Driver's National Association*, and any other *Anti-Doping Organization* responsible for *Testing* at a *Competition* or *Event* in which they participate. All *Drivers* under the jurisdiction of a *National Association*, including *Drivers* serving a period of ineligibility or a *Provisional Suspension*, shall also be subject to *Out-of-Competition Testing* at any time or place, with or without advance notice, by *UIM*, *WADA*, the *Driver's National Association*, the *National Anti-Doping Organization* of any country where the Driver is present. *Target Testing* will be made a priority.

[Comment to Article 5.1: Target Testing is specified because random Testing, or even weighted random Testing, does not ensure that all of the appropriate Drivers will be tested (e.g., world-class Drivers, Drivers whose performances have dramatically improved over a short period of time, Drivers whose coaches have had other Drivers test positive, etc.). Obviously, Target Testing must not be used for any purposes other than legitimate Doping Control. The Code makes it clear that Drivers have no right to expect that they will be tested only on a random basis. Similarly, it does not impose any reasonable suspicion or probable cause requirement for Target Testing]

5.2 Responsibility for UIM Testing

The *UIM* shall be responsible for drawing up a test distribution plan for the sport of Powerboating in accordance with Article 4 of the *International Standard* for *Testing*, and for the implementation of that plan, including overseeing all *Testing* conducted by or on behalf of *UIM Testing* may be conducted by members of the *UIM* or by other qualified persons so authorized by *UIM*.

5.3 Testing Standards

Testing conducted by *UIM* and its *National Associations* shall be in substantial conformity with the *International Standard for Testing* in force at the time of *Testing*.

5.3.1 Blood or other non-urine *Samples* may be used to detect *Prohibited Substances* or *Prohibited Methods*, for screening procedure purposes, or for longitudinal biological profiling. If the *Sample* is collected for screening only, it will have no consequences for the *Driver* other than to identify him/her for a urine test under these anti-doping rules. In these circumstances, the *UIM* may decide at its own discretion which parameters are to be measured in the screening *Sample* and what levels of those parameters will be used to indicate that a *Driver* should be selected for a urine test. If however, the *Sample* is collected for longitudinal biological profiling, it may be used for anti-doping purposes in accordance with Article 2.2 of the *Code*.

5.4 Coordination of Testing

UIM and *National Associations* shall promptly report completed tests through the *WADA* clearinghouse to avoid unnecessary duplication in *Testing*.

5.5 Driver Whereabouts Requirements

5.5.1 *UIM* shall identify a *Registered Testing Pool* of those *Drivers* who are required to comply with the whereabouts requirements of the *International Standard for Testing*, and shall publish the criteria for *Drivers* to be included in this *Registered Testing Pool* as well as a list of the *Drivers* meeting those criteria for the period in question. *UIM* shall review and update as necessary its criteria for including *Drivers* in its *Registered Testing Pool*, and shall revise the membership of its *Registered Testing Pool* from time to time as appropriate in accordance with the set criteria. Each *Driver* in the *Registered Testing Pool* (a) shall advise *UIM* of his/her whereabouts on a quarterly basis, in the manner set out in Article 11.3 of the *International Standard for Testing*; (b) shall update that information as necessary, in accordance with Article 11.4.2 of the *International Standard for Testing*, so that it remains accurate and complete at all times; and (c) shall make him/herself available for *Testing* at such whereabouts, in accordance with Article 11.4 of the *International Standard for Testing*.

[*Comment to Article 5.5.1: The purpose of the UIM Registered Testing Pool is to identify top-level International Drivers who the UIM requires to provide whereabouts information to facilitate Out-of-Competition Testing by UIM and*

other Anti-Doping Organizations with jurisdiction over the Drivers. UIM will identify such Drivers in accordance with the requirements of Articles 4 and 11.2 of the International Standard for Testing.]

Examples for the criteria which could be used separately or in combination include:

- All medalists / team members of (Team) medalists from the previous (one, two,...) world championships / continental championships / top 10 Drivers in each discipline or in World Ranking or World Cup.*
- Any Driver whose performance is better than or equal to the fiftieth best performances in the preceding competition year.*
- All Drivers who are members of the top 8 teams in the Team Ranking*

Every National Association shall report to UIM the performances, names and addresses of all Drivers whose performances fall within the Registered Testing Pool criteria established by UIM.

5.5.2 A Driver's failure to advise UIM of his/her whereabouts shall be deemed a Filing Failure for purposes of Article 2.4 where the conditions of Article 11.3.5 of the *International Standard for Testing* are met.

5.5.3 A Driver's failure to be available for Testing at his/her declared whereabouts shall be deemed a Missed Test for purposes of Article 2.4 where the conditions of Article 11.4.3 of the *International Standard for Testing* are met.

5.5.4 Each *National Association* shall also assist its *National Anti-Doping Organization* in establishing a national level *Registered Testing Pool* of top level national *Drivers* to whom the whereabouts requirements of the *International Standard for Testing* shall also apply. Where those *Drivers* are also in the UIM's *Registered Testing Pool*, the UIM and the *National Anti-Doping Organization* will agree on which of them will take responsibility for receiving whereabouts filings from the *Driver* and sharing it with the other (and with other *Anti-Doping Organizations*) in accordance with Article 5.5.5.

5.5.5 Whereabouts information provided pursuant to Articles 5.5.1 and 5.5.4 shall be shared with *WADA* and other *Anti-Doping Organizations* having jurisdiction to test a *Driver* in accordance with Articles 11.7.1(d) and 11.7.3(d) of the *International Standard for Testing*, including the strict condition that it be used only for *Doping Control* purposes.

5.6 Retirement and Return to Competition

5.6.1 A Driver who has been identified by UIM for inclusion in UIM's *Registered Testing Pool* shall continue to be subject to these Anti-Doping Rules, including the obligation to comply with the whereabouts requirements of the *International Standard for Testing* unless and until the *Driver* gives written notice to UIM that he or she has retired or until he or she no longer satisfies the criteria for inclusion in UIM's *Registered Testing Pool* and has been so informed by UIM.

5.6.2 A Driver who has given notice of retirement to UIM may not resume competing unless he or she notifies UIM at least six months before he or she expects to return to competition and makes him/herself available for unannounced *Out-of-Competition Testing*, including complying with the whereabouts requirements of the *International Standard for Testing*, at any time during the period before actual return to competition.

5.6.3 *National Associations/National Anti-Doping Organizations* may establish similar requirements for retirement and returning to competition for *Drivers* in the national *Registered Testing Pool*.

5.7 Selection of Drivers to be Tested

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

The following *Drivers* shall be tested for each *Competition* at an *International Event*.

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

5.7.2 At *National Events*, each *National Association* shall determine the number of *Drivers* selected for *Testing* in each *Competition* and the procedures for selecting the *Drivers* for *Testing*.

5.7.3 In addition to the selection procedures set forth in Articles 5.7.1 and 5.7.2 above, the UIM at *International Events*, and the *National Association* at *National Events*, may also select *Drivers* or teams for *Target Testing* so long as such *Target Testing* is not used for any purpose other than legitimate *Doping Control* purposes.

5.7.4 *Drivers* shall be selected for *Out-of-Competition Testing* by the UIM and by *National Associations* through a process that substantially

complies with the *International Standard for Testing* in force at the time of selection.

5.8 National Associations and the organizing committees for *National Association Events* shall provide access to *Independent Observers at Events* as directed by UIM.

ARTICLE 6 ANALYSIS OF SAMPLES

Doping Control Samples collected under these Anti-Doping Rules shall be analyzed in accordance with the following principles:

6.1 Use of Approved Laboratories

UIM shall send *Doping Control Samples* for analysis only to WADA-accredited laboratories or as otherwise approved by WADA. The choice of the WADA-accredited laboratory (or other laboratory or method approved by WADA) used for the *Sample* analysis shall be determined exclusively by UIM.

[Comment to Article 6.1: Violations of Article 2.1 (Presence of a Prohibited Substance or its Metabolites or Markers) may be established only by Sample analysis performed by a WADA-approved laboratory or another laboratory specifically authorized by WADA. Violations of other Articles may be established using analytical results from other laboratories so long as the results are reliable.]

6.2 Purpose of Collection and Analysis of Samples

Samples shall be analyzed 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 UIM in profiling relevant parameters in a Driver's urine, blood or other matrix, including DNA or genomic profiling, for anti-doping purposes.

[Comment to Article 6.2: For example, relevant profile information could be used to direct Target Testing or to support an anti-doping rule violation proceeding under Article 2.2 (Use of a Prohibited Substance), or both.]

6.3 Research on Samples

No *Sample* may be used for any purpose other than as described in Article 6.2 without the *Driver's* written consent. *Samples* used (with the Driver's consent)

for purposes other than Article 6.2 shall have any means of identification removed such that they cannot be traced back to a particular *Driver*.

6.4 Standards for Sample Analysis and Reporting

Laboratories shall analyze *Doping Control Samples* and report results in conformity with the *International Standard* for Laboratories.

6.5 Retesting Samples

A *Sample* may be reanalyzed for the purposes described in Article 6.2 at any time exclusively at the direction of UIM or WADA. The circumstances and conditions for retesting *Samples* shall conform with the requirements of the *International Standard* for Laboratories.

[Comment to Article 6.5: Although this Article is new, Anti-Doping Organizations have always had the authority to reanalyze Samples. The International Standard for Laboratories or a new technical document which is made a part of the International Standard will harmonize the protocol for such retesting.]

ARTICLE 7 RESULTS MANAGEMENT

7.1 Results Management for Tests Initiated by UIM

Results management for tests initiated by UIM (including tests performed by WADA pursuant to agreement with UIM) shall proceed as set forth below:

7.1.1 The results from all analyses must be sent to UIM in encoded form, in a report signed by an authorised representative of the laboratory. All communication must be conducted in confidentiality and in conformity with ADAMS, a database management tool developed by WADA. ADAMS is consistent with data privacy statutes and norms applicable to WADA and other organizations using it.

7.1.2 Upon receipt of an *A Sample Adverse Analytical Finding*, the UIM Independent Doping Review Panel shall conduct a review to determine whether: (a) the *Adverse Analytical Finding* is consistent with an applicable TUE, or (b) there is any apparent departure from the *International Standard* for Testing or *International Standard* for Laboratories that caused the *Adverse Analytical Finding*.

[7.1.2.1 The UIM Executive shall appoint an Independent Doping Review Panel consisting of a Chair and 2 other members with experience in anti-doping. All members of the panel shall be otherwise

independent from UIM Each panel member shall serve a term of four years. In each case the Chair of the panel shall appoint 1 or more members of the panel (which may include the Chair) to conduct the review discussed in Articles 7.1.2 and 7.1.8 and to review any other potential violations of these Anti-Doping Rules as may be requested by UIM.

7.1.3 In the following circumstances:

- (a) The *Adverse Analytical Finding* is for a Glucocorticosteroid, formoterol, salbutamol, salmeterol or terbutaline; and
- (b) The *Sample* in question was provided by a Driver who is not in UIM's *Registered Testing Pool*, during his/her participation in an *International Event* for which (in accordance with Article 7.13 of the *International Standard* for Therapeutic Use Exemptions and Article 4.4.3 of these Anti-Doping Rules UIM does not require a TUE for asthma medication in advance;

then, before the matter is referred to UIM Independent Review Panel under Article 7.1, the *Driver* shall be given an opportunity to apply to the TUE Committee for a Retroactive TUE in accordance with Article 7.13 of the *International Standard* for Therapeutic Use Exemptions. The result of that application shall be forwarded to the UIM Independent Review Panel for consideration in its review of the *Adverse Analytical Finding* under Article 7.1.2.

7.1.4 If the initial review of an *Adverse Analytical Finding* under Article 7.1.2 does not reveal an applicable TUE, or departure from the *International Standard* for Testing or the *International Standard* for Laboratories that caused the *Adverse Analytical Finding*, UIM shall promptly notify the *Driver* of: (a) the *Adverse Analytical Finding*; (b) the anti-doping rule violated; (c) the *Driver's* right to promptly request the analysis of the B *Sample* or, failing such request, that the B *Sample* analysis may be deemed waived; (d) the scheduled date, time and place for the B *Sample* analysis (which shall be within the time period specified in the *International Standard* for Laboratories) if the *Driver* or UIM chooses to request an analysis of the B *Sample*; (e) the opportunity for the *Driver* and/or the *Driver's* representative to attend the B *Sample* opening and analysis at the scheduled date, time and place if such analysis is requested; and (f) the *Driver's* right to request copies of the A and B *Sample* laboratory documentation package which includes information as required by the *International Standard* for Laboratories. UIM shall also notify the *Driver's National Anti-Doping Organization* and WADA. If UIM decides not to bring forward the *Adverse Analytical Finding* as an anti-

doping rule violation, it shall so notify the *Driver*, the *Driver's National Anti-Doping Organization* and *WADA*.

7.1.5 Where requested by the *Driver* or UIM, arrangements shall be made for *Testing* the *B Sample* within the time period specified in the *International Standard for Testing*. A *Driver* may accept the *A Sample* analytical results by waiving the requirement for *B Sample* analysis. UIM may nonetheless elect to proceed with the *B Sample* analysis.

7.1.6 The *Driver* and/or his representative shall be allowed to be present at the analysis of the *B Sample* within the time period specified in the *International Standard for Laboratories*. Also a representative of the *Driver's National Association* as well as a representative of UIM shall be allowed to be present.

7.1.7 If the *B Sample* proves negative, then (unless UIM takes the case forward as an anti-doping rule violation under Article 2.2) the entire test shall be considered negative and the *Driver*, his *National Association*, and UIM shall be so informed.

7.1.8 If a *Prohibited Substance* or the *Use of a Prohibited Method* is identified, the findings shall be reported to the *Driver*, his *National Association*, UIM, and to *WADA*.

7.1.9 For apparent anti-doping rule violations that do not involve *Adverse Analytical Findings*, UIM shall conduct any necessary follow-up investigation and, at such time as it is satisfied that an anti-doping rule violation has occurred, it shall then promptly notify the *Driver* of the anti-doping rule which appears to have been violated, and the basis of the violation.

7.2 Results Management for Atypical Findings

7.2.1 As provided in the *International Standards*, in certain circumstances laboratories are directed to report the presence of *Prohibited Substances* that may also be produced endogenously as *Atypical Findings* that should be investigated further.

7.2.2 If a laboratory reports an *Atypical Finding* in respect of a *Sample* collected from a *Driver* by or on behalf of UIM, the UIM Independent Doping Review Panel shall conduct a review to determine whether: (a) the *Atypical Finding* is consistent with an applicable TUE that has been granted as provided in the *International Standard for Therapeutic Use Exemptions*, or (b) there is any apparent departure from the *International*

Standard for Testing or *International Standard* for Laboratories that caused the *Atypical Analytical Finding*.

7.2.3 If the initial review of an *Atypical Finding* under Article 7.2.2 reveals an applicable TUE or departure from the *International Standard for Testing* or the *International Standard* for Laboratories that caused the *Atypical Finding*, the entire test shall be considered negative and the *Driver*, his *National Association*, and UIM shall be so informed.

7.2.4 If the initial review of an *Atypical Finding* under Article 7.2.2 does not reveal an applicable TUE or departure from the *International Standard for Testing* or the *International Standard* for Laboratories that caused the *Atypical Finding*, UIM shall conduct the follow-up investigation required by the *International Standards*. If, once that investigation is completed, it is concluded that the *Atypical Finding* should be considered an *Adverse Analytical Finding*, UIM shall pursue the matter in accordance with Article 7.1.3.

7.2.5 UIM will not provide notice of an *Atypical Finding* until it has completed its investigation and has decided whether it will bring the *Atypical Finding* forward as an *Adverse Analytical Finding* unless one of the following circumstances exists:

If UIM determines the *B Sample* should be analyzed prior to the conclusion of its follow-up investigation, it may conduct the *B Sample* analysis after notifying the *Driver*, with such notice to include a description of the *Atypical Finding* and the information described in Article 7.1.3(c) to (f).

7.3 Results Management for Tests Initiated During Other International Events

Results management and the conduct of hearings from a test by a Major Event Organization, shall be managed, as far as sanctions beyond Disqualification from the Event or the results of the Event, by UIM.

7.4 Results Management for Tests initiated by National Associations

Results management conducted by *National Associations* shall be consistent with the general principles for effective and fair results management which underlie the detailed provisions set forth in Article 7. Results of all *Doping Controls* shall be reported to UIM and to WADA within 14 days of the conclusion of the *National Association's* results management process. Any apparent anti-doping rule violation by a *Driver* who is a member of that *National Association* shall be promptly referred to an appropriate hearing panel established pursuant

to the rules of the *National Association* or national law. Apparent anti-doping rule violations by *Drivers* who are members of another *National Association* shall be referred to the *Driver's National Association* for hearing.

7.5 Results Management for Whereabouts Violations

7.5.1 Results management in respect of an apparent *Filing Failure* by a *Driver* in UIM's *Registered Testing Pool* shall be conducted by UIM in accordance with Article 11.6.2 of the *International Standard for Testing* (unless it has been agreed in accordance with Article 5.5.4 that the *National Association* or *National Anti-Doping Organization* shall take such responsibility).

7.5.2 Results management in respect of an apparent *Missed Test* by a *Driver* in UIM's *Registered Testing Pool* as a result of an attempt to test the *Driver* by or on behalf of UIM shall be conducted by UIM in accordance with Article 11.6.3 of the *International Standard for Testing*. Results management in respect of an apparent *Missed Test* by such *Driver* as a result of an attempt to test the *Driver* by or on behalf of another *Anti-Doping Organization* shall be conducted by that other *Anti-Doping Organization* in accordance with Article 11.7.6(c) of the *International Standard for Testing*.

7.5.3 Where, in any eighteen-month period, a *Driver* in UIM's *Registered Testing Pool* is declared to have three *Filing Failures*, or three *Missed Tests*, or any combination of *Filing Failures* or *Missed Tests* adding up to three in total, whether under these *Anti-Doping Rules* or under the rules of any other *Anti-Doping Organization*, UIM shall bring them forward as an apparent anti-doping rule violation.

7.6 Provisional Suspensions

7.6.1 If analysis of an *A Sample* has resulted in an *Adverse Analytical Finding* for a *Prohibited Substance* that is not a *Specified Substance*, and a review in accordance with Article 7.1.2 does not reveal an applicable *TUE* or departure from the *International Standard for Testing* or the *International Standard for Laboratories* that caused the *Adverse Analytical Finding*, UIM shall *Provisionally Suspend* the *Driver* pending the hearing panel's determination of whether he/she has committed an anti-doping rule violation.

7.6.2 In any case not covered by Article 7.6.1 where UIM decides to take the matter forward as an apparent anti-doping rule violation in accordance with the foregoing provisions of this Article 7, the UIM Executive, after

consultation with the UIM Independent Review Panel, may Provisionally Suspend the *Driver* pending the hearing panel's determination of whether he/she has committed an anti-doping rule violation.

7.6.3 Where a *Provisional Suspension* is imposed, whether pursuant to Article 7.6.1 or Article 7.6.2, the *Driver* shall be given either (a) an opportunity for a *Provisional Hearing* before imposition of the *Provisional Suspension* or on a timely basis after imposition of the *Provisional Suspension*; or (b) an opportunity for an expedited hearing in accordance with Article 8 (Right to a Fair Hearing) on a timely basis after imposition of a *Provisional Suspension*. *National Associations* shall impose *Provisional Suspensions* in accordance with the principles set forth in this Article 7.6.

7.6.4 If a *Provisional Suspension* is imposed based on an *Adverse Analytical Finding* in respect of an *A Sample*, and any subsequent analysis of the *B Sample* analysis does not confirm the *A Sample* analysis, then the *Driver* shall not be subject to any further *Provisional Suspension* on account of a violation of Article 2.1 of the *Code* (Presence of a *Prohibited Substance* or its *Metabolites* or *Markers*). In circumstances where the *Driver* or the *Driver's* team as may be provided in the rules of the UIM has been removed from a *Competition* based on a violation of Article 2.1 and the subsequent *B Sample* analysis does not confirm the *A Sample* finding, UIM, without otherwise affecting the *Competition*, it is still possible for the *Driver* or team to be reinserted, the *Driver* or team may continue to take part in the *Competition*.

[Comment to Article 7.6: Before a Provisional Suspension can be unilaterally imposed by an Anti-Doping Organization, the internal review specified in the Code must first be completed. In addition, a Signatory imposing a Provisional Suspension is required to give the Driver an opportunity for a Provisional Hearing either before or promptly after the imposition of the Provisional Suspension, or an expedited final hearing under Article 8 promptly after imposition of the Provisional Suspension. The Driver has a right to appeal under Article 13.2.]

In the rare circumstance where the B Sample analysis does not confirm the A Sample finding, the Driver who had been provisionally suspended will be allowed, where circumstances permit, to participate in subsequent Competitions during the Event..

Drivers shall receive credit for a Provisional Suspension against any period of Ineligibility which is ultimately imposed as provided in Article 10.9.3.]

7.7 Retirement from Sport

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

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

ARTICLE 8 RIGHT TO A FAIR HEARING

8.1 Hearings arising out of UIM Testing or Tests at International Events

8.1.1 The UIM Executive shall appoint a standing panel consisting of a Chair and four other experts with experience in anti-doping (“UIM Doping Hearing Panel”). The Chair shall be a lawyer. Each panel member shall be otherwise independent of UIM. Each panel member shall serve a term of four years.

8.1.2 When it appears, following the Results Management process described in Article 7, that these Anti-Doping Rules have been violated in connection with UIM *Testing* or *Testing* at an *International Event* then the case shall be assigned to the UIM Doping Hearing Panel for adjudication.

8.1.3 The Chair of the UIM Doping Hearing Panel shall appoint three members from the panel (which may include the Chair) to hear each case. At least one appointed member shall be a lawyer. The appointed members shall have had no prior involvement with the case and shall not have the same nationality as the *Driver* or other *Person* alleged to have violated these Anti-Doping Rules.

8.1.4 Hearings pursuant to this Article shall be completed expeditiously following the completion of the results management process described in Article 7. Hearings held in connection with *Events* may be conducted on an expedited basis.

8.1.5 The *National Association* of the *Driver* or other *Person* alleged to have violated these Anti-Doping Rules may attend the hearing as an observer.

8.1.6 UIM shall keep WADA fully apprised as to the status of pending cases and the result of all hearings.

8.1.7 A Driver or other *Person* may forego a hearing by acknowledging the Anti-Doping Rule violation and accepting *Consequences* consistent with Articles 9 and 10 as proposed by UIM. The right to a hearing may be waived either expressly or by the *Driver's* or other *Person's* failure to challenge UIM's assertion that an anti-doping rule violation has occurred within 28 days. Where no hearing occurs, UIM shall submit to the persons described in Article 13.2.3 a reasoned decision explaining the action taken.

8.1.8 Decisions of the UIM Doping Hearing Panel may be appealed to Court of Arbitration for Sport as provided in Article 13.

8.2 Hearings Arising Out of National Testing

8.2.1 When it appears, following the Results Management process described in Article 7, that these Anti-Doping Rules have been violated in connection with *Testing* other than in connection with UIM *Testing* or *Testing* at an *International Event*, the *Driver* or other *Person* involved shall be brought before a disciplinary panel of the *Driver* or other *Person's National Association* for a hearing to adjudicate whether a violation of these Anti-Doping Rules occurred and if so what *Consequences* should be imposed.

8.2.2 Hearings pursuant to this Article 8.2 shall be completed expeditiously and in all cases within three months of the completion of the Results Management process described in Article 7. Hearings held in connection with *Events* may be conducted by an expedited process. If the completion of the hearing is delayed beyond three months, UIM may elect to bring the case directly before the UIM Doping Hearing Panel at the responsibility and at the expense of the *National Association*.

8.2.3 *National Associations* shall keep UIM and WADA fully apprised as to the status of pending cases and the results of all hearings.

8.2.4 UIM and WADA shall have the right to attend hearings as an observer.

8.2.5 The *Driver* or other *Person* may forego a hearing by acknowledging the violation of these Anti-Doping Rules and accepting *Consequences* consistent with Articles 9 and 10 as proposed by the *National Association*. The right to a hearing may be waived either expressly or by the *Driver's* or other *Person's* failure to challenge the *National Association's* assertion

that an anti-doping rule violation has occurred within 28 days. Where no hearing occurs, the *National Association* shall submit to the persons described in Article 13.2.3 a reasoned decision explaining the action taken.

8.2.6 Decisions by *National Associations*, whether as the result of a hearing or the *Driver* or other *Person's* acceptance of *Consequences*, may be appealed as provided in Article 13.

8.2.7 Hearing decisions by the *National Association* shall not be subject to further administrative review at the national level except as provided in Article 13 or required by applicable national law.

8.3 Principles for a Fair Hearing All hearings pursuant to either Article 8.1 or 8.2 shall respect the following principles:

- a timely hearing;
- fair and impartial hearing panel;
- the right to be represented by counsel at the *Person's* own expense;
- the right to be informed in a fair and timely manner of the asserted anti-doping rule violation;
- the right to respond to the asserted anti-doping rule violation and resulting *Consequences*;
- the right of each party to present evidence, including the right to call and question witnesses (subject to the hearing panel's discretion to accept testimony by telephone or written submission);
- the *Person's* right to an interpreter at the hearing, with the hearing panel to determine the identity, and responsibility for the cost of the interpreter; and
- a timely, written, reasoned decision, specifically including an explanation of the reason(s) for any period of *Ineligibility*.]

ARTICLE 9 AUTOMATIC DISQUALIFICATION OF INDIVIDUAL RESULTS

A violation of these Anti-Doping Rules in *Individual Sports* in connection with an *In-Competition* test automatically leads to *Disqualification* of the result obtained in that *Competition* with all resulting consequences, including forfeiture of any medals, points and prizes.

[Comment to Article 9: When a Driver wins a gold medal with a Prohibited Substance in his or her system, that is unfair to the other Drivers in that Competition regardless of whether the gold medalist was at fault in any way. Only a “clean” Driver should be allowed to benefit from his or her competitive results.

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 UIM]

ARTICLE 10 SANCTIONS ON INDIVIDUALS

10.1 Disqualification of Results in Event During which an Anti-Doping Rule Violation Occurs

An *Anti-Doping Rule* violation occurring during or in connection with an *Event* may lead to *Disqualification* of all of the *Driver's* individual results obtained in that *Event* with all consequences, including forfeiture of all medals, points and prizes, except as provided in Article 10.1.1.

[Comment to Article 10.1: Whereas Article 9 (Automatic Disqualification of Individual Results) disqualifies the result in a single Competition in which the Driver tested positive, this Article may lead to Disqualification of all results in all races during the Event. Factors to be included in considering whether to disqualify other results in an Event might include, for example, the severity of the Driver's anti-doping rule violation and whether the Driver tested negative in the other Competitions.]

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

10.2 Ineligibility for Presence, Use or Attempted Use, or Possession of Prohibited Substances and Prohibited Methods

The period of *Ineligibility* imposed for a violation of Article 2.1 (Presence of *Prohibited Substance* or its *Metabolites* or *Markers*), Article 2.2 (*Use or Attempted Use of Prohibited Substance or Prohibited Method*) or Article 2.6 (*Possession of Prohibited Substances and Methods*) shall be as follows, unless the conditions for eliminating or reducing the period of *Ineligibility*, as

provided in Articles 10.4 and 10.5, or the conditions for increasing the period of *Ineligibility*, as provided in Article 10.6, are met:

First violation: Two (2) years' *Ineligibility*.

[Comment to Article 10.2: Harmonization of sanctions has been one of the most discussed and debated areas of anti-doping. Harmonization means that the same rules and criteria are applied to assess the unique facts of each case. Arguments against requiring harmonization of sanctions are based on differences between sports including, for example, the following: in some sports the Drivers are professionals making a sizable income from the sport and in others the Drivers are true amateurs; in those sports where a Driver's career is short (e.g., artistic gymnastics) a two year disqualification has a much more significant effect on the Driver than in sports where careers are traditionally much longer (e.g., equestrian and shooting); in Individual Sports, the Driver is better able to maintain competitive skills through solitary practice during disqualification than in other sports where practice as part of a team is more important. A primary argument in favor of harmonization is that it is simply not right that two Drivers from the same country who test positive for the same Prohibited Substance under similar circumstances should receive different sanctions only because they participate in different sports. In addition, flexibility in sanctioning has often been viewed as an unacceptable opportunity for some sporting bodies to be more lenient with dopers. The lack of harmonization of sanctions has also frequently been the source of jurisdictional conflicts between IFs and National Anti-Doping Organizations.]

10.3 Ineligibility for Other Anti-Doping Rule Violations

The period of *Ineligibility* for violations of these Anti-Doping Rules other than as provided in Article 10.2 shall be as follows:

10.3.1 For violations of Article 2.3 (refusing or failing to submit to *Sample* collection) or Article 2.5 (*Tampering with Doping Control*), the *Ineligibility* period shall be two (2) years unless the conditions provided in Article 10.5, or the conditions provided in Article 10.6, are met.

10.3.2 For violations of Article 2.7 (*Trafficking*) or Article 2.8 (Administration of *Prohibited Substance* or *Prohibited Method*), the period of *Ineligibility* imposed shall be a minimum of four (4) years up to lifetime *Ineligibility* unless the conditions provided in Article 10.5 are met. An anti-doping rule violation involving a *Minor* shall be considered a particularly serious violation, and, if committed by *Driver Support Personnel* for violations other than specified Substances shall result in lifetime *Ineligibility* for such *Driver Support Personnel*. In addition, significant violations of such Articles which also violate non-sporting laws and

regulations, shall be reported to the competent administrative, professional or judicial authorities.

[Comment to Article 10.3.2: Those who are involved in doping Drivers or covering up doping should be subject to sanctions which are more severe than the Drivers who test positive. Since the authority of sport organizations is generally limited to Ineligibility for credentials, membership and other sport benefits, reporting Driver Support Personnel to competent authorities is an important step in the deterrence of doping.]

10.3.3 For violations of Article 2.4 (Filing Failures and/ or Missed Tests), the period of *Ineligibility* shall be at a minimum one (1) year and at a maximum two (2) years based on the *Driver's* degree of fault.

[Comment to Article 10.3.3: The sanction under Article 10.3.3 shall be two years where all three filing failures or missed tests are inexcusable. Otherwise, the sanction shall be assessed in the range of two years to one year, based on the circumstances of the case.]

10.4 Elimination or Reduction of the Period of Ineligibility for specified Substances under specific Circumstances

Where a *Driver* or other *Person* can establish how a specified Substance entered his or her body or came into his or her possession and that such specified Substance was not intended to enhance the *Driver's* sport performance or mask the use of a performance-enhancing substance, the period of *Ineligibility* found in Article 10.2 shall be replaced with the following:

First violation: At a minimum, a reprimand and no period of *Ineligibility* from future *Events*, and at a maximum, two (2) years of *Ineligibility*.

To justify any elimination or reduction, the *Driver* or other *Person* must produce corroborating evidence in addition to his or her word which establishes to the comfortable satisfaction of the hearing panel the absence of an intent to enhance sport performance or mask the use of a performance enhancing substance. The *Driver* or other *Person's* degree of fault shall be the criterion considered in assessing any reduction of the period of *Ineligibility*.

[Comment to Article 10.4: specified Substances as now defined in Article 4.2.2 are not necessarily less serious agents for purposes of sports doping than other Prohibited Substances (for example, a stimulant that is listed as a specified Substance could be very effective to a Driver in competition); for that reason, a Driver who does not meet the criteria under this Article would receive a two-year period of Ineligibility and could receive up to a four-year period of Ineligibility under Article 10.6. However, there is a greater likelihood that specified Substances, as

opposed to other Prohibited Substances, could be susceptible to a credible, non-doping explanation.

This Article applies only in those cases where the hearing panel is comfortably satisfied by the objective circumstances of the case that the Driver in taking a Prohibited Substance did not intend to enhance his or her sport performance. Examples of the type of objective circumstances which in combination might lead a hearing panel to be comfortably satisfied of no performance-enhancing intent would include: the fact that the nature of the specified Substance or the timing of its ingestion would not have been beneficial to the Driver; the Driver's open Use or disclosure of his or her Use of the specified Substance; and a contemporaneous medical records file substantiating the non-sport-related prescription for the specified Substance. Generally, the greater the potential performance-enhancing benefit, the higher the burden on the Driver to prove lack of an intent to enhance sport performance.

While the absence of intent to enhance sport performance must be established to the comfortable satisfaction of the hearing panel, the Driver may establish how the specified Substance entered the body by a balance of probability.

In assessing the Driver's or other Person's degree of fault, the circumstances considered must be specific and relevant to explain the Driver's or other Person's departure from the expected standard of behavior. Thus, for example, the fact that a Driver would lose the opportunity to earn large sums of money during a period of Ineligibility or the fact that the Driver only has a short time left in his or her career or the timing of the sporting calendar would not be relevant factors to be considered in reducing the period of Ineligibility under this Article. It is anticipated that the period of Ineligibility will be eliminated entirely in only the most exceptional cases.]

10.5 Elimination or Reduction of Period of Ineligibility Based on Exceptional Circumstances

10.5.1 No Fault or Negligence

If a Driver establishes in an individual case that he or she bears *No Fault or Negligence*, the otherwise applicable period of *Ineligibility* shall be eliminated. When a *Prohibited Substance* or its *Markers* or *Metabolites* is detected in a *Driver's Sample* in violation of Article 2.1 (presence of *Prohibited Substance*), the *Driver* must also establish how the *Prohibited Substance* entered his or her system in order to have the period of *Ineligibility* eliminated. In the event this Article is applied and the period of *Ineligibility* otherwise applicable is eliminated, the anti-doping rule violation

shall not be considered a violation for the limited purpose of determining the period of *Ineligibility* for multiple violations under Article 10.7.

10.5.2 No Significant Fault or Negligence

If a Driver or other *Person* establishes in an individual case that he or she bears *No significant Fault or Negligence*, then the period of *Ineligibility* may be reduced, 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 section may be no less than 8 years. When a *Prohibited Substance* or its *Markers* or *Metabolites* is detected in a Driver's *Sample* in violation of Article 2.1 (Presence of *Prohibited Substance* or its *Metabolites* or *Markers*), the *Driver* must also establish how the *Prohibited Substance* entered his or her system in order to have the period of *Ineligibility* reduced.

[Comment to Articles 10.5.1 and 10.5.2: UIM's Anti-Doping Rules provide for the possible reduction or elimination of the period of Ineligibility in the unique circumstance where the Driver can establish that he or she had No Fault or Negligence, or No significant Fault or Negligence, in connection with the violation. This approach is consistent with basic principles of human rights and provides a balance between those Anti-Doping Organizations that argue for a much narrower exception, or none at all, and those that would reduce a two year suspension based on a range of other factors even when the Driver was admittedly at fault. These Articles apply only to the imposition of sanctions; they are not applicable to the determination of whether an anti-doping rule violation has occurred. Article 10.5.2 may be applied to any anti-doping violation even though it will be especially difficult to meet the criteria for a reduction for those anti-doping rule violations where knowledge is an element of the violation.]

Articles 10.5.1 and 10.5.2 are meant to have an impact only in cases where the circumstances are truly exceptional and not in the vast majority of cases.

To illustrate the operation of Article 10.5.1, an example where No Fault or Negligence would result in the total elimination of a sanction is where a Driver could prove that, despite all due care, he or she was sabotaged by a competitor. Conversely, a sanction could not be completely eliminated on the basis of No Fault or Negligence in the following circumstances: (a) a positive test resulting from a mislabeled or contaminated vitamin or nutritional supplement (Drivers are responsible for what they ingest (Article 2.1.1) and have been warned against the possibility of supplement contamination); (b) the administration of a Prohibited Substance by the Driver's personal physician or trainer without disclosure to the Driver (Drivers are responsible for their choice of medical personnel and for advising medical personnel that they cannot be given any Prohibited Substance);

and (c) sabotage of the Driver's food or drink by a spouse, coach or other person within the Driver's circle of associates (Drivers are responsible for what they ingest and for the conduct of those persons to whom they entrust access to their food and drink). However, depending on the unique facts of a particular case, any of the referenced illustrations could result in a reduced sanction based on No significant Fault or Negligence. (For example, reduction may well be appropriate in illustration (a) If the Driver clearly establishes that the cause of the positive test was contamination in a common multiple vitamin purchased from a source with no connection to Prohibited Substances and the Driver exercised care in not taking other nutritional supplements.)

For purposes of assessing the Driver or other Person's fault under Articles 10.5.1 and 10.5.2, the evidence considered must be specific and relevant to explain the Driver or other Person's departure from the expected standard of behavior. Thus, for example the fact that a Driver would lose the opportunity to earn large sums of money during a period of Ineligibility or the fact that the Driver only has a short time left in his or her career or the timing of the sporting calendar would not be relevant factors to be considered in reducing the period of Ineligibility under this Article.

While minors are not given special treatment per se in determining the applicable sanction, certainly youth and lack of experience are relevant factors to be assessed in determining the Driver or other Person's fault under Article 10.5.2, as well as Articles 10.4 and 10.5.1.

Article 10.5.2 should not be applied in cases where Articles 10.3.3 or 10.4 apply, as those Articles already take into consideration the Driver or other Person's degree of fault for purposes of establishing the applicable period of Ineligibility.]

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

The UIM Doping Hearing Panel may, prior to a final appellate decision under Article 13 or the expiration of the time to appeal, suspend a part of the period of *Ineligibility* imposed in an individual case where the *Driver* or other *Person* has provided *Substantial Assistance* to an *Anti-Doping Organization*, criminal authority or professional disciplinary body which results in the *Anti-Doping Organization* discovering or establishing an anti-doping rule violation by another *Person* or which results in a criminal or disciplinary body discovering or establishing a criminal offense or the breach of professional rules by another *Person*. After a final appellate decision under Article 13 or the expiration of time to appeal, UIM may only suspend a part of the applicable period of *Ineligibility* with the approval of WADA. The extent to which the otherwise applicable period of *Ineligibility* may be suspended shall be based on the seriousness of the anti-doping

rule violation committed by the *Driver* or other *Person* and the significance of the *Substantial Assistance* provided by the *Driver* or other *Person* to the effort to eliminate doping in sport. No more than three-quarters of the otherwise applicable period of *Ineligibility* may be suspended. If the otherwise applicable period of *Ineligibility* is a lifetime, the non-suspended period under this Article must be no less than 8 years. If UIM suspends any part of the period of *Ineligibility* under this Article, it shall promptly provide a written justification for its decision to each *Anti-Doping Organization* having a right to appeal the decision. If UIM subsequently reinstates any part of the suspended period of *Ineligibility* because the *Driver* or other *Person* has failed to provide the *Substantial Assistance* which was anticipated, the *Driver* or other *Person* may appeal the reinstatement pursuant to Article 13.2.

[Comment to Article 10.5.3: The cooperation of Driver, Driver Support Personnel and other Persons who acknowledge their mistakes and are willing to bring other anti-doping rule violations to light is important to clean sport.]

Factors to be considered in assessing the importance of the Substantial Assistance would include, for example, the number of individuals implicated, the status of those individuals in the sport, whether a scheme involving Trafficking under Article 2.7 or administration under Article 2.8 is involved and whether the violation involved a substance or method which is not readily detectable in Testing. The maximum suspension of the Ineligibility period shall only be applied in very exceptional cases. An additional factor to be considered in connection with the seriousness of the anti-doping rule violation is any performance-enhancing benefit which the Person providing Substantial Assistance may be likely to still enjoy. As a general matter, the earlier in the results management process the Substantial Assistance is provided, the greater the percentage of the period of Ineligibility may be suspended.

If the Driver or other Person who is asserted to have committed an anti-doping rule violation claims entitlement to a suspended period of Ineligibility under this Article in connection with the Driver or other Person's waiver of a hearing under Article 8.3 (Waiver of Hearing), UIM shall determine whether a suspension of a portion of the period of Ineligibility is appropriate under this Article. If the Driver or other Person claims entitlement to a suspended period of Ineligibility before the conclusion of a hearing under Article 8 on the anti-doping rule violation, the hearing panel shall determine whether a suspension of a portion of the period of Ineligibility is appropriate under this Article at the same time the hearing panel decides whether the Driver or other Person has committed an anti-doping rule violation. If a portion of the period of Ineligibility is suspended, the decision shall explain the basis for concluding the information provided was credible and was important to discovering or proving the anti-doping rule violation or other offense.

If the Driver or other Person claims entitlement to a suspended period of Ineligibility after a final decision finding an anti-doping rule violation has been rendered and is not subject to appeal under Article 13, but the Driver or other Person is still serving the period of Ineligibility, the Driver or other Person may apply to UIM to consider a suspension in the period of Ineligibility under this Article. Any such suspension of the period of Ineligibility shall require the approval of WADA. If any condition upon which the suspension of a period of Ineligibility is based is not fulfilled, UIM shall reinstate the period of Ineligibility which would otherwise be applicable. Decisions rendered by UIM under this Article may be appealed pursuant Article 13.2.

This is the only circumstance under UIM's Anti-Doping Rules where the suspension of an otherwise applicable period of Ineligibility is authorized.]

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

Where a Driver or other *Person* voluntarily admits the commission of an anti-doping rule violation before having received notice of a *Sample* collection which could establish an anti-doping rule violation (or, in the case of an anti-doping rule violation other than Article 2.1, before receiving first notice of the admitted violation pursuant to Article 7) and that admission is the only reliable evidence of the violation at the time of admission, then the period of *Ineligibility* may be reduced, but not below one-half of the period of *Ineligibility* otherwise applicable.

[Comment to Article 10.5.4: This Article is intended to apply when a Driver or other Person comes forward and admits to an anti-doping rule violation in circumstances where no Anti-Doping Organization is aware that an anti-doping rule violation might have been committed. It is not intended to apply to circumstances where the admission occurs after the Driver or other Person knows he or she is about to be caught.]

10.5.5 Where a Driver or Other Person Establishes Entitlement to Reduction in Sanction under More than One Provision of this Article

Before applying any reductions under Articles 10.5.2, 10.5.3 or 10.5.4, the otherwise applicable period of *Ineligibility* shall be determined in accordance with Articles 10.2, 10.3, 10.4 and 10.6. If the *Driver* or other *Person* establishes entitlement to a reduction or suspension of the period of *Ineligibility* under two or more of Articles 10.5.2, 10.5.3 or 10.5.4, then the period of *Ineligibility* may be reduced or suspended, but not below one-quarter of the otherwise applicable period of *Ineligibility*.

[Comment to Article 10.5.5: The appropriate sanction is determined in a sequence of four steps. First, the hearing panel determines which of the basic sanctions (Article 10.2, Article 10.3, Article 10.4 or Article 10.6) applies to the particular anti-doping rule violation. In a second step, the hearing panel establishes whether there is a basis for elimination or reduction of the sanction (Articles 10.5.1 through 10.5.4). Note, however, not all grounds for elimination or reduction may be combined with the provisions on basic sanctions. For example, Article 10.5.2 does not apply in cases involving Articles 10.3.3 or 10.4, since the hearing panel, under Articles 10.3.3 and 10.4, will already have determined the period of Ineligibility based on the Driver or other Person's degree of fault. In a third step, the hearing panel determines under Article 10.5.5 whether the Driver or other Person is entitled to a reduction under more than one provision of Article 10.5. Finally, the hearing panel decides on the commencement of the period of Ineligibility under Article 10.9. The following four examples demonstrate the proper sequence of analysis:

Example 1.

Facts: *An Adverse Analytical Finding involves the presence of an anabolic steroid; the Driver promptly admits the anti-doping rule violation as alleged; the Driver establishes No significant Fault (Article 10.5.2); and the Driver provides important Substantial Assistance (Article 10.5.3).*

Application of Article 10:

- 1. The basic sanction would be two years under Article 10.2. (Aggravating circumstances (Article 10.6) would not be considered because the Driver promptly admitted the violation. Article 10.4 would not apply because a steroid is not a specified Substance.)*
- 2. Based on No significant Fault alone, the sanction could be reduced up to one-half of the two years. Based on Substantial Assistance alone, the sanction could be reduced up to three-quarters of the two years.*
- 3. Under Article 10.5.5, in considering the possible reduction for No significant Fault and Substantial Assistance together, the most the sanction could be reduced is up to three-quarters of the two years. Thus, the minimum sanction would be a six-month period of Ineligibility.*
- 4. Under Article 10.9.2, because the Driver promptly admitted the anti-doping rule violation, the period of Ineligibility could start as early as the date of Sample collection, but in any event the Driver would have to serve at least one-half of the Ineligibility period (minimum three months) after the date of the hearing decision.*

Example 2.

Facts: An Adverse Analytical Finding involves the presence of an anabolic steroid; aggravating circumstances exist and the Driver is unable to establish that he did not knowingly commit the anti-doping rule violation; the Driver does not promptly admit the anti-doping rule violation as alleged; but the Driver does provide important Substantial Assistance (Article 10.5.3).

Application of Article 10:

1. The basic sanction would be between two and four years Ineligibility as provided in Article 10.6.
2. Based on Substantial Assistance, the sanction could be reduced up to three-quarters of the maximum four years.
3. Article 10.5.5 does not apply.
4. Under Article 10.9.2, the period of Ineligibility would start on the date of the hearing decision.

Example 3.

Facts: An Adverse Analytical Finding involves the presence of a specified Substance; the Driver establishes how the specified Substance entered his body and that he had no intent to enhance his sport performance; the Driver establishes that he had very little fault; and the Driver provides important Substantial Assistance (Article 10.5.3).

Application of Article 10:

1. Because the Adverse Analytical Finding involved a specified Substance and the Driver has satisfied the other conditions of Article 10.4, the basic sanction would fall in the range between a reprimand and two years Ineligibility. The hearing panel would assess the Driver's fault in imposing a sanction within that range. (Assume for illustration in this example that the panel would otherwise impose a period of Ineligibility of eight months.)
2. Based on Substantial Assistance, the sanction could be reduced up to three-quarters of the eight months. (No less than two months.) [No significant Fault (Article 10.2) would not be applicable because the Driver's degree of fault was already taken into consideration in establishing the eight-month period of Ineligibility in step 1.]
3. Article 10.5.5 does not apply.
4. Under Article 9.2, because the Driver promptly admitted the anti-doping rule violation, the period of Ineligibility could start as early as the date of Sample

collection, but in any event, the Driver would have to serve at least half of the Ineligibility period after the date of the hearing decision. (Minimum one month.)

Example 4.

Facts: A Driver who has never had an Adverse Analytical Finding or been confronted with an anti-doping rule violation spontaneously admits that he intentionally used multiple Prohibited Substances to enhance his performance. The Driver also provides important Substantial Assistance (Article 10.5.3).

Application of Article 10:

1. While the intentional Use of multiple Prohibited Substances to enhance performance would normally warrant consideration of aggravating circumstances (Article 10.6), the Driver's spontaneous admission means that Article 10.6 would not apply. The fact that the Driver's Use of Prohibited Substances was intended to enhance performance would also eliminate the application of Article 10.4 regardless of whether the Prohibited Substances Used were specified Substances. Thus, Article 10.2 would be applicable and the basic period of Ineligibility imposed would be two years.
2. Based on the Driver's spontaneous admissions (Article 10.5.4) alone, the period of Ineligibility could be reduced up to one-half of the two years. Based on the Driver's Substantial Assistance (Article 10.5.3) alone, the period of Ineligibility could be reduced up to three-quarters of the two years.
3. Under Article 10.5.5, in considering the spontaneous admission and Substantial Assistance together, the most the sanction could be reduced would be up to three-quarters of the two years. (The minimum period of Ineligibility would be six months.)
4. UIM Article 10.5.4 was considered by the hearing panel in arriving at the minimum six month period of Ineligibility at step 3, the period of Ineligibility would start on the date the hearing panel imposed the sanction. If, however, the hearing panel did not consider the application of Article 10.5.4 in reducing the period of Ineligibility in step 3, then under Article 10.9.2, the commencement of the period of Ineligibility could be started as early as the date the anti-doping rule violation was committed, provided that at least half of that period (minimum of three months) would have to be served after the date of the hearing decision.]

10.6 Aggravating Circumstances Which May Increase the Period of Ineligibility

If UIM establishes in an individual case involving an anti-doping rule violation other than violations under Article 2.7 (Trafficking) and 2.8 (Administration) 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 up to a maximum of four years unless the *Driver* or other *Person* can prove to the comfortable satisfaction of the hearing panel that he did not knowingly violate the anti-doping rule.

A *Driver* or other *Person* can avoid the application of this Article by admitting the anti-doping rule violation as asserted promptly after being confronted with the anti-doping rule violation by UIM.

[Comment to Article 10.6: Examples of aggravating circumstances which may justify the imposition of a period of Ineligibility greater than the standard sanction are: the Driver or other Person committed the anti-doping rule violation as part of a doping plan or scheme, either individually or involving a conspiracy or common enterprise to commit anti-doping rule violations; the Driver or other Person used or possessed multiple Prohibited Substances or Prohibited Methods or used or possessed a Prohibited Substance or Prohibited Method on multiple occasions; 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 Driver or Person engaged in deceptive or obstructing conduct to avoid the detection or adjudication of an anti-doping rule violation.]

For the avoidance of doubt, the examples of aggravating circumstances described in this Comment to Article 10.6 are not exclusive and other aggravating factors may also justify the imposition of a longer period of Ineligibility. Violations under Article 2.7 (Trafficking or Attempted Trafficking) and 2.8 (Administration or Attempted Administration) are not included in the application of Article 10.6 because the sanctions for these violations (from four years to lifetime Ineligibility) already build in sufficient discretion to allow consideration of any aggravating circumstance.]

10.7 Multiple Violations

10.7.1 Second Anti-Doping Rule Violation

For a *Driver's* or other *Person's* first anti-doping rule violation, the period of *Ineligibility* is set forth in Articles 10.2 and 10.3 (subject to elimination, reduction or suspension under Articles 10.4 or 10.5, or to an increase under Article 10.6). For a second anti-doping rule violation the period of *Ineligibility* shall be within the range set forth in the table below.

Second Violation First Violation	RS	FFMT	NSF	St	AS	TRA
RS	1-4	2-4	2-4	4-6	8-10	10-life
FFMT	1-4	4-8	4-8	6-8	10-life	life
NSF	1-4	4-8	4-8	6-8	10-life	life
St	2-4	6-8	6-8	8-life	life	life
AS	4-5	10-life	10-life	life	life	life
TRA	8-life	life	Life	life	life	life

Definitions for purposes of the second anti-doping rule violation table:

RS (Reduced sanction for specified Substance under Article 10.4): The anti-doping rule violation was or should be sanctioned by a reduced sanction under Article 10.4 because it involved a specified Substance and the other conditions under Article 10.4 were met.

FFMT (Filing Failures and/or Missed Tests): The anti-doping rule violation was or should be sanctioned under Article 10.3.3 (Filing Failures and/or Missed Tests).

NSF (Reduced sanction for *No significant Fault* or *Negligence*): The anti-doping rule violation was or should be sanctioned by a reduced sanction under Article 10.5.2 because *No significant Fault* or *Negligence* under Article 10.5.2 was proved by the *Driver*.

St (Standard sanction under Articles 10.2 or 10.3.1): The anti-doping rule violation was or should be sanctioned by the standard sanction of two years under Article 10.2 or 10.3.1.

AS (Aggravated sanction): The anti-doping rule violation was or should be sanctioned by an aggravated sanction under Article 10.6 because the *Anti-Doping Organization* established the conditions set forth under Article 10.6.

TRA (*Trafficking* or *Attempted Trafficking* and administration or *Attempted* administration): The anti-doping rule violation was or should be sanctioned by a sanction under Article 10.3.2.

[Comment to Article 10.7.1: The table is applied by locating the Driver or other Person's first anti-doping rule violation in the left-hand column and then moving across the table to the right to the column representing the second violation. By way of example, assume a Driver receives the standard period of Ineligibility for a first violation under Article 10.2 and then commits a second violation for which he receives a reduced sanction for a specified Substance under Article 10.4. The

table is used to determine the period of Ineligibility for the second violation. The table is applied to this example by starting in the left-hand column and going down to the fourth row which is "St" for standard sanction, then moving across the table to the first column which is "RS" for reduced sanction for a specified Substance, thus resulting in a 2-4 year range for the period of Ineligibility for the second violation. The Driver or other Person's degree of fault shall be the criterion considered in assessing a period of Ineligibility within the applicable range.]

[Comment to Article 10.7.1 RS Definition: See Article 25.4 with respect to application of Article 10.7.1 to pre-Code anti-doping rule violations.]

10.7.2 Application of Articles 10.5.3 and 10.5.4 to Second Anti-Doping Rule Violation

Where a Driver or other *Person* who commits a second anti-doping rule violation establishes entitlement to suspension or reduction of a portion of the period of *Ineligibility* under Article 10.5.3 or Article 10.5.4, the hearing panel shall first determine the otherwise applicable period of *Ineligibility* within the range established in the table in Article 10.7.1, and then apply the appropriate suspension or reduction of the period of *Ineligibility*. The remaining period of *Ineligibility*, after applying any suspension or reduction under Articles 10.5.3 and 10.5.4, must be at least one-fourth of the otherwise applicable period of *Ineligibility*.

10.7.3 Third Anti-Doping Rule Violation

A third anti-doping rule violation will always result in a lifetime period of *Ineligibility*, except if the third violation fulfills the condition for elimination or reduction of the period of *Ineligibility* under Article 10.4 or involves a violation of Article 2.4 (Filing Failures and/or and Missed Tests). In these particular cases, the period of *Ineligibility* shall be from eight (8) years to lifetime ban.

10.7.4 Additional Rules for Certain Potential Multiple Violations

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

occurrence of multiple violations may be considered as a factor in determining Aggravating Circumstances (Article 10.6).

- If, after the resolution of a first anti-doping rule violation, UIM discovers facts involving an anti-doping rule violation by the *Driver* or other *Person* which occurred prior to notification regarding the first violation, then UIM shall impose an additional sanction based on the sanction that could have been imposed if the two violations would have been adjudicated at the same time. Results in all *Competitions* dating back to the earlier anti-doping rule violation will be *disqualified* as provided in Article 10.8. To avoid the possibility of a finding of Aggravating Circumstances (Article 10.6) on account of the earlier-in-time but later-discovered violation, the *Driver* or other *Person* must voluntarily admit the earlier anti-doping rule violation on a timely basis after notice of the violation for which he or she is first charged. The same rule shall also apply when UIM discovers facts involving another prior violation after the resolution of a second anti-doping rule violation.

[Comment to Article 10.7.4: In a hypothetical situation, a Driver commits an anti-doping rule violation on January 1, 2008 which UIM does not discover until December 1, 2008. In the meantime, the Driver commits another anti-doping rule violation on March 1, 2008 and the Driver is notified of this violation by UIM on March 30, 2008 and a hearing panel rules on June 30, 2008 that the Driver committed the March 1, 2008 anti-doping rule violation. The later-discovered violation which occurred on January 1, 2008 will provide the basis for Aggravating Circumstances because the Driver did not voluntarily admit the violation in a timely basis after the Driver received notification of the later violation on March 30, 2008.]

10.7.5 Multiple Anti-Doping Rule Violations during an Eight-Year Period

For purposes of Article 10.7, each anti-doping rule violation must take place within the same eight (8) year period in order to be considered multiple violations.

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

In addition to the automatic *disqualification* of the results in the *Competition* which produced the positive *Sample* under Article 9 (Automatic *disqualification* of Individual Results), all other competitive results 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 and the awarding of any series title during the relevant season.

10.8.1 As a condition of regaining eligibility after being found to have committed an anti-doping rule violation, the *Driver* must first repay all prize money forfeited under this Article.

10.8.2 Allocation of Forfeited Prize Money.

Forfeited prize money shall be allocated first to reimburse the collection expenses incurred by the *Anti-Doping Organization* in order to perform the necessary steps to collect the prize money back, then to reimburse the expenses incurred by the *Anti-Doping Organization* in order to conduct results management in the case, with the balance, if any, allocated in accordance with UIM's specific rules.

[Comment to Article 10.8.2: Nothing in UIM's Anti-Doping Rules precludes clea Drivers or other Persons who have been damaged by the actions of a Person who has committed an anti-doping rule violation from pursuing any right which they would otherwise have to seek damages from such Person.]

10.9 Commencement of Ineligibility Period

Except as provided below, the period of *Ineligibility* shall start on the date of the hearing decision providing for *Ineligibility* or, if the hearing is waived, on the date *Ineligibility* is accepted or otherwise imposed.

10.9.1 Delays Not Attributable to the *Driver* or other *Person*

Where there have been substantial delays in the hearing process or other aspects of *Doping Control* not attributable to the *Driver* or other *Person*, the *UIM* or *Anti-Doping Organization* imposing the sanction 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.

10.9.2 Timely Admission

Where the *Driver* promptly (which, in all events, means before the *Driver* competes again) admits the anti-doping rule violation after being confronted with the anti-doping rule violation by UIM, the period of *Ineligibility* may start as early as the date of *Sample* collection or the date on which another anti-doping rule violation last occurred. In each case, however, where this Article is applied, the *Driver* or other *Person* shall serve at least one-half of the period of *Ineligibility* going forward from the

date the *Driver* or other *Person* accepted the imposition of a sanction, the date of a hearing decision imposing a sanction, or the date the sanction is otherwise imposed.

[Comment to Article 10.9.2: This Article shall not apply where the period of Ineligibility already has been reduced under Article 10.5.4 (Admission of an Anti-Doping Rule Violation in the Absence of Other Evidence).]

10.9.3 If a *Provisional Suspension* is imposed and respected by the *Driver*, then the *Driver* shall receive a credit for such period of *Provisional Suspension* against any period of *Ineligibility* which may ultimately be imposed.

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

[Comment to Article 10.9.4: A Driver's voluntary acceptance of a Provisional Suspension is not an admission by the Driver and shall not be used in any way as to draw an adverse inference against the Driver.]

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

[Comment to Article 10.9: The text of Article 10.9 has been revised to make clear that delays not attributable to the Driver, timely admission by the Driver and Provisional Suspension are the only justifications for starting the period of Ineligibility earlier than the date of the hearing decision. This amendment corrects inconsistent interpretation and application of the previous text.]

10.10 Status During Ineligibility

10.10.1 Prohibition against Participation during *Ineligibility*

No *Driver* or other *Person* who has been declared *Ineligible* may, during the period of *Ineligibility*, participate in any capacity in an *Event* or activity (other than authorized anti-doping education or rehabilitation programs) authorized or organized by UIM or any *National Association* or a club or other member organization of UIM or any *National Association*, or in

Competitions authorized or organized by any professional league or any international or national level *Event* organization.

A Driver or other *Person* subject to a period of *Ineligibility* longer than four years may, after completing four years of the period of *Ineligibility*, participate in local sport events in a sport other than sports subject to the jurisdictions of UIM and its *National Associations*, but only so long as the local sport event is not at a level that could otherwise qualify such *Person* directly or indirectly to compete in (or accumulate points toward) a national championship or *International Event*.

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

[Comment to Article 10.10.1: For example, an ineligible Driver cannot participate in a training camp, exhibition or practice organized by his or her National Association or a club which is a member of that National Association. Further, an ineligible Driver may not compete in a non-Signatory professional league (e.g., the National Hockey League, the National Basketball Association, etc.), Events organized by a non-Signatory International Event organization or a non-Signatory national-level event organization without triggering the consequences set forth in Article 10.10.2. Sanctions in one sport will also be recognized by other sports (see Article 15).]

10.10.2 Violation of the Prohibition of Participation during *Ineligibility*

Where a Driver or other *Person* who has been declared *Ineligible* violates the prohibition against participation during *Ineligibility* described in Article 10.10.1, the results of such participation shall be *disqualified* and the period of *Ineligibility* which was originally imposed shall start over again as of the date of the violation. The new period of *Ineligibility* may be reduced under Article 10.5.2 if the *Driver* or other *Person* establishes he or she bears *No significant Fault or Negligence* for violating the prohibition against participation. The determination of whether a Driver or other *Person* has violated the prohibition against participation, and whether a reduction under Article 10.5.2 is appropriate, shall be made by UIM.

[Comment to Article 10.10.2: If a Driver or other Person is alleged to have violated the prohibition against participation during a period of Ineligibility, UIM shall determine whether the Driver violated the prohibition and, if so, whether the Driver or other Person has established grounds for a reduction in the restarted period of Ineligibility under Article 10.5.2. Decisions rendered by UIM under this Article may be appealed pursuant to Article 13.2.]

Where a Driver Support Personnel or other Person substantially assists a Driver in violating the prohibition against participation during Ineligibility, UIM may appropriately impose sanctions under its own disciplinary rules for such assistance.]

10.10.3 Withholding of Financial Support during *Ineligibility*

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

10.11 Reinstatement Testing

As a condition to regaining eligibility at the end of a specified period of *Ineligibility*, a Driver must, during any period of *Provisional Suspension* or *Ineligibility*, make him or herself available for *Out-of-Competition Testing* by UIM, the applicable *National Association*, and any other *Anti-Doping Organization* having *Testing* jurisdiction, and must comply with the whereabouts requirements of Article 11 of the *International Standard for Testing*. If a Driver subject to a period of *Ineligibility* retires from sport and is removed from *Out-of-Competition Testing* pools and later seeks reinstatement, the *Driver* shall not be eligible for reinstatement until the *Driver* has notified UIM and the applicable *National Association* and has been subject to *Out-of-Competition Testing* for a period of time equal to the [longer of (a) the period set forth in Article 5.6 and (b)] period of *Ineligibility* remaining as of the date the *Driver* had retired. During such remaining period of *Ineligibility*, a minimum of 2 tests must be conducted on the *Driver* with at least three months between each test. The *National Association* shall be responsible for conducting the necessary tests, but tests by any *Anti-Doping Organization* may be used to satisfy the requirement. The results of such tests shall be reported to UIM. In addition, immediately prior to the end of the period of *Ineligibility*, a Driver must undergo *Testing* by UIM for the *Prohibited Substances* and *Methods* that are prohibited in *Out-of-Competition Testing*. Once the period of a Driver's *Ineligibility* has expired, and the *Driver* has fulfilled the conditions of reinstatement, then the *Driver* will become automatically re-eligible and no application by the *Driver* or by the *Driver's National Association* will then be necessary.

[10.12 Imposition of Financial Sanctions

Anti-Doping Organizations may, in their own rules, provide for financial sanctions on account of anti-doping rule violations. However, no financial

sanction may be considered a basis for reducing the period of *Ineligibility* or other sanction which would otherwise be applicable under the *Code*.]

ARTICLE 11 *Intentionally left blank*

ARTICLE 12 SANCTIONS AND COSTS ASSESSED AGAINST NATIONAL ASSOCIATIONS

12.1 The UIM has the authority to withhold some or all funding or other non financial support to *National Associations* that are not in compliance with these Anti-Doping Rules.

[**12.2** *National Associations* shall be obligated to reimburse UIM for all costs (including but not limited to laboratory fees, hearing expenses and travel) related to a violation of these Anti-Doping Rules committed by a Driver or other *Person* affiliated with that *National Association*.]

12.3 UIM may elect to take additional disciplinary action against National Associations with respect to recognition, the eligibility of its officials and Drivers to participate in International Events and fines based on the following:

12.3.1 Four or more violations of these Anti-Doping Rules (other than violations involving Articles 2.4 and 10.3) are committed by *Drivers* or other *Persons* affiliated with a *National Association* within a 12-month period in testing conducted by UIM or Anti-Doping Organizations other than the *National Association* or its *National Anti-Doping Organization*. [In such event the UIM may in its discretion elect to: (a) ban all officials from that *National Association* for participation in any UIM activities for a period of up to two years and/or (b) fine the *National Association* in an amount up to 10.000 Euro. (For purposes of this Rule, any fine paid pursuant to Rule 12.3.2 shall be credited against any fine assessed.)

12.3.1.1 If four or more violations of these Anti-Doping Rules (other than violations involving Articles 2.4 and 10.3) are committed in addition to the violations described in Article 12.3.1 by *Drivers* or other *Persons* affiliated with a *National Association* within a 12-month period in testing conducted by UIM or Anti-Doping Organizations other than the *National Association* or its *National Anti-Doping Organization*, then the UIM may suspend that *National Association's* membership for a period of up to 4 years.]

12.3.2 More than one *Driver* or other *Person* from a *National Association* commits an *Anti-Doping Rule* violation during an *International Event*. [In such event UIM may fine that *National Association* in an amount up to 10.000 Euro.]

12.3.3 A *National Association* has failed to make diligent efforts to keep UIM informed about a *Driver's* whereabouts after receiving a request for that information from UIM [In such event UIM may fine the *National Association* in an amount up to 10.000 Euro per *Driver* in addition to all of UIM costs incurred in *Testing* that *National Association's Drivers*.]

ARTICLE 13 APPEALS

13.1 Decisions Subject to Appeal

Decisions made under these Anti-Doping Rules may be appealed as set forth below in Article 13.2 through 13.4 or as otherwise provided in these Anti-Doping Rules. Such decisions shall remain in effect while under appeal unless the appellate body orders otherwise. Before an appeal is commenced, any post-decision review authorized in these rules must be exhausted (except as provided in Article 13.1.1).

13.1.1 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 or its *National Association's* process, *WADA* may appeal such decision directly to *CAS* without having to exhaust other remedies in the UIM or its *National Association's* process.

[Comment to Article 13.1.1: Where a decision has been rendered before the final stage of UIM's process (for example, a first hearing) and no party elects to appeal that decision to the next level of UIM's process (e.g., the Managing Board), then WADA may bypass the remaining steps in UIM's internal process and appeal directly to CAS.]

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

A decision that an anti-doping rule violation was committed, a decision 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 under Article 10.10.2 (prohibition of

participation during *Ineligibility*); a decision that the UIM or its *National Association* lacks jurisdiction to rule on an alleged anti-doping rule violation or its *Consequences*; a decision by any *National Association* not to bring forward an *Adverse Analytical Finding* or an *Atypical Finding* as an anti-doping rule violation, or a decision not to go forward with an anti-doping rule violation after an investigation under Article 7.4; [and a decision to impose a *Provisional Suspension* as a result of a *Provisional Hearing* or otherwise in violation of Article 7.4] may be appealed exclusively as provided in this Article 13.2. [Notwithstanding any other provision herein, the only *Person* that may appeal from a *Provisional Suspension* is the *Driver* or other *Person* upon whom the *Provisional Suspension* is imposed.]

13.2.1 Appeals Involving *International-Level Drivers*

In cases arising from competition in an *International Event* or in cases involving *International-Level Drivers*, the decision may be appealed exclusively to CAS in accordance with the provisions applicable before such court.

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

13.2.2 Appeals Involving National-Level *Drivers*

In cases involving *Drivers* who do not have a right to appeal under Article 13.2.1, each *National Association* shall have in place an appeal procedure that respects the following principles: a timely hearing, a fair and impartial hearing panel; the right to be represented by a counsel at the person's expense; and a timely, written, reasoned decision. UIM's rights of appeal with respect to these cases are set forth in Article 13.2.3 below.

[Comment to Article 13.2.2: UIM may elect to comply with this Article by giving its national-level Drivers the right to appeal directly to CAS.]

13.2.3 *Persons* Entitled to Appeal

In cases under Article 13.2.1, the following parties shall have the right to appeal to CAS: (a) the *Driver* or other *Person* who is the subject of the decision being appealed; (b) the other party to the case in which the decision was rendered; (c) UIM and any other *Anti-Doping Organization* under whose rules a sanction could have been imposed; (d) 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 (e) WADA. In

cases under Article 13.2.2, the parties having the right to appeal to the national-level reviewing body shall be as provided in the *National Association's* rules but, at a minimum, shall include the following parties: (a) the *Driver* or other *Person* who is the subject of the decision being appealed; (b) the other party to the case in which the decision was rendered; (c) UIM; and (d) WADA. For cases under Article 13.2.2, WADA and UIM shall also have the right to appeal to CAS with respect to the decision of the national-level reviewing body.

13.3 Failure to Render a Timely Decision by UIM and its National Associations

Where, in a particular case, UIM or its *National Associations* fail to render a decision with respect to whether an anti-doping rule violation was committed within a reasonable deadline set by WADA, WADA may elect to appeal directly to CAS as if UIM or its *National Associations* had rendered a decision finding no anti-doping rule violation. If the CAS 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 attorneys fees in prosecuting the appeal shall be reimbursed to WADA by UIM or its *National Associations*.

[Comment to Article 13.3: Given the different circumstances of each anti-doping rule violation investigation and results management process, it is not feasible to establish a fixed time period for UIM to render a decision before WADA may intervene by appealing directly to CAS. Before taking such action, however, WADA will consult with UIM and give UIM an opportunity to explain why it has not yet rendered a decision. Nothing in this rule prohibits UIM from also having rules which authorize it to assume jurisdiction for matters in which the results management performed by one of its National Associations has been inappropriately delayed.]

13.4 Appeals from Decisions Granting or Denying a Therapeutic Use Exemption

Decisions by WADA reversing the grant or denial of a TUE may be appealed exclusively to CAS by the *Driver*, UIM, or *National Anti-Doping Organization* or other body designated by a *National Association* which granted or denied the exemption. Decisions to deny TUE's, and which are not reversed by WADA, may be appealed by *International-Level Drivers* to CAS and by other *Drivers* to the national level reviewing body described in Article 13.2.2. If the national level reviewing body reverses the decision to deny a TUE, that decision may be appealed to CAS by WADA.

When UIM, *National Anti-Doping Organizations* or other bodies designated by *National Associations* fail to take action on a properly submitted TUE application within a reasonable time, their failure to decide may be considered a denial for purposes of the appeal rights provided in this Article.

13.5 Appeal from Decisions Pursuant to Article 12

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

13.6 Time for Filing Appeals

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 having lead to the decision subject to appeal:

- a) Within ten (10) days from notice of the decision, such party/ies shall have the right to request from the body having issued the decision a copy of the file on which such body relied;
- b) If such a request is made within the ten-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 or intervention filed by *WADA* shall be the later of:

- (a) Twenty-one (21) days after the last day on which any other party in the case could have appealed, or
- (b) Twenty-one (21) days after *WADA's* receipt of the complete file relating to the decision.

ARTICLE 14 NATIONAL ASSOCIATIONS' INCORPORATION OF UIM RULES, REPORTING AND RECOGNITION

14.1 Incorporation of UIM Anti-Doping Rules

All *National Associations* shall comply with these Anti-Doping Rules. These Anti-Doping Rules shall also be incorporated either directly or by reference into each *National Associations* Rules. All *National Associations* shall include in their regulations the procedural rules necessary to effectively implement

these Anti-Doping Rules. Each *National Association* shall obtain the written acknowledgement and agreement, in the form attached as Appendix 2, of all *Drivers* subject to *Doping Control* and *Driver Support Personnel* for such *Drivers*. Notwithstanding whether or not the required form has been signed, the Rules of each *National Association* shall specifically provide that all *Drivers*, *Driver Support Personnel* and other *Persons* under the jurisdiction of the *National Association* shall be bound by these Anti-Doping Rules.

14.2 Statistical Reporting

14.2.1 *National Associations* shall report to UIM at the end of every year results of all *Doping Controls* within their jurisdiction sorted by *Driver* and identifying each date on which the *Driver* was tested, the entity conducting the test, and whether the test was *In-Competition* or *Out-of-Competition*. UIM may periodically publish *Testing* data received from *National Associations* as well as comparable data from *Testing* under UIM's jurisdiction.

14.2.2 UIM shall publish annually a general statistical report of its Doping Control activities during the calendar year with a copy provided to WADA.

14.3 Doping Control Information Clearinghouse

When a *National Association* has received an *Adverse Analytical Finding* on one of its *Drivers* it shall report the following information to UIM and WADA within fourteen (14) days of the process described in Article 7.1.2 and 7.1.3: the *Driver's* name, country, sport and discipline within the sport, whether the test was *In-Competition* or *Out-of-Competition*, the date of *Sample* collection and the analytical result reported by the laboratory. The *National Association* shall also regularly update UIM and WADA on the status and findings of any review or proceedings conducted pursuant to Article 7 (*Results Management*), Article 8 (*Right to a Fair Hearing*) or Article 13 (*Appeals*), and comparable information shall be provided to UIM and WADA within 14 days of the notification described in Article 7.1.9, with respect to other violations of these Anti-Doping Rules. In any case in which the period of *Ineligibility* is eliminated under Article 10.5.1 (*No Fault or Negligence*) or reduced under Article 10.5.2 (*No Significant Fault or Negligence*), UIM and WADA shall be provided with a written reasoned decision explaining the basis for the elimination or reduction. Neither UIM nor WADA shall disclose this information beyond those persons within their organisations with a need to know until the *National Association* has made public disclosure or has failed to make public disclosure as required in Article 14.4 below.

14.4 Public Disclosure

14.4.1 Neither UIM nor its *National Association* shall publicly identify *Drivers* whose *Samples* have resulted in *Adverse Analytical Findings*, or who were alleged to have violated other Articles of these Anti-Doping Rules until it has been determined in a hearing in accordance with Article 8 that an anti-doping rule violation has occurred, or such hearing has been waived, or the assertion of an anti-doping rule violation has not been timely challenged or the *Driver* has been *Provisionally Suspended*. Once a violation of these Anti-Doping Rules has been established, it shall be publicly reported within 20 days. UIM or its *National Association* must also report within 20 days appeal decisions on an anti-doping rule violation. UIM or its *National Association* shall also, within the time period for publication, send all hearing and appeal decisions to WADA.

14.4.2 In any case where it is determined, after a hearing or appeal, that the *Driver* or other *Person* did not commit an anti-doping rule violation, the decision may be disclosed publicly only with the consent of the *Driver* or other *Person* who is the subject of the decision. UIM or its *National Association* shall use reasonable efforts to obtain such consent, and UIM consent is obtained, shall publicly disclose the decision in its entirety or in such redacted form as the *Driver* or other *Person* may approve.

14.4.3 Neither UIM nor its *National Association* or WADA accredited laboratory, or official of either, shall publicly comment on the specific facts of a pending case (as opposed to general description of process and science) except in response to public comments attributed to the *Driver*, other *Person* or their representatives.

14.5 Recognition of Decisions by UIM and National Associations

Any decision of UIM or a *National Association* regarding a violation of these Anti-Doping Rules shall be recognized by all *National Associations*, which shall take all necessary action to render such results effective.

ARTICLE 15 RECOGNITION OF DECISIONS BY OTHER ORGANISATIONS

Subject to the right to appeal provided in Article 13, the *Testing*, TUE's and hearing results or other final adjudications of any *Signatory* to the *Code* which are consistent with the *Code* and are within the *Signatory's* authority, shall be recognized and respected by UIM and its *National Associations*. UIM and its *National Associations* may recognize the same actions of other bodies which have

not accepted the *Code* if the rules of those bodies are otherwise consistent with the *Code*.

[Comment to Article 15: Where the decision of a body that has not accepted the Code is in some respects Code compliant and in other respects not Code compliant, UIM or its National Association 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 a Driver to have committed an anti-doping rule violation on account of the presence of a Prohibited Substance in his body but the period of Ineligibility applied is shorter than the period provided for in the Code, then UIM or its National Association should recognize the finding of an anti-doping rule violation and they should conduct a hearing consistent with Article 8 to determine whether the longer period of Ineligibility provided in the Code should be imposed.]

ARTICLE 16 STATUTE OF LIMITATIONS

No action may be commenced under these Anti-Doping Rules against a *Driver* or other *Person* for a violation of an anti-doping rule contained in these Anti-Doping Rules unless such action is commenced within eight years from the date the violation occurred.

ARTICLE 17 UIM COMPLIANCE REPORTS TO WADA

The UIM will report to *WADA* on the UIM's compliance with the *Code* every second year and shall explain reasons for any noncompliance.

ARTICLE 18 AMENDMENT AND INTERPRETATION OF ANTI-DOPING RULES

18.1 These Anti-Doping Rules may be amended from time to time by the *UIM* Executive.

18.2 Except as provided in Article 18.5, these Anti-Doping Rules shall be interpreted as an independent and autonomous text and not by reference to existing law or statutes.

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

18.4 The INTRODUCTION and the APPENDIX I DEFINITIONS shall be considered integral parts of these Anti-Doping Rules.

18.5 These Anti-Doping Rules have been adopted pursuant to the applicable provisions of the *Code* and shall be interpreted in a manner that is consistent with applicable provisions of the *Code*. The comments annotating various provisions of the *Code* may, where applicable, assist in the understanding and interpretation of these Anti-Doping Rules.

18.6 Notice to a Driver or other *Person* who is a member of a *National Association* may be accomplished by delivery of the notice to the *National Association*.

18.7 These Anti-Doping Rules shall come into full force and effect on 1 January 2009 (the “**Effective Date**”). They shall not apply retrospectively to matters pending before the Effective Date; provided, however, that:

18.7.1 Any case pending prior to the Effective Date, or brought after the Effective Date based on an anti-doping rule violation that occurred prior to the Effective Date, shall be governed by the predecessor to these Anti-Doping Rules in force at the time of the anti-doping rule violation, subject to any application of the principle of *lex mitior* by the hearing panel determining the case.

18.7.2 Any Article 2.4 whereabouts violation (whether a filing failure or a missed test) declared by UIM under rules in force prior to the Effective Date that has not expired prior to the Effective Date and that would qualify as a whereabouts violation under Article 11 of the *International Standard for Testing* shall be carried forward and may be relied upon, prior to expiry, as one of the three Filing Failures and/or Missed Tests giving rise to an anti-doping rule violation under Article 2.4 of these Anti-Doping Rules. *[Note: where existing whereabouts violations are carried over to the new regime, any restrictions under the old rules on combining those whereabouts violations with other whereabouts violations must also be carried over. Hence:]* Unless otherwise stated by UIM, however:

- a. a filing failure that is carried forward in this manner may only be combined with (post-Effective Date) Filing Failures;
- b. a missed test that is carried forward in this manner may only be combined with (post-Effective Date) Missed Tests; and
- c. a filing failure or missed test declared by any Anti-Doping Organization other than [UIM and a National Association] prior to the Effective Date may not be combined with any Filing Failure or Missed Test declared under these Anti-Doping Rules.]

18.7.3 Where a period of *Ineligibility* imposed by UIM under rules in force prior to the Effective Date has not yet expired as of the Effective Date, the *Person* who is *Ineligible* may apply to UIM for a reduction in the period of *Ineligibility* in light of the amendments made to the *Code* as from the Effective Date. To be valid, such application must be made before the period of *Ineligibility* has expired.

18.7.4 Subject always to Article 10.7.5, anti-doping rule violations committed under rules in force prior to the Effective Date shall be taken into account as prior offences for purposes of determining sanctions under Article 10.7. Where such pre-Effective Date anti-doping rule violation involved a substance that would be treated as a Specified Substance under these Anti-Doping Rules, for which a period of *Ineligibility* of less than two years was imposed, such violation shall be considered a Reduced Sanction violation for purposes of Article 10.7.1.

APPENDIX 1 - DEFINITIONS

Adverse Analytical Finding. A report from a laboratory or other approved *Testing* entity that identifies in a *Sample* the presence of a *Prohibited Substance* or its *Metabolites* or *Markers* (including elevated quantities of endogenous substances) or evidence of the *Use* of a *Prohibited Method*.

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

Driver. Any *Person* who participates in sport at the international level (as defined by each International Association), the national level (as defined by each *National Anti-Doping Organization*, including but not limited to those *Persons* in its *Registered Testing Pool*), and any other competitor in sport who is otherwise subject to the jurisdiction of any *Signatory* or other sports organization accepting the *Code*. All provisions of the *Code*, including, for example, *Testing*, and TUE's must be applied to international and national-level competitors. Some *National Anti-Doping Organizations* may elect to test and apply anti-doping rules to recreational-level or masters competitors who are not current or potential national caliber competitors. *National Anti-Doping Organizations* are not required, however, to apply all aspects of the *Code* to such *Persons*. Specific national rules may be established for Doping Control for non-international-level or national-level competitors without being in conflict with the *Code*. Thus, a country could elect to test recreational-level competitors but not require TUE's or whereabouts information. In the same manner, a *Major Event Organization* holding an *Event* only for masters-level competitors could elect to test the competitors but not require advance TUE or whereabouts information. For purposes of Article 2.8 (Administration or Attempted Administration) and for purposes of anti-doping information and education, any *Person* who participates in sport under the authority of any *Signatory*, government, or other sports organization accepting the *Code* is a Driver.

[Comment to Driver: This definition makes it clear that all international and national-caliber Drivers are subject to the anti-doping rules of the Code, with the precise definitions of international and national level sport to be set forth in the anti-doping rules of the UIM and National Anti-Doping Organizations, respectively. At the national level, anti-doping rules adopted pursuant to the Code shall apply, at a minimum, to all persons on national teams and all persons qualified to compete in any national championship in any sport. That does not mean, however, that all such Drivers must be included in a National Anti-Doping Organization's

Registered Testing Pool. The definition also allows each National Anti-Doping Organization, if it chooses to do so, to expand its anti-doping control program beyond national-caliber Drivers to competitors at lower levels of competition. Competitors at all levels of competition should receive the benefit of anti-doping information and education.]

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

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

Atypical Finding. A report from a laboratory or other WADA-approved entity 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*.

CAS. The Court of Arbitration for Sport.

Code. The World Anti-Doping Code.

Competition. A single race, match, game or singular athletic contest. For example, a basketball game or the finals of the Olympic 100-meter dash in athletics. For stage races and other athletic contests where prizes are awarded on a daily or other interim basis the distinction between a *Competition* and an *Event* will be as provided in the rules of the applicable International Association.

Consequences of anti-doping rule violations. A Driver's or other *Person's* violation of an anti-doping rule may result in one or more of the following: (a) *Disqualification* means the *Driver's* results in a particular *Competition* or *Event* are invalidated, with all resulting consequences including forfeiture of any medals, points and prizes; (b) *Ineligibility* means the *Driver* or other *Person* is barred for a specified period of time from participating in any *Competition* or other activity or funding as provided in Article 10.9; and (c) *Provisional Suspension* means the *Driver* or other *Person* is barred temporarily from participating in any *Competition* prior to the final decision at a hearing conducted under Article 8 (Right to a Fair Hearing).

Disqualification. See *Consequences of anti-doping rule violations*, above.

Doping Control. All steps and processes from test distribution planning through to ultimate disposition of any appeal including all steps and processes in between

such as provision of whereabouts information, sample collection and handling, laboratory analysis, TUE's, results management and hearings.

Event. A series of individual *Competitions* conducted together under one ruling body (e.g., the Olympic Games, FINA World Championships, 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*.

In-Competition. Unless provided otherwise in the rules of an International Association or other relevant *Anti-Doping Organization*, "*In-Competition*" means the period commencing twelve hours before a *Competition* in which the *Driver* 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, under the supervision of WADA, who observe and may provide guidance on the *Doping Control* process at certain *Events* and report on their observations.

Individual Sport. Any sport that is not a *Team Sport*.

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

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

International-Level Driver. *Driver* designated by one or more International Associations as being within the *Registered Testing Pool* for an International Association.

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 parameter(s) that indicates the *Use* of a *Prohibited Substance* or *Prohibited Method*.

Metabolite. Any substance produced by a biotransformation process.

Minor. A natural *Person* who has not reached the age of majority as established by the applicable laws of his or her country of residence.

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, all at the national level. This includes an entity which may be designated by multiple countries to serve as regional *Anti-Doping Organization* for such countries. 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* involving international or national-level *Drivers* that is not an *International Event*.

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

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 Advance Notice. A *Doping Control* which takes place with no advance warning to the *Driver* and where the *Driver* is continuously chaperoned from the moment of notification through *Sample* provision.

No Fault or Negligence. The *Driver'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*.

No Significant Fault or Negligence. The *Driver's* establishing that his or her fault or negligence, when viewed in the totality of the circumstances and taking into account the criteria for *No Fault or Negligence*, was not significant in relationship to the anti-doping rule violation.

Out-of-Competition. Any *Doping Control* which is not *In-Competition*.

Participant. Any *Driver* or *Driver Support Personnel*.

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

[Comment: Under this definition, steroids found in a Driver's car would constitute a violation unless the Driver establishes that someone else used the car; in that event, the Anti-Doping Organization must establish that, even though the Driver did not have exclusive control over the car, the Driver knew about the steroids and intended to have control over the steroids. Similarly, in the example of steroids found in a home medicine cabinet under the joint control of a Driver and spouse, the Anti-Doping Organization must establish that the Driver knew the steroids were in the cabinet and that the Driver intended to exercise control over the steroids.]

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 so described on the *Prohibited List*.

Provisional Hearing. For purposes of Article 7.6, an expedited abbreviated hearing occurring prior to a hearing under Article 8 (Right to a Fair Hearing) that provides the *Driver* with notice and an opportunity to be heard in either written or oral form.

Provisional Suspension. See *Consequences* above.

Publicly Disclose or Publicly Report. To disseminate or distribute information to the general public or persons beyond those persons entitled to earlier notification in accordance with Article 14.

Registered Testing Pool. The pool of top level *Drivers* established separately by each InterNational Association and *National Anti-Doping Organization* who are

subject to both *In-Competition* and *Out-of-Competition Testing* as part of that InterNational Association's or National Anti-Doping Organization's test distribution plan.

Retroactive TUE. As defined in the *International Standard for Therapeutic Use Exemptions*.

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

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

Signatories. Those entities signing the *Code* and agreeing to comply with the *Code*, including the International Olympic Committee, InterNational Associations, International Paralympic Committee, *National Olympic Committees*, National Paralympic Committees, *Major Event Organizations*, *National Anti-Doping Organizations*, and WADA.

Specified Substances. As defined in Article 4.2.2.

Substantial Assistance. For purposes of Article 10.5.3, a *Person* providing *Substantial Assistance* must: (1) fully disclose in a signed written statement all information he or she possesses in relation to anti-doping rule violations, and (2) fully cooperate with the investigation and adjudication of any case related to that information, including, for example, presenting testimony at a hearing if requested to do so by an *Anti-Doping Organization* or hearing panel. Further, the information provided must be credible and must comprise an important part of any case which is initiated or, if no case is initiated, must have provided a sufficient basis on which a case could have been brought.

Tampering. Altering for an improper purpose or in an improper way; bringing improper influence to bear; interfering improperly; obstructing, misleading or engaging in any fraudulent conduct to alter results or prevent normal procedures from occurring; or providing fraudulent information to an *Anti-Doping Organization*.

Target Testing. Selection of *Drivers* for *Testing* where specific *Drivers* or groups of *Drivers* are selected on a non-random basis for *Testing* at a specified time.

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

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

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

TUE. As defined in Article 2.6.1.

TUE Panel. As defined in Article 4.4.3.

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.

APPENDIX 2 - Acknowledgment and Agreement

I, as a member of [National Association] and/or a participant in a [National Association or UIM] authorized or recognized event, hereby acknowledge and agree as follows:

1. I have received and had an opportunity to review the UIM Anti-Doping Rules.
2. I consent and agree to comply with and be bound by all of the provisions of the UIM Anti-Doping Rules, including but not limited to, all amendments to the Anti-Doping Rules and all International Standards incorporated in the Anti-Doping Rules.
3. I acknowledge and agree that [National Associations and UIM] have jurisdiction to impose sanctions as provided in the UIM Anti-Doping Rules.
4. I also acknowledge and agree that any dispute arising out of a decision made pursuant to the UIM Anti-Doping Rules, after exhaustion of the process expressly provided for in the UIM Anti-Doping Rules, may be appealed exclusively as provided in Article 13 of the UIM Anti-Doping Rules to an appellate body for final and binding arbitration, which in the case of International-Level Drivers is the Court of Arbitration for Sport.

I agree that all decisions of CAS under the rules shall be final and binding and that I will not bring any claim, arbitration, lawsuit or litigation in any other court or tribunal.

5. I have read and understand this Acknowledgement and Agreement.

Date

Print Name (Last Name, First Name)

Date of Birth
(Day/Month/Year)

Signature (or, if a minor, signature of legal guardian)



Yes, We Care

ENVIRONMENTAL CODE



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

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1. GENERAL PRINCIPLES

DEFINITION

1.1

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

1.2

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

1.3

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

1.4

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

1.5

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

1.6

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

1.7

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

1.8

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

1.9

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

These regulations and recommendations refer in particular to:

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

1.10

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

1.11

The non respect of a requirement of the UIM Environmental Code by an organizer or a racer or the person responsible for his racing team is liable to a fine, a disqualification from the event or a suspension. Moreover, the participant/driver/pilot may be liable for the damages caused by his non-respect of the environmental provisions.

2. UIM ENVIRONMENTAL WORKING GROUP (EWG)

2.1 ROLE AND RESPONSIBILITIES

Role

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

Responsibilities

- Raise awareness on environment, alternative energies and sustainable development among UIM National Authorities and UIM stakeholders
- Disseminate knowledge and ensure know-how transfer in the above areas
- Promote environmental responsibility in the planning and staging of UIM events
- Ensure compliance of UIM affiliated members with the Environmental Code
- Promote the creation of an Environmental Working Group within National Federations
- Organize environmental seminars and establish a high profile network of correspondents
- Prepare an annual environmental report
- Presentation of the EWG work and findings at the UIM Council and General Assembly

- Advice the national environmental working groups on how to tackle environmental issues
- Liaise with external institutions such as public authorities, environmental organizations and other sporting bodies

3. ENVIRONMENTAL STEWARD

3.1 ROLE AND RESPONSIBILITIES

Role

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

Responsibilities

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

4. UIM ENVIRONMENTAL DELEGATE

4.1 ROLE AND RESPONSIBILITIES

Role

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

Responsibilities

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

An educational program is mandatory for the UIM environmental delegates.

5. NOISE

5.1 INTRODUCTION

Concerns regarding noise at powerboat events are not limited to the machines themselves. In addition to the expected engine noise, organizers and

environmental stewards must be aware of the magnitude of sound from public address systems, crowds and other sources associated with an event. Minimizing excessive noise associated with powerboat activity and taking public reaction to noise in consideration is the responsibility of all concerned: drivers, clubs, organizers and officials.

5.2 NOISE OF POWERBOATS

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

The UIM recommends:

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

5.3 SOUND LEVEL MEASUREMENTS

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

5.4 PUBLIC ADDRESS SYSTEM

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

6. FUEL

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

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

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

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

7. PROTECTION OF GROUND AND WATER

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

7.1 ENVIRONMENTAL MAT

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

8. CLEANING OF POWERBOATS

- a) Cleaning of engine and motor parts, where permitted by the regulations, must only be carried out at places with cleaning facilities.
- b) Only certified non toxic solvent, without the addition of chemical products (for example detergent), is permitted when cleaning the boats.

- c) The cleaning area must be built with a non-porous surface and a proper drain with an oil-divider to prevent pollution of the ground and water. Any infraction of this rule will be reported to the Officer of the Day (OOD) who will fine the driver/pilot responsible a maximum of USD 500. – or any other amount mentioned in the regulation or appendix of the discipline.

9. ACTION TO BE TAKEN BY DRIVERS / PARTICIPANTS

- a) Each driver is responsible for the waste generated by his team during the event.
- b) Where organizers provide the necessary containers for waste they must be used as directed.
- c) Waste must be retained by the team until the approved facilities provided by organizers can be used.
- d) Where refuelling or servicing of a powerboat is being undertaken at events, driver/participants must provide and use an environment mat to protect the ground and water. This environmental mat must also be compulsory when an electrical generator or any other device with a thermal engine is used by the driver/pilot or the team. These mats must be removed by the driver/pilots/competitors after use.
- e) Any infringement by the participant or driver/pilot (who is responsible for his team) of the UIM regulations can result in a fine, disqualification from the event or suspension, and may also result in the participant or driver/pilot being liable for any costs of rectification.

10. REQUIREMENTS TO ENCOURAGE ENVIRONMENTAL BEHAVIOUR BY THE SPECTATORS

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

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

11. ACTION TO BE TAKEN BY INTERNATIONAL ORGANIZERS

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

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

1. Use of resources (energy, chemicals and materials)
2. Impact on environment and climate emissions
3. Carbon offsetting all activities related to events from
4. Recycling and reduction of waste

5. Travelling and accommodation for spectators and guests
6. Birds, animals and wildlife
7. Visual environment

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

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

11.1 ENVIRONMENTAL PROVISIONS

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

Measures must also be taken to prevent:

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

11.2 LOGBOOK / CHECK-LIST

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

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

11.3 PUBLICITY/ADVERTISING

- a) The UIM suggest aggressive use of the Web and media instead of prints/posters on paper.
- b) Do not attach posters to trees, in country areas and/or protected urban-sites nor in places and areas which are not appropriate.
- c) Place billboards only after having obtained permission from the owner of the property.
- d) Take local and governmental regulations into account when placing billboards.

- e) Do not distribute leaflets/pamphlets under windscreen wipers of cars, on powerboats, nor to spectators (do not allow others to do so during your event).

11.4 DRIVER PADDOCK / SERVICE AREAS / TIME CONTROL AREAS

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

11.5 AFTER THE EVENT

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

11.6 GENERAL REGULATIONS FOR THE MANAGEMENT OF VENUES

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

12. RECOMMENDATIONS TO ALL SEA/LAKE/RIVER USERS

12.1 INTRODUCTION

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

12.2 DRIVER CONDUCT

- a) Individual power boaters should develop driving habits to ensure full integration with other types of sea, lake and river users.

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

13. UIM ENVIRONMENTAL AWARD

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

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

14. UIM TRIANNUAL WORLD CIRCUMNAVIGATION RACE

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

15. GREEN LOGO

The UIM have approved this Green Logo



Yes. We Care

ABBREVIATIONS / GLOSSARY OF TERMS

UIM	Union Internationale Motonautique
ABP	Aquabike Promotion
A.B.	Aquabike
Aftermarket	A replacement or replica part replacing or used in addition to the OEM part. Aftermarket parts must provide the same function as their OEM counterparts.
Bond Flange	The bond flange is the overlapping/mating section where the deck (upper) and the hull (lower) portions are joined.
Course Marshal	Helps the Race Director control the race and assists stopped pilots on the course. Most often is positioned on the course perimeter riding an Aquabike.
Deck	The upper structural body of the Aquabike located above (and including) the upper bond flange.
Fuel Injection	A means of forcing gasoline into a cylinder other than a carburettor. Any unit that does not depend on the engines vacuum to draw fuel into the engine will be considered a fuel injection unit.
HIN	Hull Identification Number. A unique serial number generated by the manufacturer and affixed to each Aquabike.
Hull	The lower structural body of the Aquabike located below (and including) the lower bond flange.
I.R.C.	International Race Committee
Moto	When the number of entries is less than or equal to the maximum number of Aquabikes allowed on the course at one time, there is no qualifying and the moto system is in effect. The moto system uses results of two or more separate races to mathematically determine overall results.
N.A.	National Authority (recognised by the UIM as the country's sole authority for Aquabike racing).
OEM	Original Equipment Manufacturer. OEM parts are defined as those that were installed on each model of Aquabike at the time of manufacture.

O.O.D.	Officer Of the Day
PFD	Personal Flotation Device. A device used to keep pilots afloat.
R.C.	Race Committee
R.D.	Race Director
Pilot	Competitor
Sponson	A special planing surface which may be attached to the hull sides or transom.
Starging Area	The place near the starting line where Aquabikes and pilots wait for their scheduled race.
Starting Line	A straight boundary, either real or imaginary, that denotes the beginning point of the race.

101 - UIM EVENT SANCTIONS AND THE SPORTS CALENDAR

101.01 - EVENT SANCTION REQUIREMENTS AND FEES

All international powerboating events must be sanctioned by the UIM and by the National Authority. An International Sanction is a written authorization which permits an organizing body to conduct an international event under the rules of the UIM. Written approval by the UIM of the registration of an international event on the UIM annual calendar, subject to payment of a fee determined annually by the General Assembly, constitutes the granting of an International UIM Sanction for that event. Permission to organise these meetings is only given by the UIM upon payment of these fees. No permission is to be granted to National Authorities who are in arrears of payment. All requests to organise an international event 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 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 powerboating meetings are on an equal footing. The UIM provided such events do not clash with other UIM titled meetings at the sole discretion of UIM.

101.02 - OTHER MEETINGS

It is forbidden to organise national championships for series and classes which are in the programme of a UIM titled meeting taking place the same day. The calendar of national or local events is not to be submitted to the U.I.M. The interested National Authorities take responsibility for their own calendar. 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.

101.03 - DEADLINE DATES

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.

November calendar Meeting: Drawing-up of the international calendar.

15 December: Publishing of the international calendar.

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 U.I.M. give 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.

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 - UIM COMMISSIONER

102.01 - GENERAL

The presence of a UIM Commissioner is required at any international titled meeting. The function of the Commissioner must be fulfilled most carefully. As soon as UIM gets the Commissioners 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.

No commissioner will be appointed to an event organised by his National Authority, unless a derogation agreed by Aquabike Committee.

The UIM Commissioner sent to the competitions must come from a Nation near to the organising one and not from different continents.

National Authorities are requested to send yearly to the UIM Secretariat a list of candidate Commissioners with the following data:

- Name, address, telephone, telefax and/or e-mail
- languages spoken
- languages read and understood
- at what times the candidate is at disposal
- knowledge in sports and technical matters.

102.02 - FUNCTIONS

The U.I.M. Commissioner

- assists the local organiser and more particularly the Officer of the Day;
- is a voting member of the international jury;
- when there are two Commissioners - only one can vote;
- approves last minute amendments to the advance-programme;
- ensure that the course is in accordance with the water registration;
- takes part in important decision-making during the race with the Officer of the Day, the Deputy O.O.D. and the 2nd Commissioner, if any;

- takes part in urgent decision-making with the Officer of the Day and the organising promoter, in matters related to the overall organisation.

The UIM Commissioner is entitled to take action with the O.O.D. and race organising committee if safety conditions are not met. In some cases, he will even be entitled to request that the event be suspended if safety conditions are not improved.

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

GUIDELINES for UIM Commissioners

- The commissioner must always be aware that he is the sole representative of UIM.

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.

The commissioner should also ask for

- * programme
- * list of jury members and National Authority delegates
- * list of entries with names and nationalities.

- He must meet the O.O.D. and Jury Chairman.
- He must assist the O.O.D. to resolve all race problems.
- He must be present at any drivers meeting.
- He must check and approve the race course to comply with UIM and the advance regulations. This must be completed with the O.O.D. and/or Safety Officer and any official Drivers Representative.
- During the meeting he must keep close contact with O.O.D. and be satisfied that everything is being done correctly according to UIM rules.
- He must ensure a Jury meeting is held promptly and any penalty is imposed according to UIM rules.

- In case of an accident, he must keep all the information on the progress or otherwise of the injured persons and he must send completed UIM accident report form to UIM as soon as possible.
- After completion of the races, he must receive a copy of all classifications and documents to be transferred to UIM.
- He should be present at the Technical Inspection of the winning boat.
- He must survey the weighing of the boats (if applicable), or receive the relevant data.
- He reserves the right to order the exchange of any relevant ECU/CDI unit with another if supplied by the UIM.
- He must be present at the prize giving.
- He shall present any UIM Medals to the winners.

102.03 - AFTER THE RACE

As soon as the results have been verified, the National Authority and the UIM Commissioner forwards these results to the UIM Secretariat.

After the event, he sends his report to the UIM Secretariat by using the official form, within ten days after the race. The official results of the event must be enclosed with the report. The reports from Commissioners, including accident reports, are to be considered as confidential matter and cannot be used for aims other than UIMs, not be communicated to the press or otherwise disclosed for any purpose whatsoever. Should any Commissioner fail to obtain all necessary data and results for transmission to U.I.M., he will note this fact in his report and will urge the organisers to send all required documents by themselves to the Secretariat of U.I.M., as soon as possible.

A copy of the Commissioner's report will be sent, as soon as possible, by the UIM office to all members of Aquabike committee and to the NA of the organiser.

102.04 - ACCOMMODATION AND TRAVEL EXPENSES

The National Authority must remind the organisers that the Commissioner must be accommodated in a good hotel for the whole duration of the event and as long as required by the accomplishment of his mission. The costs of such accommodation are borne by the organisers.

Travel expenses must be compensated by the organisers to the Commissioner from his place of residence to the race venue, calculated upon the basis of a return air ticket, economy class. If the organisers do not offer daily meals and local transportation to the Commissioner, they must pay him/her up to 30 € per day. No other costs are to be reimbursed to the Commissioner unless expressly agreed between the organisers and the Commissioner. 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.

103 - RACES RECOGNISED BY THE UIM

The U.I.M. recognises the following events:

- Titled international events
- Ordinary international events
- International cruises
- National events
- Private or club events

104 - NON APPROVED RACES

Races not organised according to UIM rules are not to be recognised and all officials and drivers who take any part in such races are suspended or excluded if offence recurs. The same applies to powerboating events not approved by National Authorities.

Any driver having competed in a race not approved by the National Authority of that country or forbidden by the National Authority may be suspended for a period to be fixed by the National Authority. In the case of an international meeting being organised by a non-affiliated club which has not asked permission to organise such a meeting, the National Authority must:

- notify the organising club that the drivers can be suspended.

- notify the drivers that they will be suspended in their own country if they take part in international races not approved by the National Authority; the latter may request UIM to extend this suspension to other countries.

A national race, or a race by “invitation” in which a foreign driver is invited to take part must be entered on the UIM Calendar otherwise it becomes an unauthorised event. Invited drivers entering such unauthorised races, may lose their international licences. 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.

105 - TITLED INTERNATIONAL EVENTS

There are six categories of titled event:

- World Championship events,
- World Cup events,
- Continental Championship events,
- Continental Cup events,
- Grand Prix events,

There can be one World Cup and Continental Cup event per class and per year, provided that a World or Continental Championship is not organised for the class in question.

There can be only one Grand Prix event per country and per year, except when a World Championship series race takes place in that country. No meeting is allowed a title unless authorised to do so by the UIM who draw up the annual list in the official calendar.

UIM aims to protect titled meetings, the Council may refuse to sanction any meeting which takes place at the same time. 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 - INTERNATIONAL CHAMPIONSHIPS, WORLD AND CONTINENTAL CUPS

106.01- GENERAL RULES

World Championships are open to all specified U.I.M. classes. There can be only one World Championship per class, per year.

The requests to organise these championship must be sent in due time. The Aquabike committee will allocate the Championships.

No exception is to be allowed to the preceding rule.

MINIMUM criteria for UIM race Course/Venues.

The following are mandatory:

- 1) Organisation to guarantee:
- 2) Full medical rescue as UIM rules,
- 3) Full experienced organisation to UIM rules,
- 4) Computerised timing equipment and experienced staff,
- 5) Adequately controlled pit area on hard surface,
- 6) Adequate toilets and showers (hot).

Other points to be added on experience.

The UIM delivers following requests made by the champions to their National Authorities and transmitted by that National Authority to the UIM Secretariat a "champion s certificate". The cost of such certificate is fixed annually by the General Assembly and is to be paid by the National Authority to the UIM when the request is made. A list of champions is issued annually.

The U.I.M. rules and those of the National Authority are applicable for any point not foreseen by these rules. A non-European may be proclaimed European Champion provided he has had a European licence for more than two years. The same applies for other continents.

A non-European driver can only compete in any UIM European titled event if:

- a) It is a series,
- b) He/she competes on equal terms for any start/prize monies and/or event trophies,

- c) He will not accumulate points for the Series,
- d) His results will be discounted when calculating points to go forward to the final series point count.

Immediately after the Championship, the name of the Champion must be transmitted by fax and/or e-mail to the U.I.M. secretariat.

The entry for the drivers is free of charge.

107 - WORLD CHAMPIONSHIP

World Championships, allocated by the UIM Aquabike Committee are raced under the same rules as the Continental Championships.

120 - RACING LICENCES

120.01 - COMPULSORY LICENCE

No one can take part in a UIM race, establish or improve on a UIM record in international class boats, without being in possession of an international licence from his National Authority. In order to obtain an International licence or Super Licence, following disclaimer must be signed by the licence holder: "The undersigned... Licensed pilot (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 by press, radio or television. The right however remains the property of the undersigned".

120.02 - REGISTRATION

The National Authority establishes each year a list of people to whom international licences have been delivered and this must be sent to the UIM Secretariat. The list must include: the name and surname, the address and email, the class(es) for International Licence only and the Anti-Doping Appendix 2 of UIM Anti Doping Rules duly signed per acceptance. Any person wishing to obtain a licence must apply to the National Authority through his club.

The licence is granted by the National Authority and is marked “International” as decided by the National Authority. Licence holders must have a current UIM rule book.

Any National Authority has the right to deliver licences to:

- its nationals
- nationals of another country affiliated to the UIM only with the written 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 UIM. Drivers are only permitted to hold licences from one National Authority. A National Authority may refuse to give a licence. Notification of this is sent to all affiliated clubs and to the UIM.

120.03 - VALIDITY OF LICENCES

Licences are valid from the 1st of January until the 31 st of December each year, unless local circumstances require other dates, but validity should always be shown on the licence itself, and must be for one year. A licence is valid in any country affiliated to the Union and entitles the holder to enter or drive in his boat in all competitions organised in any affiliated country, provided he complies with what is stated in the UIM general racing rules. However, for any event held under special rules, the licence holder must abide by the rules in question.

120.04 - COST OF LICENCE

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

120.05 - EXAMINATION OF LICENCES

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

120.06 - CANCELLATION OF LICENCE

Anybody who takes part in an unauthorised meeting loses his licence. However, if the unauthorised meeting is held in waters of a country other than the one which

has delivered the licence, both National Authorities must agree as to the duration of the suspension. The UIM decides finally in case of dispute.

120.07 - 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, as long as he is listed under a pseudonym, may not take part in any sports event under any other name.

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

200 - GENERAL RACING RULES

GENERAL

200.01 - INTERPRETATION OF THE RULES

In all cases unforeseen by the international rules, the National Authority is to judge bearing in mind the spirit of the rules.

In case of conflicting rules, those rules concerning the series are to prevail.

The rules contained herein shall be used and strictly adhered to at all N.A. and UIM sanctioned events. All members and racing personnel, including mechanics, staging area personnel and promoters are deemed to be fully aware of all rules and will be expected to abide by them at all times. All entries are subject to technical and safety inspection prior to an event.

A pilot in a N.A. sanctioned event shall have no claim for damages or recompense of any kind for any advertising, exploiting his name, picture or the picture of his A.B. or exploiting the achievements of any product used by the pilot relating to the pilots participating in the vent.

A N.A. sanctioned event is a competitive event, the conduct of which is governed by NA. officials in accordance with the UIM rules, as it may be amended from time to time, and Special Rules that may be published by N.A. specifically for the event, and any applicable agreement to which N.A. is a party. By submitting his entry application and taking part in any activity relating to the event, a pilot agrees to abide by the decisions of those officials relating to the event, except as provided in the UIM By-Laws and Rules.

Such pilot further agrees that it is his obligation to inspect the racing area to determine that it is in a safe and raceable condition and that he voluntarily assumes the risks of and has no claim for damages against N.A. or UIM, its promoters or their officers, officials or employees by reason of damage to either the A.B., the pilot and/or pit crew. All such pilots assume full responsibility for any injuries sustained, including death and property damage, any time they are in the racing area, practice course or pits, etc. to themselves or any other pilot.

While on the water, a pilot will be governed by all rules and from the time of arriving at the race area until leaving the race area.

201.00 ORGANIZATION

201.01

The rights of organisation of Aquabike UIM – ABP races and championships are owned and ruled by UIM which has granted the management of the competition to the UIM council.

The council may update these rules whenever necessary on request of the aquabike daily Management Committee.

201.02

The Aquabike daily management committee is responsible for the championship daily management. This committee is composed of the promoter (1 vote), the Aquabike committee chairman (casting vote), the team owners representative (1 vote), and the drivers representative (1 vote only on safety issues)

The Aquabike UIM – ABP world and continental championships are governed solely by the UIM international rules for aquabike.

201.03

An Aquabike protest judge will be nominated for each event and will adjudicate on all protests.

The protest judge must be named prior to the event.

201.04

The Officer of the Day must speak fluent English.

201.05

The U.I.M. flag must be flown from a prominent position at each event.

202 - APPROVAL FOR UIM CHAMPIONSHIPS

The UIM Aquabike Commission approves all championships. After this approval, the UIM office will send an invoice to the N.A. to be paid for the calendar fee.

203 - ENTRIES

203.01 - AGE REQUIREMENTS

Minimum age limit for racing is 15 years old (except derogation by UIM and for the junior category in the continental championships). Pilots below the age of 15 are required to have parent or guardian signature on minor release form. Minor release forms are available on request at the race registration or at N.A. Only one form per race season is necessary. Birth certificates may be required for an age verification.

203.02 - ENTRIES - UIM SUPERLICENCE

203.02.01 - SUPERLICENCE CONDITIONS

The World Superlicence or the Continental Superlicence is to be requested 4 weeks before the first event with a photograph.

Superlicence will be issued through the UIM Secretariat only. The pilot must have a valid licence delivered by a National Authority recognized by the UIM and following the UIM activities in aquabike racing.

The holder of a World or Continental Superlicence cannot be refused by the organising National Authority except in case of serious fault during the season.

203.02.02 - SUPERLICENCE CRITERIA

- Four national races or international ordinary races
- Sports CV with official results
- To provide a valid attestation of Civil Responsibility insurance in and out race for a minimum amount of 1.000.000 Euro and with the exception of coverage of the pilots and their aquabike amongst drivers

203.02.03 - YEARLY SUPERLICENCE FEE

- World Superlicense 150 Euro
- Continental Superlicense 75 Euro

203.02.04 - DAILY LICENCE FEE

- World Championship 50 Euro
- Continental Championship 25 Euro

The daily Licence is valid for one race only and cannot be deducted when a World or Continental Superlicence is taken.

203.02.05

The UIM Superlicence gives to the drivers the following rights :

- To cash the travel proportional money for the first 10 drivers for World Championships, according to the UIM-ABP format
- To cash the travel proportional money for the first 3 drivers for Continental Championship
- To get a trophy if he is between the first 3 drivers for World and Continental Championships
- To get the UIM points if he is between the 15th first drivers for World and Continental Championships

203.03 - PILOTS BRIEFING

203.03.01

It is mandatory that a pilots briefing is held before the start of the event. The drivers which are absent from this meeting will not be allowed to participate to the event. The UIM Commissioner will sanction the drivers that arrive too late to the pilots briefing with a penalty of 100 Euro. This penalty must be paid before the event starts. All penalties collected during the season will be paid into a fund to help drivers. The drivers must sign up at the beginning of the pilots briefing and will receive the final race instruction. Drivers and team members should wear team uniform.

203.03.02

In sanctioned races when on account of local conditions, special racing rules not provided by these rules, or changes in these rules are deemed necessary by the International Committee for a particular race, these changes must be announced at the pilots briefing.

The pilots briefing shall include the following items, after the pilots roll call :

1. Thank you to all the people who have made the event possible (sponsors, Town Mayor, Officers, Venue Owner, etc..).
2. Short presentation of the main organising Officers and their duties.
3. Short presentation of the Commentator, UIM Commissioners and the Protest judge.
4. Programme timing for all races.
5. Start and Finish procedures.
6. Information regarding the elimination heats.
7. Flag positions and descriptions.
8. Race area, riding direction, riding to the start area, riding after the chequered flag, number of laps or duration, etc..
9. Security items : fire fighting points, ambulance and personnel, rescue boats, rules of conduct in the pits, etc..
10. Location of information board, results, etc..
11. Time and place of Prize Giving Ceremony.
12. Questions.
13. Circuit description.
14. Prize fund.

203.04 - ADVERTISING

According to the rules of the National Authority.

An advertising space of 25 x 10 cm to be located at the front of the AB will be reserved for the sponsor(s) of the event.

204 - SAFETY RULES

According to the legislation and the rules and regulations enforced in the country where the race is being organised.

204.01

The Officer of the Day of a UIM event must require that :

All Officials must be present and must be active during the event.

Adequate facilities are available for the efficient conduct of the race before the sanctioned testing or racing begins.

Ambulances, rescue and transport that meets the requirements of the local authority shall be present at all times during testing or the racing. (***see also rule 800.07.02***).

A minimum of 2 Aquabikes and more if conditions warrant, must be active during the event (Testing and Race). Only authorised personnel shall attend to safety and/or patrol A.B.'s.

204.02 - RESCUE BOAT

Signals and safety on the water circuit must be done by Aquabikes or by turbine propelled boats (no underwater propeller).

Following points are MANDATORY :

1. The aquabike must have a BOW STRAP attached to the front or bow eye opening. This will enable the Course Marshall to quickly attach the tow line to the race boat when it has ceased to function. The tow straps must be strong enough to be pulled under a load
2. The Course Marshall will tow the aquabike back to the pits area or the main event beach and release the boat over there. This will only be done when all hazardous traffic is clear and there is an open pathway.
3. The pilot of an aquabike must at any moment of the event have a helmet and a lifejacket when he is on the water.
4. When a pilot needs to leave the race course, he must go outside the circuit and return to the pits area at slow speed and without crossing the circuit.

5. In case of injury and assistance is required, remain sit down on your aquabike with one arm straight up over your head (for ski class drivers, stay close to your aquabike waiving the same arm manoeuvre)
6. When the Course Marshall points his arm and finger towards one pilot, this is the signal that one pilot is being overtaken and lapped by another pilot. The slower pilot(s) must make way for the overtaking pilot(s) to ensure safe overtaking (blue flag).
7. In case the pilot gets separated from his aquabike, the Course Marshall will guarantee safe entry into a zone where assistance can be given. The Course Marshall will go near by the pilot asking for his left hand and will assist the pilot toward the back of his aquabike as soon as the conditions are safe.
8. If your aquabike is idling or not functioning properly and one would become a hazard to the other competitors, the Course Marshall has the right to tow any driver and /or his boat out of the race course
9. If any aquabike parts or goggles are discovered and retrieved during the race or on the race course, they will be transported and placed at the technical inspection tent or along the main event beach nearby the starting line.

The rescue craft shall have radio communication with the O.O.D. or his assistant.

The rescue crew shall lift all accident victims from the water in as nearly a horizontal position as possible on a Stokes, or backboard type lifter.

The rescue boat staff shall consist of a minimum of two persons.

Race Committee shall never place a man in the water or a man in a stopped A.B. as a course marker.

No event shall be started if there is a warning of other boats in the area in which the race course is situated with the exception of a protected course, which may be accepted at the discretion of the Race Committee.

No RED articles, such as clothing, umbrellas or placards shall be allowed in the vicinity of the starters or judges stand and the patrol A.B. during the running of any event.

No pilot shall participate in a race nor shall an official serve in an official capacity after having consumed alcohol or controlled substances or while intoxicated.

The O.O.D. shall have the authority to stop any event as he deems necessary to ensure the safety to participants, spectators and/or officials because of technical problems.

204.03 - DOPING TEST CONSUMPTION OF ALCOHOL

Competitors shall not be under the influence of alcohol while competing and practising

Testing when carried out shall be by using an alcoholmeter.

A competitor shall, if requested by an authorised official, submit to an alcohol test. Written notification of selection for testing will be handed to a competitor by an authorised official. Refusal or failure to do so may be taken as if a positive test had been ordered and dealt with accordingly.

For international races, any competitor found to have more than BAK 0,15 0/00 (0,15 g/L blood // AAK **0,00** mg/L air) 1 hour before and during testing or race shall be immediately suspended and disqualified from the whole event. A format report shall be forwarded to the NA of the competitor.

If in an organising country, the legal requirements of the above numbers are lower, then these numbers have to be announced in the advance regulations and prevail.

204.04 - ANTI-DOPING REGULATIONS

Anti-doping regulations based upon the world anti-doping code.

See separate section in this rulebook.

206 - RACE NUMBERS

Each pilot is designated a Race Number at the beginning of the season. A pilot's Race Number remains the same for the entirety of the Championship. As of the first race, a set of self-adhesive numbers and a dossard will be given to each pilot. These must be used as instructed and kept in good condition throughout the season.

The size of numbers will be 30cm x 30cm. Numbers will be printed black (Arial Black) on white background for all categories. Numbers will be provided by the organiser. The pilot will stick it on his Aquabike in a visible way at the front of his machine, on the right and on the left hand side.

Experience has shown that the pilot should wear a number on his back (as is done in skiing) to be more easily identified by the timer. Only numbers provided by the promoter will be allowed.

207 - DISCLAIMER

By participating in UIM governed races any participant (driver, team member, spectator, race official or other involved person) acknowledges the following:

U.I.M. is the governing rule making body of U.I.M. 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 U.I.M. sport and technical rules are intended to minimize risks but they cannot provide the highest possible safety standards at all times. Residual risks might remain.

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

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

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

300 - SPORT RULES

The UIM Aquabike rules are applicable when the pilot and his team enter the paddock until the moment they leave at the end of the race.

The free practice and training are similar to the races and the same rules are applicable.

The pilot can test with the machine during the hours and in the area specified in the program and with the authorization of the race direction

In every country there are areas where it is forbidden to navigate or where the speed is limited. These areas must be strictly mentioned in the race instructions.

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.

301 - RACE SCHEDULE

301.01 - POSTPONEMENTS

The Race Committee shall adhere to the racing schedule as advertised in the advance programme unless some real emergency, such as adverse weather or shifting buoys, necessitates a postponement. The Race Committee should publicly announce all postponements as far in advance as possible.

The Race Committee may postpone an event, race or heat.

Should unfavourable weather or circumstances make a postponement advisable, an event, race or heat may be re-run beyond the sanction. The Race Committee, at their discretion, shall decide whether the event, race or heat postponement shall be considered a new race, and hence open to all entrants or restricted to the valid entries at the time registration was closed.

Should it be necessary to postpone a race during an event programme, the red flag will be permanently displayed at the official starting line and at such points on the race course as are authorised by these rules.

If a race is cancelled by the O.O.D. for any reason he deems warranted, points will be awarded on the basis of heats completed.

302 - RACING FORMAT

302.01 - UIM CATEGORIES

Categories		2 Strokes	4 Strokes	Turbo	Power	Comments
Ski Juniors	GP3	Max 800cc	Max 1000cc	Max 750cc**	Max 85 hp	Age 8 -16 years
Ski Division	GP2	Max 956cc	Max 1602cc	Max 750cc	Max 140 hp	*Turbo
Ski Division	GP1	Max 1300cc	Max 1620cc	Max 1000cc		*Turbo
Runabout	GP3	Max 1300cc	Max 1600cc	Max 1000cc	Max 160 hp	*Turbo
Runabout	GP2	Max 2600cc	Max 2600cc	Max 2000cc	Max 260 hp	
Runabout	GP1	Max 2600cc	Max 2600cc	Max 2000cc		
Freestyle	Free					

* Turbo No authorized modification

The cubic capacity cannot exceed the cubic origin capacity given by the manufacturer (GP2 – GP3)

** With air restrictor

302.01.01 - WORLD CHAMPIONSHIP

Ski juniors GP3

Ski division GP1

Runabout GP1

Freestyle Free

302.01.02 - JET RAID / OFFSHORE / ENDURANCE WORLD CHAMPIONSHIP

Runabout GP1

302.01.03 - WORLD RECORD

Ski division GP1

Runabout GP1

302.01.04 - WORLD PARALELL SLALOM

Ski division GP1

Runabout GP1

302.01.05 - CONTINENTAL CHAMPIONSHIP

Ski Juniors GP3

Ski Women GP2

Ski division GP2

Ski division GP1

Runabout GP2

Runabout GP1

Freestyle Free

302.01.06 - JET RAID / OFFSHORE / ENDURANCE CONTINENTAL CHAMPIONSHIP

Runabout GP2

Runabout GP1

302.02 - DURATION**302.02.01 - CIRCUIT WORLD CHAMPIONSHIP**

Ski Juniors GP3 15 minutes + 1 Lap

Ski division GP1 17 minutes + 1 Lap

Runabout GP1 25 minutes + 1 Lap

Freestyle Free 3 minutes / Pilot (Maximum)

302.02.02 - CIRCUIT CONTINENTAL CHAMPIONSHIP

Ski Juniors GP3 12 minutes + 1 Lap

Ski division GP2 15 minutes + 1 Lap

Ski division	GP1	15 minutes + 1 Lap
Runabout	GP2	15 minutes + 1 Lap
Runabout	GP1	20 minutes + 1 Lap
Freestyle	Free	3 minutes / Pilot (Maximum)

302.03 - PILOTS

According to the security of the site other arrangements can be made by the International Committee.

302.03.01 - CIRCUIT WORLD CHAMPIONSHIP

Ski juniors	GP3	Maximum 15 pilots
Ski division	GP1	Maximum 30 pilots
Runabout	GP1	Maximum 25 pilots
Freestyle	Free	Maximum 10 pilots

302.03.02 - CIRCUIT CONTINENTAL CHAMPIONSHIP

Ski juniors	GP3	Maximum 15 pilots
Ski division	GP2	Maximum 22 pilots
Ski division	GP1	Maximum 22 pilots
Runabout	GP2	Maximum 18 pilots
Runabout	GP1	Maximum 18 pilots
Freestyle	Free	Maximum 10 pilots

303 - BUOYS, INTERRUPTION AND COURSE MARKER

303.01

In the event that a buoy is missing or is displaced during a race, the Race Committee will replace it whenever it is possible. If the buoy cannot be replaced,

the pilots will take the next buoy by the shortest path while ignoring the missing or out of place buoy.

303.02 - RACE INTERRUPTION

In case of interruption before the 2/3 of the race has been run, a new departure will be given. In case of interruption after the 2/3 of the race has been run, the classification will be according to the positions of the lap preceding the stoppage of race.

A new departure is considered like a new race. ***The starting order will be the same as the original race start.***

The pilot who is the cause of the race interruption will not be authorized to take again the departure.

303.03 - COURSE MARKER BUOYS

All riders must negotiate the A.B. completely around the course marker buoys.

A rider who misses a buoy on the circuit must take the Black buoy (penalty buoy) in the same Lap.

In case of missing a buoy and not passing the black buoy, the rider will be penalised adding a penalty (Art. 312).

If the rider misses two buoys in the same Lap he can pass the Black buoy only one time, he will be penalised for the second buoy according to the rule (Art 312).

Any rider riding an A.B. over the course marker buoy will be judged as missing the buoy no matter what side of the A.B. the buoy re-appears.

A rider that misses a buoy must, when he takes again the circuit, yield the passage to the A.B. arriving normally on the circuit under penalty of sanctions for dangerous driving Art. 312).

The rider that, for any reason, misses one or more buoys directing his A.B. directly to the following one and reaching it (missing the turn or part of the turn) will be disqualified.

All buoys of the Championship will be round, inflatable and with minimum dimension of **65 cm x 65 cm**.

Red buoy

Left-hand turn

Yellow buoy	Right-hand turn
Chequered buoy	Arrival.
Black buoy	According to specification in the Briefing

303.03.01 - ALTERNATE COURSE

An alternate slalom course is part of the circuit.

If a rider choosing alternate course A invades course B or does not respect the exit demarcation buoy he/she will be disqualified.

304 - FLAG SIGNALS

304.01 - GENERAL

The use of flags is the primary communication between Pilots and Officials.

Flags will be displayed by the Commissioners, both on start/stop line and in peripheral A.B.'s. It is of primary concern to be aware of flags displayed. Pilots not adhering to flag signals may be disqualified or have other penalties.

304.02 - GREEN FLAG

Signifies the circuit is free and start of the race.

304.03 - YELLOW FLAG

Warns of safety hazard on the course. Pilots are allowed to continue racing in a safe manner (considerable decrease in speed, all pilots holding position). A pilot will be disqualified if he continues to race in an unsafe manner (not slowing down or trying to overtake another pilot).

304.04 - RED FLAG

Signifies the event will stop immediately regardless of position of machines on the course. Pilots are to return to the starting line unless instructed differently at the

pilots briefing. In the event of single injury being the reason for the red flag, that pilot could be disqualified from the day events.

304.05 - BLACK FLAG

It must be used with a number board indicating the racing number of the competitor who has to stop racing immediately and report immediately to the O.O.D.

Non-respecting of the black flag might lead to disqualification.

304.06 - WHITE FLAG

When the white flag is displayed, pilots have entered their last lap.

304.07 - BLUE FLAG

The flag Marshall shall show the blue flag to signal that a pilot is being overtaken and lapped by a faster pilot. The slower pilot must make way for the overtaking pilot to pass safely. This blue flag will have to be exposed by the O.O.D. and it will be responsibility of the driver to watch the flag ; if not, the driver will be disqualified.

304.08 - CHEQUERED FLAG

Race completed.

305 - START / FINISH

305.01 - START

The start will be either a dead engine (from a quay, jetty or beach) or a rolling start.

The drivers will be instructed about the starting procedure during drivers briefing.

Every driver must be ready for the starting procedure 30 minutes before the scheduled time in the advance program. A driver who jumps the start will be penalized according to rule n° 312.

305.02 - FINISH

After the winner passes the chequered flag, the race is finished.

A pilot and his A.B. shall be considered a unit in order to finish. The pilot must pass the chequered flag driving his Aquabike. The pilot who does not pass the finishing line or which did not carry out the 2/3 of the race will not be classified.

305.03 - PODIUM

After the winner passes the chequered flag, the race is finished.

The first three pilots should go to the podium according to race instructions. The pilots will present themselves with the Wetsuits, the helmet and the official dorsal. Any pilots that will not follow this rule will be penalized (Art. 312).

306 - MODIFICATIONS OF THE RACE INSTRUCTIONS AND NOTIFICATIONS

The modifications of the race instructions as well as all the other modifications including the Race Committee notifications and decisions will be displayed on the special information board (see race instructions). This posting will take place on a written official notification so that each pilot can consult this board before and after each event.

307 - CLOSED PIT

307.01 - TECHNICAL CHECK

At the end of each race the first five classified pilots will present themselves at the closed pit and will remain at disposal of UIM Technical Commissioner in accordance with the following rules :

It is not allowed to do any change or work on the Aquabike before technical inspection. Any pilots that will not follow this rule will be disqualified.

A driver who enters the closed Pit without authorization will be disqualified from the race.

307.02

Refuelling, mechanical intervention, work on the hull are strictly forbidden in the closed pit.

308 - RIDING RULES

308.01 - BLOCKING OR RECKLESS / DANGEROUS RIDING

The deliberate blocking of a faster machine is cause for disqualification or a one lap penalty at the discretion of the O.O.D. Any reckless/dangerous riding, unnecessary bumping, crowding, chopping, blocking, deliberate striking, breaking a course marker buoy or unsportsmanlike conduct on the course or off may subject the pilot to disqualification and other sanctions and if in the case of a team effort, the complete team may be penalised.

308.02 - CONTROL OF MACHINE DURING RACE

It is forbidden to ride an A.B. in a direction opposite to which the event is being run. A pilot who has spun out is permitted to turn the A.B. around and to continue the event provided such action is taken only when the course is clear and must give the right of way to other pilots on the course. Pilots running in the wrong direction must be blackflagged and disqualified.

308.03 - OBSTRUCTION

If for any reason, a pilot is forced to stop on or near the course during a heat, it is the pilot's first duty to remove the A.B. from the course so not to endanger or obstruct other pilots.

308.04 - OVERTAKING

A pilot must be prepared for another A.B. to overtake and must always be aware of other A.B.'s approaching from behind. The overtaking pilot must consider the safest route to pass and must do so without forcing the other pilot to suddenly alter the course.

308.05 - ACCIDENTS

Flipped pilots, if uninjured should clasp hands above head as an “OK” signal.

No pilot or representative thereof shall hold any other pilot or representative liable for any personal injuries or damage resulting from an accident or racing occurring in a sanctioned race.

308.06 - INJURED PILOTS / DAMAGED

An injured or otherwise incapacitated pilot shall be prohibited from racing unless, in the O.O.D's judgement following an examination by qualified medical personnel, the pilot is determined not to be a danger to himself or any other competitor. It is up to the decision of the O.O.D. to deem a damaged A.B. as safe to continue competition. The O.O.D's decision is final.

308.07 - REPORT

The O.O.D. shall report all accidents requiring medical attention to the N.A. Race Officials will assist local authorities in completing their reports where necessary. Reports will also be sent to the UIM through the Commissioner.

309 - RESERVE NUMBER

310 - CLASSIFICATION AND POINTS SYSTEM

310.01 - FINAL CLASSIFICATION

The final classification of the World and Continental Championship will be done with the addition of the points of each Run in each Race.

In the event of equality, it is the number of better positions which will be determining, if the equality remains, it is the classification of the last Race which will be determining.

310.02 - RACE CLASSIFICATION

The race classification of the World and Continental Championship will be done with the addition of the points of each Run. In the event of equality, it is the classification of the last Run which will be determining.

310.03 - UIM POINTS

The assignment of the points for every race will be according to following scale :

1st	25 pts	6th	10 pts	11th	5 pts
2nd	20 pts	7th	9 pts	12th	4 pts
3rd	16 pts	8th	8 pts	13th	3 pts
4th	13 pts	9th	7 pts	14th	2 pts
5th	11 pts	10th	6 pts	15th	1 pts

310.04 - UIM WORLD CHAMPIONSHIPS TITLE

To allot a title of World Champion, the competition must have a minimum of eight Nations participating.

310.05 - UIM CONTINENTAL CHAMPIONSHIPS TITLE

To allot a title of Continental Champion, the competition must have a minimum of five Nations participating.

310.06 - FINAL CLASSIFICATION

To be classified in the World Championships or Continental Championships, the driver must participate in all races except in cases of force majeure.

311 - RACE PROPORTIONAL TRAVEL MONEY

The proportional Travel Monies and the classification reimbursements are defined by the promoter and published in the specific UIM-ABP Format.

If in any category there are fewer than ten pilots involved, the proportional travel money is decreased to 60% of the amount announced in the specific format UIM-ABP.

312 - PENALTIES AND DISQUALIFICATION

312.01 - PENALTIES

The penalty of a buoy can only be applied by a commissioner to the buoys or an official of the race. A report of penalty will be handed to the race committee.

The following Penalties may be applied :

312.01.01 - PENALTIES A

Late arrival at briefing	100 € of penalty
Not correctly dressed at the briefing	100 € of penalty
Late at start line	100 € of penalty
Not to be in behaviour with podium	6 points and not of Proportional Travel Money

312.01.02 - PENALTIES B

Anticipated start	1 Lap
Missing a buoy	Black Buoy or 1 Lap
*Unsportsmanlike driving	1 Lap and Yellow Card or Disqualified
*Dangerous driving	1 Lap and Yellow Card or Disqualified
*Ignoring signals	1 Lap and Yellow Card or Disqualified
*Disobeying Race Control orders	1 Lap and Yellow Card or Disqualified
*Penalty given function of the gravity of the fault	

312.01.03 - FINAL CLASSIFICATION ACCORDING TO THE PENALTIES

The final classification is done in the order:

- 1) A number of the Laps
- 2) Time of arrival (Electronic Timing)
- 3) Order of arrival (Manual Timing)

If a pilot receives a penalty in time the final classification will be made by taking into account the number of Laps and then the final time of arrival corrected.

If a pilot receives a penalty out of Lap the classification will be made by taking account the number of Laps corrected and then the final time of arrival.

FOR EXAMPLE with 1 Lap to Nr 3

Arrival	Rang	Nr	Pos	Time	Correction	Rang	Nr	Pos	Time
	1	10	6L	15:00		1	10	6L	15:00
	2	21	6L	15:10		2	21	6L	15:10
	3	35	6L	15:30		3	44	6L	15:40
	4	44	6L	15:40		4	45	6L	16:00
	5	45	6L	16:00		5	56	5L	15:20
	6	56	5L	15:20		6	35	5L	15:30
			(6L -1L = 5L)						
	7	17	5L	15:50		7	17	5L	15:50
	8	81	4L	16:10		8	81	4L	16:10

312.02 - DISQUALIFICATION

A disqualification, for whatever reasons, may only be pronounced by the Officer of the Day, Race Director or a UIM commissioner. In the event of disqualification, according to the gravity of the fault, the case can be denounced at the UIM Aquabike Committee which will be able to take other sanctions going until the withdrawal of the super license.

312.02.01 - DISQUALIFICATION

Non conformity of race number	Disqualified
Not present at the briefing	Disqualified
Not wearing the racing vest	Disqualified
Aquabike not conform	Disqualified

320 - WORLD CHAMPIONSHIP CIRCUIT**320.01 - DEFINITION**

The World Championship Circuit Aquabike Class Pro is opened with the categories Ski Juniors GP3, Ski division GP1, Ski Women's GP1, Runabout GP1 and Freestyle. It can be held on one or more rounds in the world.

320.02 - INSCRIPTION

To take part in the World Championship the pilot must be registered with the UIM Promoter and sign the Format UIM-ABP contract of the discipline.

320.03 - MANDATORY TRAINING

To take the departure of the race, the pilot must have participated in one training of at least 3 laps during the free practices, training or Warm Up.

320.04 - QUALIFYING HEATS

The qualifications will define the participants for the categories Ski Division and Runabout, according to the number of inscribed pilots.

The qualification will be as follows:

Ski juniors	15 pilots	10 minutes + 1 Lap
Ski division	20 pilots	12 minutes + 1 Lap
Runabout	15 pilots	18 minutes + 1 Lap

The pilots under UIM-ABP contract are automatically qualified.

320.05 - POLE POSITION

The Pole Position determines the order of the Start Grid for the Grand Prix. Participating to the Pole Position is mandatory except in case of force majeure. A pilot which cannot participate will be classified as last in the starting grid.

Establishment of start-grid positions from the time trial(s).

Q1: All AB may run laps at any time during the first 15 minutes of the hour. At the end of the first 15 minutes, only the fastest 10 AB will remain in the water, the excluded AB will fill the final grid places. they may complete as many laps as they want at any time during that period. If a driver is deemed by the officials to have stopped unnecessarily on the circuit or impeded another driver during qualifying, his times may be cancelled.

Q2: After a 5-minute break, the times will be reset and the 10 remaining AB will then run in a 10-minute session – again they may complete as many laps as they want at any time during that period. If a driver is deemed by the officials to have stopped unnecessarily on the circuit or impeded another driver during qualifying, his times may be cancelled.

320.06 - ROLLING START

In case of a rolling start the Departure will be given according to the Start Grid below:

- 1st Line Pilots classified from 1 to 5 in the Pole Position
- 2nd Line Pilots classified from 6 to 15 in the Pole Position
- 3rd Line All pilots who participated in the Pole Position
- 4th Line All pilots who could not participate to the Pole Position

320.07 - GRAND PRIX

The Grand Prix will proceed according to the Advance program which must be sent to the pilots at least 30 days before the race.

The advance Program publication must be approved by the UIM Promoter and the UIM General Commissioner.

320.08 - PROGRAM

- Day 1 : Drivers Briefing
Free Practice
Pole Position
- Day 2: Drivers Briefing
Race Heat 1
- Day 3: Drivers Briefing
Race heat 2

321 - FREESTYLE WORLD AND CONTINENTAL CHAMPIONSHIPS

321.01 - DEFINITION

The Grand Prix of Freestyle will take place in 2 heats. Every competitor will have 3 minutes maximum for his exhibition. The duration of the exhibition is defined during the meeting pilots. The provisional overall classification of the World and Continental Championship will determine the order for departure.

321.02 - CONDUCT

The departure is given by blowing a horn and the presentation of the green flag. The pilot indicates to the Jury that he is ready to start his exhibition by raising an arm or the duration is taken into account since the first figure. To signal to the pilot ***the remaining*** 30 seconds, a brief horn blow will be given and the green ***and red flags will be shown***. The end will be indicated by a long horn blow and the presentation of the red flag. A tolerance of **3** seconds is admitted.

321.03 - JURY

The jury will be composed of minimum 5 members and 1 timing officer.

The points will be allocated according to the following system:

On a total of a hundred point:

- 35 points maximum will be allocated for the total number of figures executed
1 point every figure executed
- 35 points maximum will be allocated on the variety of figures according to the following:

Aerials: 5 points every different figure executed

On water: 2 point every different figure executed

- 30 points will be allocated by the judges on the quality of execution, the pilot's imagination, the use of the water plan and the sequence between the figures. Every judge will dispose of 10 points maximum, the highest and the lowest score will be automatically eliminated

In case a figure is not finished, or if the pilot falls into the water not holding his aquabike there will be no allocation of points.

The judges may unanimously decide to allocate 10 extra point to the freestyler that is performing new freestyle or a particularly spectacular show.

In Case of Equality the score given by the judges will determine the positions.

321.04

If during the exhibition, a competitor enters in the jury zone, in danger the public or the officials, or damages the facilities, he will be classified last of the Grand Prix.

322 - WORLD CHAMPIONSHIP PARALLEL SLALOM

322.01 - DEFINITION

The Parallel Slalom World Championship will proceed on one or more races.

- 1) Ski division, first race
- 2) Runabout, second race and the last race with
- 3) Ski division and Runabout last race

322.02 - CONDUCT

The result of the Pole Position will determine the 16 pilots participating in the Parallel Slalom or first round will be timed and the individual and the first 16 classified Drivers will be disqualified.

The Parallel Slalom will proceed by direct elimination in two rounds, one on each circuit. In case of equality a third round will determine the winner.

Final 1/8 16 Pilots

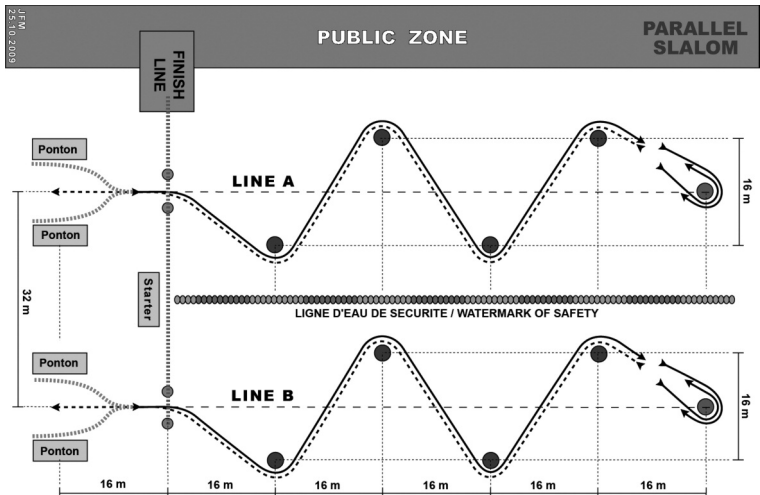
Final 1/4 8 Pilots

Final 1/2 4 Pilots

Final 3-4 2 Pilots*

Final 1/1 2 Pilots

*The pilots eliminated from the 1/2 Final will dispute the 3rd and 4th place



322.03 - PROPORTIONAL TRAVEL MONEY

The proportional Travel Money is assigned to the first four driver's classified in accordance to the UIM-ABP Formats.

323 - WOMENS SKI WORLD CHAMPIONSHIP

323.01 - DEFINITION

The Women's Ski GP1 category will be open in so far as there will at least be 10 pilots committed.

323.02 - CONDUCT

The Women's World Championship will proceed at the same time as the Ski GP1 category if the number of participants is not sufficient. UIM Aquabike World Championship Circuit rules are applicable.

323.03 - CLASSIFICATION

A separate final classification will be made at the end of each race. The addition of the points obtained with each race will determine the Women's World championship winner.

324 - SKI JUNIORS WORLD CHAMPIONSHIP

324.01 - DEFINITION

The objective of the category is to make the young people aware of this sport. The age to take part in the competitions is fixed between 8 and 16 years. According to the legislation of the organizing country the minimum age will be adapted and in this case the race cannot be taken into account for the final classification. The Ski Juniors category will be open in so far as there are at least 8 pilots committed. The power of the Jet is limited to the maximum with 85 Ps 2/4 Stroke. The inscription is free and it do not have there "Proportional Travel Money"

324.02 - PROGRESS

The duration of a race is 15 minutes and the number of participants is limited to 15 pilots to decrease the risk of accident. UIM Aquabike Rules 2014 Continental Championship Circuit is applicable.

325 - CONTINENTAL CHAMPIONSHIP CIRCUIT

325.01 - DEFINITION

The Continental Championship Aquabike Class Pro is opened with the categories Ski Juniors GP3, Ski Womens GP2, Ski division GP1 and GP2, Runabout GP1 and GP2 and Freestyle. It can be held on one or more Races. Each Race can have several heats.

325.02 - RIGHTS OF INSCRIPTION

For the Continental Championships the pilot will have paid a right of inscription

- 1) 100 € for each race and for each category or it engages.
- 2) 25 € for the transponder each race and for each category
- 3) The pilot must deposit a guarantee for the transponder.
- 4) For the Freestyle pilot's engagement is free.

325.03 - MANDATORY TRAINING

To take the departure of the race, the pilot must have participated in one training of at least 3 laps during the practices, training or the Warm Up.

325.04 - CONTINENTAL CHAMPIONSHIP TECHNICAL AND SPORT RULES

For the Continental Championship the sport and technical rules of the World Championship shall apply.

328 - JET RAID, OFFSHORE AND ENDURANCE **DEFINITION - WORLD AND CONTINENTAL** **CHAMPIONSHIPS**

328.01 - DEFINITION JET RAID

Race in several heats conducted on different paths. The total distance of each heat must be at least 110 km. The total distance of the race must be within 250 and 1500 km. Departure, refueling and Finish for each heat must take place in different places.

328.02 - DEFINITION OFFSHORE

Race at sea in several heats conducted on different paths. The total distance of each heat must be at least 110 km. Departure, refueling and Finish for each heat can take place in the same or different places.

328.03 - DEFINITION ENDURANCE

Race at circuit, in several laps and different heats. The circuit must be at least 5 km. The minimum number of heats is 5 in minimum 2 days. The length of each heat must be at least 40mins. Departure, Arrival and refuelling are in the same place.

329 - PROCEDURE

329.01 - RIGHT OF ENGAGEMENT

The right of engagement will be announced in the advance program.

329.02 - PROPORTIONAL TRAVEL MONEY

The scale and the amount of the proportional travel money will be defined in the advance program.

329.03 - PASSAGE CONTROL

The Passage controls are given at the time of the briefing. The passage is compulsory. A pilot who does not pass to the control of passage will be penalized or disqualified; the sanction will be specified with the Pilots meeting.

329.04 - CLASSIFICATION

The final classification will be done by adding the Time or the Points of all Run. For each round the advance program will define the circuit, the duration of each heat, the zones of refueling and the zones of neutralization.

The classification can be done in two ways:

- 1) Addition of the time of each Run (Time)*
- 2) Additions of the points of each Run (UIM Points)*

329.05 - TIME LIMIT

For each heat the time limits will be given according to the real time of the first classified according to the following rule:

Run duration for the 1st Arrival + 1/3 (1st Time) = Limit Time

For example

<i>Run duration</i>										
<i>1st Arrival</i>	<i>45'</i>	<i>60'</i>	<i>75'</i>	<i>90'</i>	<i>105'</i>	<i>120'</i>	<i>135'</i>	<i>150'</i>	<i>165'</i>	<i>180'</i>
<i>+ 1/3 (1st Time)</i>	<i>15'</i>	<i>20'</i>	<i>25'</i>	<i>30'</i>	<i>35'</i>	<i>40'</i>	<i>45'</i>	<i>50'</i>	<i>55'</i>	<i>60'</i>
<i>= Limit Time</i>	<i>60'</i>	<i>80'</i>	<i>90'</i>	<i>120'</i>	<i>140'</i>	<i>160'</i>	<i>180'</i>	<i>200'</i>	<i>220'</i>	<i>240'</i>

The rider not passing the checkered flag before the end of the time limit will be penalized accordingly:

Limit Time x 2 (Time addition)

Disqualified from the heat (Points addition)

329.06 - RACE CHECK POINTS - BUOYS

The pilot must cross check points - buoys as mentioned during the riders briefing. The rider not respecting a check point will be penalized in the following way:

- 1) *Check point passed on the wrong side*
2 minutes (Time addition)
-5 points (Points addition)
- 2) *Check point missed between 10 and 50 meters*
4 minutes (Time addition)
-10 points (Points addition)
- 3) *Missed Buoy*
Limit Time x 2 (Time addition)
Disqualified from the heat (Points addition)

329.07 - WITHDRAWAL IN A HEAT

- 1) *Limit Time x 2 (Time addition)*
- 2) *Disqualified from the heat (Points addition)*

329.08 - PIT STOP

The rider must reduce his speed to 5 knots in the area between the two entry buoys and the two exit buoys. To take again the circuit, the rider must absolutely leave the priority to the running rider.

Penalties for excessive speed:

- 2 minutes (Time addition)*
-10 points (Points addition)

329.09 - ASSISTANCE

For reasons of safety, assistance is limited to 4 assistants identified by badges which will give access to them to the starting grid, the zone of refueling and the park of assistance.

Penalites:**2 minutes (Time addition)****-10 points (Points addition)****329.10 - MECHANICAL REPAIR**

- 1) *If the rider has broken down on the circuit, he is authorized to carry out a repair and to take again the race under condition of having been given no external aid.*
- 2) *If the rider must carry out a repair in the zone of refueling he can be assisted by a mechanic. In this case he it is the rider or the mechanic who carries out repair.*
- 3) *If the rider must carry out a repair in the starting zone, during the starting procedure it can be assisted by a mechanic. In this case it is the pilot or the mechanic who carries out repair. As soon as the departure is given, lays out it 15 minutes to repair its machine and to take the Departure. Passed this time he will be considered as withdrawal.*

329.11 - CLOSED PIT

- 1) *The pilot must put his machine in the closed pit at the latest 5 hours after his arrival. If a repair must be carried out he must do it during this time.*
- 2) *The closed Pit will be open at the latest 60 minutes before put out of starting grid. During this period the access to the machine is free.*

329.12 - CHANGE OF AQUABIKE

For all the categories, the change of Aquabike is authorized before the departure in the following conditions:

- 1) *Only the UIM technical Commissioner or a UIM Commissioner can authorize a change of Aquabike.*
- 2) *The Aquabike must be in conformity with the category in question same mark and must have passed the official technical inspection.*
- 3) *In theory the pilot keeps the number and the transponder of the old Aquabike, if an exemption is granted, it must be transmitted to the time Keeper.*

As soon as the first departure is given, the pilot is not authorized any more to change the Aquabike, of hull and engine.

329.13 - REFUELLING

The refueling must be done in the area defined in the pilot's briefing. The UIM General Commissioner can forbid each refueling method judged dangerous. The decision is irrevocable. A tissue absorbing oils and fuels will have obligatorily to be placed at the time of the operations of filling around the openings likely to inopportune flow of fuel. Moreover if caps must be open to reach the openings of filling, the cavities thus opened will have to be closed to avoid any inopportune introduction of fuel or fuel vapor. The filling must be carried out by arm can with a maximum capacity of 70 liters it will have to be approved to resist hydrocarbons. It is prohibited to use straps to support the can. The simultaneous filling will be limited to two cans. The pressurization is prohibited, only gravity must be used.

329.14 - FUELLING SYSTEM MODIFICATION

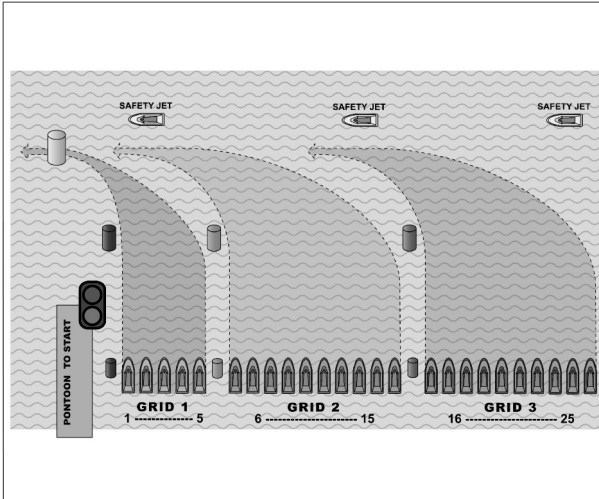
For the Jet Raid, Offshore and Endurance races, the fuel filling system (stopper and connection to the tank) can be modified or after market. This system must be fixed at the surface of the hull. The filling in an internal cavity of the hull is prohibited.

329.15 - PERSONAL EQUIPMENT

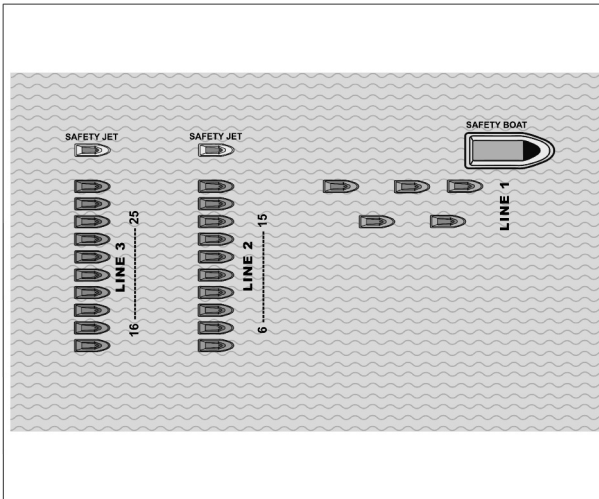
For the Jet Raid, Offshore and Endurance races, the requirements of the personal equipment are mentioned in the race instructions. (UIM Rules 506.13).

For safety reasons, the pilot must wear a helmet without a visor.

The driver assistants will wear closed shoes to the hold of launching on the pre-grid in the area of assistance and on the start line. (UIM Rules 506.14).



START PROCEDURE
FROM QUAY OR BEACH



START PROCEDURE
ROLLING START

330 - UIM INTERNATIONAL RANKING

330.01 - DEFINITION

The UIM International Ranking is the addition of all points a Rider can earn in one year, from 1 January to 31 December, for all competitions sanctioned by the UIM and proceeding according to UIM Aquabike rules.

330.02 - SCORING

Depending on the qualification of the competition a number of points is awarded based on the final ranking. A rider who participates in several categories in a competition can accumulate points in each category.

The assignment of the points for every race will be according to following scale:

330.02.01 - WORLD CHAMPIONSHIP

Rang	Points	Rang	Points	Rang	Points	Rang	Points	Rang	Points	Rang	Points
1 st	400	6 th	200	11 th	160	16 th	120	21 th	80	26 th	40
2 nd	360	7 th	192	12 th	152	17 th	112	22 th	72	27 th	32
3 rd	320	8 th	184	13 th	144	18 th	104	23 th	64	28 th	24
4 th	280	9 th	176	14 th	136	19 th	96	24 th	56	29 th	16
5 th	240	10 th	168	15 th	128	20 th	88	25 th	48	30 th	8

330.02.02 – CONTINENTAL CHAMPIONSHIP

Rang	Points	Rang	Points	Rang	Points	Rang	Points	Rang	Points	Rang	Points
1 st	200	6 th	100	11 th	80	16 th	60	21 th	40	26 th	20
2 nd	180	7 th	96	12 th	76	17 th	56	22 th	36	27 th	16
3 rd	160	8 th	92	13 th	72	18 th	52	23 th	32	28 th	12
4 th	140	9 th	88	14 th	68	19 th	48	24 th	28	29 th	8
5 th	120	10 th	84	15 th	64	20 th	44	25 th	24	30 th	4

330.02.03 – INTERNATIONAL ORDINARY RACES

Rang	Points	Rang	Points	Rang	Points	Rang	Points	Rang	Points	Rang	Points
1 st	100	6 th	50	11 th	40	16 th	30	21 th	20	26 th	10
2 nd	90	7 th	48	12 th	38	17 th	28	22 th	18	27 th	8
3 rd	80	8 th	46	13 th	36	18 th	26	23 th	16	28 th	6
4 th	70	9 th	44	14 th	34	19 th	24	24 th	14	29 th	4
5 th	60	10 th	42	15 th	32	20 th	22	25 th	12	30 th	2

330.02.04 – NATIONAL CHAMPIONSHIP

<i>Rang</i>	<i>Points</i>	<i>Rang</i>	<i>Points</i>	<i>Rang</i>	<i>Points</i>	<i>Rang</i>	<i>Points</i>	<i>Rang</i>	<i>Points</i>	<i>Rang</i>	<i>Points</i>
1 st	100	6 th	50	11 th	40	16 th	30	21 th	20	26 th	10
2 nd	90	7 th	48	12 th	38	17 th	28	22 th	18	27 th	8
3 rd	80	8 th	46	13 th	36	18 th	26	23 th	16	28 th	6
4 th	70	9 th	44	14 th	34	19 th	24	24 th	14	29 th	4
5 th	60	10 th	42	15 th	32	20 th	22	25 th	12	30 th	2

330.02.05 - REGIONAL CHAMPIONSHIP

<i>Rang</i>	<i>Points</i>	<i>Rang</i>	<i>Points</i>	<i>Rang</i>	<i>Points</i>	<i>Rang</i>	<i>Points</i>	<i>Rang</i>	<i>Points</i>	<i>Rang</i>	<i>Points</i>
1 st	50	6 th	25	11 th	20	16 th	15	21 th	10	26 th	5
2 nd	45	7 th	24	12 th	19	17 th	14	22 th	9	27 th	4
3 rd	40	8 th	23	13 th	18	18 th	13	23 th	8	28 th	3
4 th	35	9 th	22	14 th	17	19 th	12	24 th	7	29 th	2
5 th	30	10 th	21	15 th	16	20 th	11	25 th	6	30 th	1

330.03 - CLASSIFICATION

The International ranking is updated bimonthly and the official results are published on the official web site UIM and APB. At the end of the year, the final ranking gives the final result for the year and the first three listed are titrated during the official award ceremony of the UIM.

330.04 - PROCEDURE

The National Authorities must submit weekly official results of each competition, National and Regional race to the UIM Secretariat.

The secretariat will forward all results to APB, which will make the classification and promptly publish the results.

400 - JURISDICTION

401.01 - DEFINITIONS

Jurisdiction applies to:

The UIM Offshore, Circuit, Aquabike 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 race instructions or race bulletins shall be adjudicated upon by any race committee or appeal authority, but shall be subject to the jurisdiction of the courts.

The crew of a racing powerboat which acknowledges infringing a rule does not thereby admit liability for damages.

The findings of fact, and the decision of the 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

402.03 - THE UIM APPEALS BOARD

The UIM will decide on Appeals arising from International events according to the provisions laid out in Rule 405.1.

In each case, the UIM Executive Committee, or in case of an appeal lodged against an Executive Committee's decision, the appointed neutral Council member will nominate three members, one to be Chairman after consultation of the relevant commission. The members must not be from the National Authorities of the parties to the case.

One member will act as Clerk to the Board.

403 - PROTEST PROCEDURES

403.01 - VALIDITY OF PROTESTS

Only a driver may protest against facts pertaining only to the races in which he takes part.

Joint protests signed by several drivers will not be considered.

All protests must be in writing - type written or hand written in printed characters in English.

It must state the reason for the protest and be accompanied by any relevant documents that shall provide evidence within the given time and any protest fee as stipulated by the Race Organiser.

All protests must be signed by the protester.

The protest must be handed to the Race Secretariat who must, in the presence of the protester, record the time of receipt.

Any costs involved in verification are to be borne by the losing party.

A written protest can be withdrawn by the protester; he then loses the protest fee.

403.02 - PROTEST FEE

The amount of the Protest fee must be decided by the National Authorities and it must be published in the advance programme. The maximum amount for a Protest fee will be decided by the UIM General Assembly. It will be 80 €, or an equivalent sum in the national currency.

The Protest judge must determine whether the protest presented to it, has been lodged according to the rules. If found to be invalid, the reasons must be given to the protester.

If a protest is upheld by the Protest judge, the fee must be returned to the protester.

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 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 penalized and himself protested against this penalty. Without lodging such a protest driver "A" shall not be entitled to appeal against the protest judge decision.

A protest against new results which are not caused by a protest judge decision can be lodged within one hour of these new results being posted, but only concerning the decision, which lead to the changing of the results.

A protest against any other decision, posted after the posting of the first results can be lodged within one hour after the posting of this decision.

403.05 - JUDGEMENT

Decisions by the Protest judge 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 protest judge.

Any judgement pronounced by the Protest judge stays in effect until altered by the Appeal Board.

403.06 - NOTIFICATION OF DECISION

All decisions by the protest judge must be notified to the concerned parties in writing, including their right of appeal.

403.07 - AVAILABILITY OF DOCUMENTS

All documents relevant to any decision by the Protest judge 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 Protest judge in order to defend himself.

The Protest judge must give notice to all parties of where and when the hearing will take place.

If any party duly notified, fails to appear without giving an acceptable reason, judgement can be rendered by default.

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 Protest judge 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 Protest judge.

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.
- Written minutes must be taken.
- All parties to the case are entitled to be present and to hear and question all evidence at the hearing up to the time the Protest judge makes its decision. The protest, shall be read out to the parties.
- If the hearing 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 parties shall be invited to state their cases. The parties may call witnesses. Each witness, after having given his account of the case, may be questioned by all parties and by the Protest judge.

- The witnesses shall withdraw and the parties shall be invited to make a final statement of their cases.
- The Protest judge may recall any party, previous witness or new witness and call on 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.

405 - THE APPEALS PROCEDURE

With reference to the 405 appeals procedures, any time limits which end on a Saturday or Sunday shall end on the following Monday. If the Appellant misses any time limit the appeal will be rejected as void.

405.01 - APPEAL BOARD

The members of the Appeal Board may hold other sports functions and consist of a Chairman and two members.

The Appeal Board sits whenever the Chairman calls a meeting.

405.02 - INTERESTED PARTIES

No member of an Appeal Board 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 appeal.

405.03 - RIGHT OF APPEAL

A decision by a Protest judge may be appealed by the parties involved in the hearing 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 Protest judge.

A driver can also appeal:

- a penalty imposed against him

without the prior lodging of a protest, but only if this was not possible, because the protest judge has had dissolved herself/himself 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 Protest judge decision or in the case of a decision against which a driver can appeal without the prior lodging of a protest within four days of the day following the notification of this decision to the NA of the driver or if earlier to the driver himself.

405.05 - TIME LIMIT

All appeal documents and fees must be received within ten days from the date when the notice to appeal was received by the UIM Secretariat.

405.06 - LODGING OF AN APPEAL

The appeal must be sent by telefax, letter or E-mail and it must be signed by the appellent. The reasons for the appeal must be stated.

Address, telephone, e-mail and/or fax should be clearly mentioned on the appeal, so that the UIM can send any correspondence directly to the driver with copy to relevant N.A.

405.07 - NOTIFICATION OF THE PARTIES OF THE APPEAL

The UIM Secretariat must within two days from receiving the appeal, notify by telefax or letter the other parties that an appeal has been lodged and that they may send a rejoinder.

Eventual rejoinders must be received within ten days from receiving this notification.

405.08 - TIME LIMIT FOR DECISIONS ON APPEALS

All appeals must be determined no later than forty-five days after the date when the appeal documents and fees were received by the UIM Secretariat.

405.09 - APPEAL BOARD DECISIONS

The Appeal Board takes its own decision based on every information available. The decision of the protest judge may be upheld, changed or not upheld. The decision of the Appeal Board is final.

405.10 - COSTS

The appeal fee is 2000 €. In addition the driver has to pay 3000 € to the UIM for possible costs of the appeal committee (meetings, telephone, fax, laboratory, experts or other costs of the appeal procedure). The appeal fee for a single championship/ invitation race (not a Formula race, or a WOC race or similar) is 1000 €, in addition the driver has to pay 1000 €, to the UIM for possible costs of the appeal committee.

If during the procedure further costs arise, the Appellant has to deposit the missing amount accordingly with 14 days from notification.

The driver who appeals has to pay for the meeting costs anyway if the appeal is upheld or not. If the costs of the appeal committee is less than 3000 € then the difference will be paid back to the driver.

The appeal fee of 2000 € will be refunded if the appeal is upheld. If the original decision is changed by the appeal board (405.09), it can decide to refund a percentage of the appeal fee if appropriate. If there is an infringement to rule 405.05, the Chairman of the Appeal Board can decide that the appeal is not considered valid since the expiry dates were not respected. In this case 50 % of the received appeal fee will be reimbursed to the appellant.

The driver may agree to forego an Appeal Committee meeting and for the appeal to be handled through telephone, E-mail and fax, if possible, in order to minimise the cost for the appeal.

406 - PENALTIES

406.01 - GENERAL

Any proven breach of applicable Rules may be penalised.

If the rules do not determine a special penalty for the relevant breach, the penalty to be given has to be proportional to the seriousness of the breach. The proportionality is at the discretion of the decision maker.

The UIM Executive Committee or the relevant National Authority shall only impose penalties, when they deem the relevant infringement to be so serious, that it has to be 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 Protest judge or the Appeal Board following a protest or an appeal can (only) impose penalties, which can be imposed by the O.O.D..

406.02 - DEADLINES FOR PENALIZING

The first posted results are provisional for one hour.

The O.O.D. and the UIM Commissioner can only impose Penalties until the expiry of this hour.

The National Authority and/or the UIM Executive Committee can only impose penalties within 3 month 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 technical scrutinizing 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 finalization of the post race scrutineering.

The date and time of finalization of the post race scrutineering must be recorded by the UIM Technical Commissioner or other technical scrutinizer in charge.

If the post race scrutineering can not be finalized 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 scrutinizing results.

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 NA 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 month.

A reprimand can be given by the O.O.D., or the National Authority of the Licence Holder.

406.05 - YELLOW / RED / BLUE CARDS

A yellow or red card may be given by the O.O.D. or UIM Commissioner.

A yellow or red card will be confirmed on UIM form which will be posted with the results and if it is confirmed it must be included in the commissioners report. The recipient must be notified privately before a red card is posted.

The driver has one hour from the posting of the penalty to protest (rule 403). If the protest is not upheld he can make an appeal (rule 405).

All yellow/red cards count towards the drivers CV.

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.

A driver with a red card or three yellow cards will also lose the right to take part in all international events in every class/formula until the next titled race in the class on which he received the red card, or, a period of 2 months, which ever is the lesser penalty.

Further penalties may be applied on a national level by the driver's NA.

All yellow cards will remain valid for the four events in which he competes following the date on which the last yellow card was delivered.

Yellow/red cards must be notified to the UIM and the drivers' National Authority within three days.

The UIM will notify all National Authorities when a driver has one red card or three yellow cards and is therefore suspended from international competition.

To be applied to all people in the paddock:

A blue card can be given by the UIM commissioner for any offensive, unsportsman, abrasive etc, behavior during any official activity (briefing, race control during event etc.). ***All blue cards will remain valid for the two events in which the rider competes following the date on which the last blue card was delivered.***

A second card will immediately remove the offender from that activity.

Following the subject activity, the Daily Management Committee will meet and determine if further disciplinary action is justified. The Daily Management Committee's decisions can be appealed to the AB protest judge.

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 NA of the licence holder or organisation, or by the UIM Executive Committee.

A Prolonged Suspension is always international. The NA must immediately inform the UIM of a Prolonged Suspension and the UIM must inform all other NA'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 NA of the licence holder or organisation, or by the UIM Executive Committee.

Exclusion is always International. The NA must immediately inform the UIM when it has imposed a sentence of Exclusion and the UIM must inform all other NA's.

In the case of suspension, prolonged suspension or exclusion, all National Authorities and therefore their affiliated clubs bind themselves to respect the decision and apply it in their own country.

407 - PRIORITY OF THESE RULES

The course of the UIM has to be exhausted, before the dispute can be brought before civil court.

408 - POWERBOAT PROTEST FORM

PART A

Is for you, the driver, to complete and hand in within the specified time limit.

PART B

Is for you, the driver, to complete and give to the Protest Committee Chairman at the beginning of the Protest Meeting.

PART C

is for the Protest Committee to complete.

DRIVERS PROTEST FORM

PART A

SECTION 1

NAME OF EVENT: _____ DATE OF RACE OR HEAT: _____

HEAT NUMBER: _____ CLASS: _____

SECTION 2

YOUR NAME (PROTESTOR) _____

YOUR BOAT NUMBER: _____ BOAT NAME: _____

SECTION 3

I (the Protestor) am protesting against: (tick ✓ as appropriate)

To seek redress 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 _____

SECTION 5

Your signature _____

Time of signature _____

SECTION 6

You must see this section completed by the official receiving this Protest:

Name of Official: _____

Time Protest received: _____

PART B**SECTION 7**

Either, explain incident with another driver; in writing and by drawing;

Or, explain your reason for Protesting against the Race Committee:

409 - ARBITRATION**409.01 - GENERAL**

A party of the appeal procedure has the right to ask for a final arbitration at the CAS (Court of Arbitration for Sport)). The commencement of the arbitration procedure requires the acceptance of the mandate by the CAS. In the event that the CAS refuses to accept the mandate for arbitration the decision of the Appeal Board remains final. The CAS procedure must abide by the following rules.

409.02 - PARTIES OF THE ARBITRATION PROCEDURE

- a. The UIM will be party of the arbitration procedure and will be represented by the chairman of the Appeal Board.

- b. Any other party of the appeal procedure shall be notified of the arbitration procedure and may join the arbitration procedure as party by written declaration to the UIM office or directly to the CAS.

409.03 - DEADLINES FOR ARBITRATION

The intention to ask for arbitration must be notified in writing to the secretariat of the UIM by the interested party within 7 days of the day following the notification of the appeal decision.

A written justification for the claim for arbitration must be received by the Secretariat of the UIM within 14 days from the day the intention to ask for arbitration was received by the UIM secretariat.

The notification and the justification must be signed by the party.

409.04 - FEE AND COSTS

The UIM arbitration fee is 1.525,00 EUR. The CAS may decide to refund/ partly refund this fee according to rule 405.10.

Regardless of the final outcome of the arbitration procedure all costs arising out from the arbitration by the CAS (e.g. invoices from the CAS or from experts mandated by or on the initiative of the CAS, travel, accommodation and communication costs of the UIM representative or similar) are borne by the party who asks for arbitration unless differently foreseen below.

This party must deposit an amount that covers all such possible costs no later than 14 days after being notified of the amount. The Secretary General has to determine this amount after consultation with the CAS and taking into consideration an amount of 2.290,00 EUR for possible costs arising to the UIM. The deposit has to be paid by bank transfer the UIM or directly to the CAS as determined by the UIM Secretary General. If during the procedure further costs arise, the party who asks for arbitration has to deposit the missing amount accordingly within 14 days from notification.

A party according to rule 409.02. b. bears the costs that arise from the performance of its rights as party of the arbitration procedure including but not limited to travel and accommodation costs, consulting fees and similar.

409.05 - FURTHER PROCEDURE

The CAS will be mandated by the parties involved but only through the UIM secretariat. The UIM will assist the party by drafting and transferring the mandate to the CAS. The UIM must not transfer any mandate to the CAS unless the arbitration documents and fees according to rules 409.03 and 409.04 will be received in due time.

If the interested party misses any deadline, this party loses the procedure and the decision of the Appeal Board will be automatically upheld. The UIM secretariat in this case will not submit the mandate to the CAS or withdraw any mandate that might have been submitted. In this case the interested party has to pay 50% of the arbitration fee and any costs according to rule 409.04.

The further procedure shall be determined by the CAS.

409.06

The decision of the CAS will be final and it shall not be subject to any further jurisdiction.

500 - TECHNICAL RULES

These technical rules will be valid for 4 years.

500.01 - PERSONAL WATERCRAFT

Personal Watercraft (PWC) shall mean a mono Hull vessel which uses an inboard engine powering a water-jet pump as its primary source of motive power. It is designed to be operated by a person sitting, standing or kneeling on the vessel rather than inside it. They are steered from the front directing a rear jet by fully enclosed prop drive system.

500.02 - HOMOLOGATION

500.02.01 Homologation GP2

To take part in the various GP2 U.I.M. - ABP Championships, the Aquabike must be marketed and available on the market. It must have been at least manufactured with 50 specimens. The Aquabike must have a certificate of homologation attesting that the characteristics are in conformity with the chart provided by the manufacturer. The certificate of homologation must be carried out by the official services of navigation of the manufacturer country or by an independent private expert. To take part in the U.I.M. - ABP Championships, the Aquabike must be in conformity with U.I.M. technical Rules.

500.02.02 Homologation GP1

To take part in the various GP1 U.I.M. - ABP Championships, the Aquabike must have a U.I.M. issued logbook reporting its characteristics and history. A U.I.M. logbook can be issued by the U.I.M. technical commissioner maximum 2 days prior to an event and will expire after 4 years. The logbook should be presented at every technical inspection prior to any GP1 U.I.M. – ABP event.

500.02.03 Homologation Rally Jet – Offshore Runabout GP1

To take part in the various Rally Jet - Offshore U.I.M. - ABP Championships, the Aquabike must comply with the navigation rules from the country of origin. Other requirements may be instructed in the advance program.

500.03 - SKI DIVISION

The Ski Division includes PWC which are designed for one person to stand on and are controlled from a pivoting handle pole.

500.04 - RUNABOUT

The Runabout Division includes PWC which are designed for one or more people and have a seat.

501 - CATEGORY GP3

501.01 - DEFINITION

- 01) Intended to promote interest in stock personal watercraft competition and to enable individuals to become active competitors with relatively modest investment and maintenance costs. Watercraft competing in this class must conform to the specifications which follow:
- 02) All watercraft must remain strictly stock, except where rules allow or require substitutions or modifications. Substitutions or modifications not listed here are not permitted. Some original equipment components may not comply with rules. Hull Identification Numbers must be displayed as furnished by the manufacturer.
- 03) When rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the watercraft operates safely in competition.
- 04) Sound level shall not exceed 86 dB(A) at 24m.
- 05) Gasoline must be in conformity with the criteria defined by art. 506.

501.02 - SKI DIVISION

Watercraft competing in the Ski Division must conform to the following criteria:

- 01) The maximum engine cubic capacity:
 - a) Atmospheric 2 Strokes 800 cc

- b) Atmospheric 4 Strokes 1000 cc
 - c) Turbo 4 Strokes 750 cc with air restrictor
- 02) The maximum engine power: 85 Ps
 - 03) Dry weight must be greater than 114 kg
 - 04) Hull length cannot exceed 310 cm
 - 05) Hull width must be between 50.8 cm and 76.2 cm
 - 06) For the Ski division homologated before September 1, 1998, the weight minimum must be 168 kg

501.03 - RUNABOUT

Watercraft competing in the Runabout Division must conform to the following criteria:

- 01) The maximum engine cubic capacity:
 - a) Atmospheric 2 Strokes 1300 cc
 - b) Atmospheric 4 Strokes 1600 cc
 - c) Turbo 4 Strokes 1000 cc
- 02) The maximum engine power: 160 Hp
- 03) Dry weight must be greater than 216 kg
- 04) Hull length cannot exceed 360 cm
- 05) Hull width must be between 96.5 cm and 127 cm
- 06) For Endurance only, the Hull length cannot exceed 394 cm

501.04 - HULL

Definition:

- a) Deck The upper structural body of the Aquabike located above (and including) the upper bond flange.
- b) Hull The lower structural body of the Aquabike located below (and including) the lower bond flange.

- c) Bonding The bonding area is the section that connects the Deck (upper) and the Hull (bottom)
- 01) All watercraft must have a flexible tow loop attached to the bow. The tow loop should be made of a flexible material (e.g., nylon strap, rope, etc.) so as not to create a hazard. Tow hooks which protrude beyond the plane of the hull must be removed.
- 02) Hull and deck repairs may be made. However, these repairs must not alter the original configuration by more than 5 mm.
- 03) Handles, drop-in type storage buckets, bolt-on type mirrors and gauges may be modified, aftermarket or removed, provided a hazard is not created.
- 04) All watercraft may be equipped maximum with two sponsons. Original equipment sponsons may be modified, aftermarket, or repositioned. Overall length of each sponson shall not exceed 91.45cm. Sponsons shall not protrude from the side of the hull by more than 100 mm when measured in a level horizontal plane.
- 05) The vertical channel created by the underside of the sponson shall not exceed:
- a) Ski 50.0 mm.
 - b) Runabout 63.5 mm
- 06) No part of the sponson shall extend downward below the point at which the side of the hull intersects the bottom surface of the hull by more than:
- a) Ski 50.0 mm.
 - b) Runabout 63.5 mm
- 07) Aftermarket or modified sponsons must exceed 6 mm. in thickness. All leading edges must be radiused so as not to create a hazard. Sponsons may not be attached to the planning surfaces of the hull. Fins, rudders, wings and other appendages that may create a hazard will not be allowed.
- 08) Ski Division Sponsons may be attached to the inside of the bond flange, but no part of the sponson may extend more than 50 mm below the lower part of the bond flange (bumper removed). Sponsons attached to the inside of the bond flange shall not protrude outside the bond flange (bumper removed) when measured in a level horizontal plane.
- 09) Replacement bumpers may be used provided a hazard is not created.
- 10) A soft, flexible water - spray deflector may be attached to the hull sides or to the bond flange provided a hazard is not created. No part of the deflector may

extend beyond the perimeter of the original equipment bumper or side moldings as measured using a plumb line.

- 11) Handlebar, throttle, throttle cable, and grips may be modified or aftermarket. Handlebar cover may be modified or removed. Original switches must be used but switch housings may be modified or aftermarket. Steering shaft, steering shaft holder and handlebar holder may be aftermarket. The handlebar must be padded at the mounting bracket or, if it has a crossbar, the crossbar must be padded. Quick turn steering modifications to alter steering ratio are allowed. Aftermarket steering cables are allowed.
- 12) Ski Division only: Handle pole and mounting bracket may be modified or aftermarket provided it functions as originally designed. Handle pole attaching point may be reinforced. Handle pole spring allowed.
- 13) Runabout only: Original equipment seat base must be used. Seat cover may be changed. Padding can be removed or added.
- 14) Padding and/or mat kits may be added and custom painting is allowed. The surface finish of any metal component outside the hull area above the bond flange may be polished, shot panned or painted.
- 15) Original bilge pump may be modified or disconnected. Aftermarket bilge draining systems that do not create a hazard are allowed.
- 16) No other modifications to the hood will be allowed.
- 17) The intercooler reinforcement plate can be changed, modified or added.
- 18) The front engine support can be reinforced.
- 19) Replacement of general maintenance parts (e.g., gaskets, seals, spark plugs, spark plug wires, spark plug caps, wiring, water hoses, fuel lines, clamps and fasteners) shall not be restricted to original equipment providing the following:
 - a) Replacement gaskets may be used but must be of the same type (e.g., sheet, O-ring, etc.) as their OEM counterparts. Base gasket cannot be thicker than 0.8 mm and the intake and exhaust diagram must stay as originally.
 - b) Stripped threads must be repaired to the original size.
 - c) Replacement hoses must maintain their original inside diameter.
 - d) Fasteners (e.g., bolts, nuts and washers) may not be substituted with titanium pieces unless originally equipped. Fasteners may integrate locking mechanisms. With sand filter not of origin is authorized.

- 20) Intake grate may be modified or aftermarket. Intake grate is required and must be the full-length type with at least one bar running parallel to the drive shaft. Grates may not extend more than 12.00mm (0.47 in.) below the flat plane of the pump intake area. All leading edges must be radiused so as not to create a hazard.
- 21) Pump cover plate may be modified or aftermarket. An extension may be added to the rear of the pump cover plate but shall not exceed the width of the original equipment plate. Modified and aftermarket plates must not extend more than 100.00mm (3.94 in.) beyond the end of the original equipment plate for Ski Division or 177.80mm (7.00 in.) for Runabout Division. The sides of the extension must be connected to the radiused portion of the pump plate so as not to create a hazard. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed. (See diagram in Appendix.)

501.05 - ENGINE 2 STROKES

- 01) External modifications to the engine finish (e.g., plating, polishing and/or painting) are allowed for cosmetic purposes only.
- 02) No internal modifications of any kind, including grinding, surfacing, polishing, machining, shot peening, etc..., will be allowed on any engine components.
- 03) The exhaust system must remain entirely of origin as delivered by the manufacturer.
- 04) Engines may be bored. Replacement piston assemblies may be used provided the original port timing, compression ratio, dome profile, skirt length and shape and type of material are not changed. Replacement piston assemblies must weigh within $\pm 25.00\%$ of original equipment. Engine displacement must not exceed class designation (e.g., 550cc in 550 Limited, 800cc in 800 Limited, etc.). Chamfering of cylinder ports must not exceed 1.00mm (0.04 in.) at a 30 degree maximum angle. (See diagram in Appendix.)
- 05) Crankshaft may be rebuilt using replacement counterweights, crank pins, bearings and connecting rods. Counterweights, crank pins and connecting rods made of non-ferrous metals are not allowed. Stroke and rod length may not be changed. Counterweights on non-rebuild able style crankshafts may be machined to accept a press-through crank pin. Replacement bearings must maintain their original type and dimensions. Replacement counterweights must resemble the original part (i.e., holes and/or pockets not existing on the original part may not be on the replacement part). Total weight of the crankshaft assembly must be within $\pm 5.00\%$ of original equipment. Crankpins may be welded and/or keyed to the counterweights.

- 06) Repairs to cracked or punctured crankcases may be made provided only one damaged area affecting one cylinder bank has been repaired. Crankcase drain and cable may be removed and plugged. No other modifications or repairs are allowed.
- 07) Cooling system may be modified or aftermarket. Aftermarket cooling lines and water bypass systems may be used. Additional cooling supply lines and fittings may be added to the pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other riders. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, solenoids, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.

501.06 - ENGINE 4 STROKES

- 01) Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted or cleaned with abrasive material such as steel wool or Scotch-Brite®. Repairs to the cylinder head affecting one cylinder bank are allowed.
- 02) Crankshaft must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
- 03) Camshaft(s) must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
- 04) No water exit can be added to the cylinder head, the cylinder or the casing. Derivations of water exit can be modified and/or replaced but must be directed in bottom and/or backwards not to create a danger to other competitors.
- 05) The valves used in the system of cooling must be of the fixed or automatic type (for example thermostats, regulating pressure etc). The systems of electronic injection of water are not authorized unless they are of origin.
- 06) The manually ordered devices (some is the means of order) which change the water run-off of cooling are not authorized. The kits of rinsing of the engine are authorized.
- 07) Valve cover may be modified or replaced for cosmetic purposes and/or weight reduction only.

501.07 - AIR/FUEL DELIVERY 2 STROKES

- 01) Aftermarket flame arresters that meet USCG, UL-1111 or SAE J-1928 Marine standards may be used. Carburetor jets (replaceable type), needle valves and needle valve springs may be changed. Choke may be removed provided additional air intake for the engine is not created. Aftermarket primer system may be installed. No other carburetor modifications will be allowed.
- 02) The entire fuel system is a closed system. The watercraft must not vent or spill fuel at any attitude with or without the engine running. Original equipment fuel tank, fuel pickup, fuel filler, fuel filter, fuel tap assembly and relief valve must be used and cannot be modified. Fuel petcock may be bypassed. Additional fuel filters may be used. Fuel tank filler cap may be modified or aftermarket provided a hazard is not created.

501.08 - AIR/FUEL DELIVERY 4 STROKES

- 01) Carbureted induction systems: Flame arresters that meet USCG, UL-1111 or SAE J-1928 Marine backfire flame arrester test standards must be installed. Carburetor jets (replaceable type), needle valves and needle valve springs may be changed. Choke may be removed provided additional air intake for the engine is not created. Aftermarket primer system may be installed. No other carburetor modifications will be allowed.

501.09 - IGNITION AND ELECTRONICS 2 STROKES

- 01) Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.
- 02) The electronic control unit must be original. Engine temperature sensors may be disabled.
- 03) Ignition timing may be altered by slotting ignition trigger mounting plate. An adapter plate may be used for the sole purpose of relocating the ignition trigger.
- 04) Aftermarket spark plugs with a different heat rating may be used.

501.10 - IGNITION AND ELECTRONICS 4 STROKES

- 01) Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.

- 02) The electronic control unit must be original. Engine temperature sensors may be disabled.
- 03) Aftermarket spark plugs with a different heat rating may be used.

501.11 - DRIVELINE

- 01) Impeller may be modified or aftermarket, providing that the original diameter is maintained. Replacement wear rings that are within OEM internal diameter specifications may be used. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet. Visibility spout must be removed or plugged.
- 02) No modification interns that it is, including grinding, surfacing, polishing, machining, shot blasting, etc, is not authorized on one of the components of the transmission (ex; stator, cone of exit, etc).
- 03) Runabout, the reverse gear can be dismantled.

502 - CATEGORY GP2

502.01 - DEFINITION

- 01) Intended to promote interest in personal watercraft competition with a limited number of modifications, and to enable individuals to become active competitors with a relatively modest investment. Watercraft competing in this class must conform to the specifications which follow.
- 02) All watercraft must remain strictly stock, except where rules allow or require substitutions or modifications. Substitutions or modifications not listed here are not permitted. Some original equipment components may not comply with rules. Hull Identification Numbers must be displayed as furnished by the manufacturer. All modification permitted in GP3 Class are allowed.
- 03) When rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the watercraft operates safely in competition.
- 04) Sound level shall not exceed 86 dB(A) at 24m.
- 05) Gasoline must be in conformity with the criteria defined by art. 506.

502.02 - SKI DIVISION

PWC competing in the Ski Division must conform to the following criteria:

01) The maximum engine cubic capacity:

- | | |
|--------------------------|---------|
| a) Atmospheric 2 Strokes | 956 cc |
| b) Atmospheric 4 Strokes | 1602 cc |
| c) Turbo | 750 cc |

02) The maximum engine power: 140 Ps

03) Dry weight must be greater than 114 kg

04) Hull length cannot exceed 310 cm

05) Hull width must be between 50.8 cm and 76.2 cm

06) For the Ski division homologated before September 1, 1998, the weight minimum must be 168 kg

502.03 - RUNABOUT

PWC competing in the Runabout must conform to the following criteria:

01) The maximum engine cubic capacity:

- | | |
|--------------------------|---------|
| a) Atmospheric 2 Strokes | 2600 cc |
| b) Atmospheric 4 Strokes | 2600 cc |
| c) Overcharged 4 Strokes | 2000 cc |

02) The maximum engine power: 260 Ps

03) Dry weight must be greater than 280 kg

04) Hull length cannot exceed 360 cm

05) Hull width must be between 96.5 cm and 127 cm

06) For Endurance only, the Hull length cannot exceed 394 cm

502.04 - HULL

Definition

- a) Deck The upper structural body of the Aquabike located above (and including) the upper bond flange.
- b) Hull The lower structural body of the Aquabike located below (and including) the lower bond flange.
- c) Bonding The bonding area is the section that connects the Deck (upper) and the Hull (bottom)

01) All watercraft must have a flexible tow loop attached to the bow. The tow loop should be made of a flexible material (e.g., nylon strap, rope, etc.) so as not to create a hazard. Tow hooks, which protrude beyond the plane of the hull, must be removed.

02) Hull and deck repairs may be made. However, these repairs must not alter the original configuration by more than 5 mm.

03) Handles, drop-in type storage buckets, bolt-on type mirrors and gauges may be modified, aftermarket or removed, provided a hazard is not created

04) All watercraft may be equipped with two sponsons. Original equipment sponsons may be modified, aftermarket, or repositioned. Overall length of each sponson shall not exceed 91.45cm. Sponsons shall not protrude from the side of the hull by more than 100 mm when measured in a level horizontal plane.

05) The vertical channel created by the underside of the sponson shall not exceed:

- a) Ski 50.0 mm.
- b) Runabout 63.5 mm

06) No part of the sponson shall extend downward below the point at which the side of the hull intersects the bottom surface of the hull by more than:

- a) Ski 50.0 mm.
- b) Runabout 63.5 mm

07) Aftermarket or modified sponsons must exceed 6 mm. in thickness. All leading edges must be radiused so as not to create a hazard. Sponsons may not be attached to the planning surfaces of the hull. Fins, rudders, wings and other appendages that may create a hazard will not be allowed.

- 08) Ski Division only: Sponsons may be attached to the inside of the bond flange, but no part of the sponson may extend more than 50 mm below the lower part of the bond flange (bumper removed).

Sponsons attached to the inside of the bond flange shall not protrude outside the bond flange (bumper removed) when measured in a level horizontal plane.

- 09) Replacement bumpers respecting the original shape may be used provided a hazard is not created.
- 10) A soft, flexible water-spray deflector may be attached to the hull sides or to the bond flange provided a hazard is not created. No part must exceed the perimeter of the bumpers of origin or the external edge of the hull, measured using a plumb line.
- 11) Handlebar, throttle, throttle cable, and grips may be modified or aftermarket. Handlebar cover may be modified or removed. Aftermarket switches and switch housings may be used. Steering shaft, steering shaft holder and handlebar holder may be aftermarket. The handlebar must be padded at the mounting bracket or, if it has a crossbar, the crossbar must be padded. Aftermarket steering cables are allowed.
- 12) Ski Division mobile arm and mounting bracket may be modified or after market provided it functions as originally designed. Mobile arm attaching point may be reinforced. Handle pole spring allowed.
- 13) Runabout seat assembly may be modified or aftermarket. Seat height may be changed.
- 14) Padding and/or mat kits may be added and custom painting is allowed. The surface finish of any metal component outside the hull area above the bond flange may be polished, shot panned or painted.
- 15) Original bilge pump may be modified or disconnected. After market bilge draining systems that do not create a hazard are allowed.
- 16) The front engine support can be reinforced.
- 17) No other modifications to the hood will be allowed.

502.05 - ENGINE 2 STROKES

- 01) Engines may be bored. Replacement piston assemblies may be used provided the original port timing, compression ratio, dome profile, skirt length and shape and type of material are not changed. Replacement piston assemblies must weigh within $\pm 25.00\%$ of original equipment. Engine displacement must not

exceed class designation (e.g., 550cc in 550 Limited, 800cc in 800 Limited, etc.). Chamfering of cylinder ports must not exceed 1.00mm (0.04 in.) at a 30 degree maximum angle. (See diagram in Appendix.) Cylinders may be machined to accept girdle system cylinder heads.

- 02) Crankshaft may be rebuilt using replacement counterweights, crank pins, bearings and connecting rods. Counterweights, crank pins and connecting rods made of non-ferrous metals are not allowed. Stroke and rod length may not be changed. Counterweights on non-rebuild able style crankshafts may be machined to accept a press-through crank pin. Replacement bearings must maintain their original type and dimensions. Replacement counterweights must resemble the original part (i.e., holes and/or pockets not existing on the original part may not be on the replacement part). Total weight of the crankshaft assembly must be within $\pm 5.00\%$ of original equipment. Crankpins may be welded and/or keyed to the counterweights.
- 03) Repairs to cracked or punctured crankcases may be made provided only one damaged area affecting one cylinder bank has been repaired. Crankcase drain and cable may be removed and plugged. No other modifications or repairs are allowed.
- 04) External modifications to the engine finish (e.g., plating, polishing and/or painting) are allowed for cosmetic purposes only.
- 05) No internal modifications of any kind, including grinding, surfacing, polishing, machining, shot peening, etc., will be allowed on any engine components.
- 06) Cylinder head and gasket may be modified or aftermarket.
- 07) Exhaust manifold, head pipe, expansion chamber, gaskets and hose between expansion chamber and OEM water box may be modified/altered or aftermarket. Exhaust location of the exhaust gases may not be relocated. Original size opening must be maintained for exhaust exit. Original equipment waterbox must be used and may not be modified. No tuned portion of the exhaust shall protrude outside the hull. Through-hull exhaust outlet flap may be removed.
- 08) Cooling system may be modified or aftermarket. Aftermarket cooling lines and water bypass systems may be used. Additional cooling supply lines and fittings may be added to the pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other riders. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, solenoids, etc.). Manually controlled devices (by any means of actuation) that

alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.

- 09) Replacement starter motor and bendix may be used.
- 10) Replacement engine mounts may be used.
- 11) Oil-injection system may be disconnected or removed.
- 12) Replacement of general maintenance parts (e.g., gaskets, seals, spark plugs, spark plug wires, spark plug caps, wiring, water hoses, fuel lines, clamps and fasteners) shall not be restricted to original equipment providing the following:
 - a) Replacement gaskets may be used but must be of the same type (e.g., sheet, o-ring, etc.) as their OEM counterparts. Base gasket cannot be thicker than 1.52mm.
 - b) Stripped threads must be repaired to the original size.
 - c) Fasteners (e.g., bolts, nuts and washers) may not be substituted with titanium pieces unless originally equipped. Fasteners may integrate locking mechanisms.
- 13) Cylinders may be interchanged between homologated watercraft of the same manufacturer subject to restrictions. Any modifications to the cylinder or crankcase must be approved, in writing, by the UIM Technical Commissioner.
- 14) Two Stroke Ski only: If the OEM cylinders or the cylinders allowed not provide for a displacement within 10% of the maximum allowable displacement then an aftermarket cylinder sleeve may be utilized. The aftermarket sleeve must maintain the same port sizes and specifications as the original OEM cylinder sleeve.

502.06 - ENGINE 4 STROKES

- 01) Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted or cleaned with abrasive material such as steel wool or Scotch-Brite®. Repairs to the cylinder head affecting one cylinder bank are allowed.
- 02) Crankshaft must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
- 03) Camshaft(s) must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.

- 04) No water exit can be added to the cylinder head, the cylinder or the casing. Derivations of water exit can be modified and/or replaced but must be directed in bottom and/or backwards not to create a danger to other competitors.
- 05) The valves used in the system of cooling must be of the fixed or automatic type (for example thermostats, regulating pressure etc). The systems of electronic injection of water are not authorized unless they are of origin.
- 06) Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.
- 07) Valve cover may be modified or replaced for cosmetic purposes and/or weight reduction only.
- 08) Runabout : valve sprint, valve washer and valve retainer washer may be modified or aftermarket. The valves itself must retain original.
- 09) Hydrospace S4 : intercooler can be replaced with not original one.

502.07 - AIR/FUEL DELIVERY 2 STROKES

- 01) Carburetor(s) may be modified or aftermarket provided they do not vent or spill fuel at any attitude with or without the engine running. The number of venturis cannot exceed the number of cylinders. No slide-type carburetors. Aftermarket primer may be used. Intake manifold assembly may be modified or aftermarket. Aftermarket crankcase-pressure-operated fuel pumps may be used. Additional carburetor pulse line fittings may be installed on the crankcase.
- 02) Modified or aftermarket vapor/air separators must not exceed 2 in. x 6 in., and must have a return line to the fuel tank open at all times. Additional fuel reservoirs may not be used. Aftermarket or modified electric fuel pumps, not exceeding 4 psi, may be used. When the engine is shut off or stops, the fuel pump must automatically stop. No manually operated on/off-type fuel pumps are allowed.
- 03) Aftermarket fuel-injection systems and components are allowed provided the following regulations are adhered to: High pressure fuel hose meeting SAE J30R9 must be used; A.N. threaded-type fittings or equivalent and non-removable, crimped- type clamps must be used on the high-pressure portion of the system (i.e., hose clamps, tie wraps, etc. are not allowed); only metal-type fuel filters may be used on the high-pressure portion of the system; all other in-line filters must be installed on the low-pressure portion of the system.

When the engine is shut off or stops, the fuel pump must automatically stop. No manually operated on/off-type fuel pumps are allowed.

- 04) The entire fuel system is a closed system. The watercraft must not vent or spill fuel at any attitude with or without the engine running. Original equipment fuel tank, fuel filler and relief valve must be used and cannot be modified. The fuel pickup, fuel filter and fuel petcock assembly may be removed and/or aftermarket parts may be used. Additional fuel filters may be used and fuel cell foam may be added to the original equipment fuel tank. Fuel tank filler cap may be modified or aftermarket provided a hazard is not created.
- 05) Flame arrester(s) which satisfy United States Coast Guard, SAE-J1928 Marine or UL-1111 Marine backfire flame arrester test standards must be installed. Aftermarket flame arresters satisfying one of these test standards will be allowed. Intake silencer may be removed.
- 06) Reed valve assemblies may be modified or aftermarket. Rotary valve may be modified or aftermarket.

502.08 - AIR/FUEL DELIVERY 4 STROKES

- 01) Carbureted induction systems: Flame arresters that meet USCG, UL-1111 or SAE J-1928 Marine backfire flame arrester test standards must be installed. Carburetor jets (replaceable type), needle valves and needle valve springs may be changed. Choke may be removed provided additional air intake for the engine is not created. Aftermarket primer system may be installed. No other carburetor modifications will be allowed.

502.09 - IGNITION AND ELECTRONICS 2 STROKES

- 01) RPM limiter function may be bypassed or eliminated. CDI unit may be modified or aftermarket. Ignition timing may be changed. Modifications to the original equipment ignition pickup mount will be allowed. Original equipment charging system must be used. No other ignition system modifications will be allowed.
- 02) Flywheel cover may be modified to accept a crankshaft-end bearing support.
- 03) Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.
- 04) Engine temperature sensor may be disconnected and/or removed.
- 05) Relocation of electrical components (e.g., battery, box or housing) is allowed in order to fit an aftermarket exhaust system (only the strict minimum needed).

- 06) Ignition timing may be altered by slotting ignition trigger mounting plate. An adapter plate may be used for the sole purpose of relocating the ignition trigger.
- 07) Aftermarket spark plugs with a different heat rating may be used.
- 08) The alternator and the flywheel may be modified or aftermarket.

502.10 - IGNITION AND ELECTRONICS 4 STROKES

- 01) Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.
- 02) The electronic control unit must be original. Engine temperature sensors may be disabled.
- 03) Aftermarket spark plugs with a different heat rating may be used.

502.11 - DRIVELINE 2 STROKES

- 01) Impeller housing, stator vane assembly, pump mounting plate and/or pump shoe may be modified or aftermarket. No titanium driveshaft, impeller housing or stator vane assemblies. Impeller may be modified or aftermarket. Pump nozzle and directional nozzle may be modified or aftermarket. Overall length of the complete pump and nozzle assembly may be no more than 50.00mm longer than original equipment. Aftermarket nozzle-trim systems may be used.
- 02) Additional cooling fittings may be installed. Visibility spout must be removed or plugged. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet. Couplers, bearing housing and driveshaft may be modified or aftermarket provided they maintain a 1:1 drive ratio between the engine and the pump.
- 03) Runabout, the reverse gear must be dismantled

502.12 - DRIVELINE 4 STROKES

- 01) Replacement wear rings that are within OEM internal diameter specifications may be used. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet. Visibility spout must be removed or plugged.

- 02) No modification interns that it is, including grinding, surfacing, polishing, machining, shot-blasting, etc, is not authorized on one of the components of the transmission (ex; stator, cone of exit, etc).
- 03) Runabout, the reverse gear must be dismantled.

502.13 - HSR BENELLI S4 PERFORMANCE

For the HSR Benelli S4 Performance the Kit "S4-140 Kit is permitted on condition that the complete kit is installed without any other modification.

503 - CATEGORY GP1

503.01 - DEFINITION

- 01) Intended to promote interest in personal watercraft competition with a higher degree of modification. Watercraft competing in this class must conform to the specifications which follow.
- 02) It is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the watercraft operates safely in competition.
- 03) Sound level shall not exceed 86 dB(A) at 24 m.
- 04) Fuel must consist of gasoline meeting the criteria defined in Art. 506.
- 05) Ballast weight may be added prior to competition to meet the required weight limit (see 503.2.18).
- 06) The weight control will be done by the fuel tank empty and all other liquids at the race level.

503.02 - SKI DIVISION

PWC competing in the Ski Division must conform to the following criteria:

- 01) The maximum engine cubic capacity:
- | | |
|--------------------------|----------------|
| a) Atmospheric 2 Strokes | 1300 cc |
| b) Atmospheric 4 Strokes | 1620 cc |

c) Turbo 4 Strokes **1000 cc**

- 02) Dry weight must be greater than 114 kg
- 03) Hull length cannot exceed 280 cm
- 04) Hull width cannot exceed 85 cm

503.03 - RUNABOUT

PWC competing in the Runabout must conform to the following criteria:

- 01) The maximum engine cubic capacity:
 - a) Atmospheric 2 Strokes 2600 cc
 - b) Atmospheric 4 Strokes 2600 cc
 - c) Turbo 4 Strokes 2000 cc
- 02) Dry weight must be greater than 280 kg
- 03) Hull length cannot exceed 360 cm
- 04) Hull width cannot exceed 127 cm
- 05) For Endurance only, the Hull length cannot exceed 394 cm

503.04 - SAFETY

- 01) All watercraft must have a flexible tow loop attached to the bow. The tow loop should be made of a flexible material (e.g., nylon strap, rope, etc.) so as not to create a hazard. Tow hooks, which protrude beyond the plane of the hull, must be removed.
- 02) All watercraft must be equipped with two sponsons. Overall length of each sponson shall not exceed 91.45cm. Sponsons shall not protrude from the side of the hull by more than 100 mm when measured in a level horizontal plane. The vertical channel created by the underside of the sponson shall not exceed:
 - a) Ski 50.0 mm.
 - b) Runabout 63.5 mm

No part of the sponson shall extend downward below the point at which the side of the hull intersects the bottom surface of the hull by more than:

- a) Ski 50.0 mm.
- b) Runabout 63.5 mm

Sponsons must exceed 6 mm in thickness. All leading edges must be radiused so as not to create a hazard. Sponsons may not be attached to the planning surfaces of the hull. Fins, rudders, wings and other appendages that may create a hazard will not be allowed.

Ski Division Sponsons may be attached to the inside of the bond flange, but no part of the sponson may extend more than 50 mm below the lower part of the bond flange (bumper removed).

Sponsons attached to the inside of the bond flange shall not protrude outside the bond flange (bumper removed) when measured in a level horizontal plane.

- 03) Intake grate is required and must be the full length type with at least one bar running parallel to the drive shaft. Grates may not extend more than 12 mm below the flat plane of the pump intake area. All leading edges must be radiused so as not to create a hazard. The projecting member must be filed not to create a hazard.
- 04) Pump cover plate must not extend more than 100 mm beyond the end of the pump itself. The sides of the extension must be connected to the radiused portion of the pump plate so as not to create a hazard (see diagram in Appendix). Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.
- 05) Trim tabs cannot exceed the width of the planning surface or extend rearward more than 100 mm beyond the transom. All edges must be radiused so as not to create a hazard. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.
- 06) Safety Bumpers are compulsory
- 07) Ballast weight may be added within the normally exposed areas of the hull to alter the handling of the watercraft provided a hazard is not created. Only weight consisting of constant mass (i.e., water or other fluid is not allowed) that does not require the modification or relocation of any parts will be allowed unless such modification or relocation is specified by other rules.
- 08) The Gasoline tank must answer the criteria as safety as regards fuel and not presenting a danger to the pilot and the other users
- 09) During the safety inspection the UIM technical commissioner will judge and prohibit any AB that presents any dangerous modification from taking part to the race event

504 - FUEL TESTS

- 01) Gasoline fuel or fuel / oil mixture may be checked at any time using UIM approved equipment and procedures. Meters and equipment will be calibrated each time in accordance with the UIM fuel testing guidelines obtainable from the UIM Secretariat.
- 02) Non gasoline fuels will be tested in accordance with UIM current procedures. Density test will be performed on non gasoline fuels. Density of the fuel should be less than 0,830 kg/dm³.

505 - CHANGE OF AQUABIKE

For all the categories, the change of Aquabike is authorized before the departure in the following conditions:

- 01) Only the UIM technical Commissioner or a UIM Commissioner can authorize a change of Aquabike.
- 02) The Aquabike must be in conformity with the category in question; and must have passed the technical inspection during the official technical control.
- 03) The pilot that for any reason will change aquabike between pole position and race will start from the end of the grid.
- 04) The pilot changing aquabike must maintain his racing number on the Aquabike.
- 05) In Rally Jet or Offshore as soon as the first departure is given, the pilot is not authorized any more to change the Aquabike, of hull and engine.

506 - PERSONAL EQUIPMENT

- 01) A properly fitting helmet that meets the current N.A. standards or current Snell standard is required to be worn by all pilots in competition. Mountain bike helmets are not allowed. An helmet is mandatory, Freestyle excepted. It is further recommended that any helmet involved in an accident be returned to the appropriate manufacturer for inspection.
- 02) A life jacket will be worn by all pilots and at all times when on the water. It is required that the life jacket shall be designed for racing.
- 03) During the tests, the training and the races, it is obligatory to carry an independent dorsal protection, protect tibia, glasses and gloves.

- 04) Every pilot shall verify his flotation equipment to function properly when requested.
- 05) It is required that all jackets have a minimum of two buckle type straps across closures.
- 06) All participants must wear closed footwear when riding A.B.
- 07) A long Wetsuits must be carried during all the competitions, Free practice, training and race except for freestyle. The jeans, sweaters or shorts are prohibited.
- 08) The O.O.D. of an event shall have the authority to prohibit the use of any helmet, life jacket or other equipment which they may consider unsafe, insufficient protection or inadequate.
- 09) No pilot shall participate in an event with any type of splint, including but no limited to, a cast or brace applied to his body without showing written authorization from an approved medical doctor and approval by the O.O.D. at the event.
- 10) It is the responsibility of the pilot to submit his equipment to the Safety Officer of the day for his inspection. If the commissioner the judge, it can forbid a pilot to take the departure with his equipment. In the event of accident a new inspection can be required by the O.O.D.
- 11) All Aquabike will be required to pass a safety inspection before being allowed to compete. The Technical inspector will remove any Aquabike. from competition that does not meet safety requirements. Damaged or broken safety equipment not detected before or during a race, is no grounds for disqualification after completion of that race, unless pilot is black flagged.
- 12) The question of how many Aquabike in each class shall be inspected is left to the discretion of the O.O.D. and the Technical inspector, except in those cases where the procedure is set forth in the Technical Rules for any given class. During the course of the Pilots Meeting, it shall be the duty of the Technical Inspector to announce how many of the lead Aquabike in each class shall report to the Inspector for inspection immediately after the running of their event.
- 13) For the endurance the requirements of the personal equipment are mentioned in the race instructions.
- 14) The driver assistants will wear closed shoes to the hold of launching on the pre-grid in the area of assistance and on the start line.

600 - RECORDS AND PERFORMANCES

600.01 - GENERAL

All record trials and their control are submitted to the following rules.

The record belongs personally to the driver who has established or beaten it. The record is entered under the name and nationality of the driver.

Any race against the clock, and called kilometre or mile trials or any similar name is prohibited if not conducted in accordance with these rules.

Combining speed records with distance records is not allowed.

No direct or indirect aid is to be provided to the driver who attempts a record.

600.02

World speed records, hour records, distance records and competition records are all records open to all boats and Aquabikes of international classes adopted by UIM.

600.03

National records recognised by UIM are the records established by boats of national classes duly recognised by the national authority (the rules of which have been approved by UIM). The Certificate differs from those issued for World Records.

600.04

The World's Unrestricted Water Speed Record is awarded to the fastest boat in the world piloted by the driver, irrespective of the class of boat; this record is established in conformity with UIM rules.

601 - CLASSES ELIGIBLE FOR RECORDS

601.01

World records may be attempted with the following craft :

- All UIM series and classes
- American Powerboat Association classes
- Prototypes

601.02

A boat can establish a record in its own class only.

601.03

When a class is modified so as to reduce the performance of the class, for example by :

- reducing the cylinder capacity,
- restricting the tuning permitted,
- restricting fuel permitted,
- introducing a minimum weight,
- increasing the minimum weight,
- or any other means, the records established before the modification comes into force will be frozen and a new series of records will be started.

All proposals for new rules, rule changes and UIM General Assembly minutes shall state :

- whether or not records will be frozen,
- the classes to be frozen,
- the date(s) when the classes are to be frozen.

601.04 - QUALIFICATION

For offshore records a boat must have completed the course, taken the chequered flag and finished first, second or third, in an UIM World or UIM Continental Championship race in the class to be attempted and after the date when the class was last frozen.

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) = 6080 feet = 1,852 km = 1.1508 st.m

One kilometre = 3280.844 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 is the arithmetical mean of the speeds, 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 = $4142.9 / t$

the speed in kph = $6667.2 / t$

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 504).

608 - REQUEST TO ORGANISE

608.01

All applications for records trials must be made in writing to the National Authority at least one week before the trial and must be accompanied by the fee stipulated by the National Authority.

The National Authority applies to the UIM for homologation of records.

608.02

Only records established under the direct control of a National Authority affiliated to UIM can be recognised.

608.03

Each National Authority decides on the application for records to be established on its territory. The National Authority may refuse to consider a record application but must then explain the reasons in writing.

The National Authority indicates the validity of the record permit.

608.04

It is the duty of the driver to accept responsibility for any safety measures deemed necessary for this attempt.

The officials will not accept any responsibility, they will only record the results and ensure that the rules are complied with.

609 - OFFICIALS

609.01

The National Authority shall appoint an Official Observer and other duly qualified persons to hold the official functions.

An official so nominated shall not hold any other office than that to which he was nominated. An official shall not himself establish a record.

609.02

The official timekeepers and officials may receive payment for their services at rates fixed by the National Authority.

609.03

Time keeping may only be carried out by timekeepers and officials who have been recognised and authorised by the appropriate National Authority.

The stop-watches or any other apparatus employed must have a first-class certificate delivered by an observatory or similar authority. This certificate must not be older than two years.

Each timekeeper hands to the National Authority a signed report of the record attempt, countersigned by the official observer.

609.04

Timing from aboard anchored boats or aboard competing boats is not allowed.

610 - SPEED RECORDS

610.01

There is only one world record per class. This record can be established over the nautical mile, land 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.

1 mile 90°

1 kilometre

1 land mile

610.03

In wide rivers and lakes, the width of the course may be marked off at each end by two buoys, moored at a distance of one hundred metres from each other. The boats must run between these buoys.

610.04

Timing is to be one tenth of a second up to 200 kph. Above 200 kph timing is to be by photoelectric or similar apparatus to one hundredth of a second.

There must be a timekeeper and a timekeeper observer at each position.

Individual timers may be used at each position or a single timer electrically activated from each position.

Where two timers are used at a position the time is the average of the two timers.

The times of day of each attempt must be recorded.

The time elapsing between the two runs must not exceed 20 minutes except for A.B. 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

611.01

Distance records are established on a total course of twelve nautical miles for the outboard series and twenty-four nautical miles for other series, and six nautical miles for Aquabikes.

611.02

In distance records, the base is covered up and down successively in even numbers and the turns are not included in the distance.

The course for distance records may be :

- a course established for speed records;
- a base of three nautical miles maximum, in straight lines with buoys placed at the corners if necessary, no corner to be less than 135 degrees.

The buoys placed at the corners must always be rounded.

611.03

Any base must be defined by two posts set in concrete at either end.

611.04

Timing is to be to one tenth of a second.

The timing of distance records is done by a timekeeper with two timing devices at the starting line. He is assisted by two officials, one with him and one at the other end.

611.05

Stopping the motor or the boat during a distance record attempt is prohibited.

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 mile from station to station, that is to say twelve nautical miles up and down, for Aquabikes only, the distance may be 3 nautical miles from station to station, that is to say 6 nautical miles up and down).

612.03

The base is defined by two posts set in concrete at either end.

612.04

The boat may be driven by more than one driver, but their names must be filed in the record application.

612.05

Repairs and adjustments which can be carried out on board may be effected on the course.

The same motor or engine and hull must be used throughout the trial.

On the other hand, repairs that cannot be effected on board and refuelling and changing of drivers must be effected at the control station and are to be supervised by an official.

612.06

Any time during which a boat stops during an attempt is included in the elapsed time for the attempt.

Turns are included in the course and are consequently not excluded from the timing.

612.07

Timing is carried out by one or several timekeepers with two timing devices stationed at the start. The timekeeper is assisted by two officials, one stationed with him and one stationed at the other end.

612.08

A driver can claim several different hour records during one trial by selecting the best series of consecutive laps.

612.09

The boat must cross the finishing line at the end of the lap (the last lap) during which the record time has elapsed.

The average speed of the last lap is calculated and the distance which corresponds to the time still to be run is added to the distance covered at the end of the penultimate lap.

The result is shown as the distance covered in the record time and the average speed for that distance.

612.10

Example for a two hour record on a base of six nautical miles (nm), twelve nautical miles per lap :

12 nautical miles (nm) x 1.1508 = 13.81 statute miles (st.m)

boat completes 8 laps in 1h 54mn 40s = 110.48 st.m

ninth lap completed in 13mn 50s = 830 s

time balance 5 mn 20s = 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

613 - WORLD COMPETITION RECORDS

613.01

The UIM recognises world records of 5, 10 and 15 statute miles in races for all UIM circuit classes.

No other records may be established during a race.

Unlimited hydroplanes only are entitled to statute mile records established on :

- a single lap course (two laps for APBA Gold Cup races) while qualifying or racing,
- total heat average speed while racing.

614 - PERFORMANCE CERTIFICATES

614.01

UIM may issue Performance Certificates for the best heats made during races for the principal international trophies.

614.02

Application for these is to be made by the National Authority of the country where the race took place and the accuracy of the results, timing course and class is to be certified by them.

614.03

UIM only recognise 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 boats Series having established or broken speed, duration, distance or competition records according to the Record Rules.

614.06

For these performances, it is not permissible to remove any of the boat's accessories, or items of comfort, provided by the builder and these are compulsory for racing.

UIM may award Performance certificates for any of the offshore classes, international and national, established at sea on properly measured runs.

615 - HOMOLOGATION OF RECORDS

615.01

Only records homologated by UIM are considered as World Records.

Only records established under the direct control of a National Authority affiliated to UIM can be recognised.

615.02

If a record has been established on the territory of two National Authorities, it will be entered as a record by the National Authority on whose territory the start was made.

As soon as a record trial has taken place, the National Authority communicate the results to the Secretary General of UIM by telegram 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 O.O.D. 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,
- For 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 word records and delivers a certificate for each new record.

616 - PROTESTS

The right to lodge a protest against a record is admitted under same rules as for racing. See Racing Rules.

700 - ENVIRONMENTAL REGULATIONS

All organisers and pilots in UIM Aquabike Racing events shall conform to the following regulations :

701 - RE-FUELLING

All re-fuelling must be completed away from the water. Every care must be taken not to spill fuel or oil. It is recommended to use an absorbent carpet to avoid any spillage on to the ground.

702 - ENVIRONMENTAL CARE IN RACE AREAS

Every organiser must appoint a responsible person or persons to make necessary arrangements to control the environment of the whole race area.

There must be large containers in the pits where waste, such as cans, containers, oil waste can be placed. One person must be responsible for this and to authorise the proper removal after the race meeting with the Local Authorities.

It is mandatory to inform the pilots of all these environmental matters at the pilots meeting.

All fuel tanks which are transported must be :

1. Tight
2. Mention the racing number -7 cm height
3. Placed in a protected area and at a minimum distance of 5 m of any flames

A special designated area may be reserved by the O.O.D. to assemble all fuel tanks.

800 - RECOMMENDATIONS FOR ORGANISING AN AQUABIKE CHAMPIONSHIP

800.01 - INFRASTRUCTURE

It is important that organisers thoroughly understand that they are holding an event which is open from the Friday at midday until after the prize-giving of the Sunday evening is over. The overall infrastructure and Race Head Quarters must therefore be effectively operational for the duration of that period.

800.02 - RACE HEAD QUARTERS

Imperatively the premises or shelter must be closed and weatherproof. Mains electricity (220V - 10A), a photocopier supplied with 1500 sheets of A4 paper, and a sufficient number of chairs and tables must also be provided. If the shelter is exterior and of a provisional nature, effective means of closing the area both by day and by night is essential. Night surveillance is also a necessity.

800.03 - CONTROL TOWER

It must be of robust construction, with a minimum surface of 5m x 5m, and weatherproof to the extent of being suitable for housing a computer timing system. Mains electricity of 220V - 10A must be laid on and tables and chairs for eight people must be present. If Race Headquarters is not in the immediate vicinity a further photocopier equipped with 500 sheets of A4 paper must be supplied.

800.04 - PADDOCK

In order for the Paddock to be well managed, it is important that there be a Paddock Director, present on site right from the Friday morning. The Director will see to it that the various teams are allocated their designated areas. The Paddock Director will also oversee the setting up and correct functioning of water, electricity, showers and WC facilities. Those facilities should be operational from the Friday midday until the following Monday morning.

800.05 - NECESSARY ON SITE PERSONNEL

- 800.05.01 **RACE CONTROL** 1 Officer of the Day (O.O.D.)
1 Assistant Officer of the Day
- 800.05.02 **SECRETARIAT** 1 Race Secretary "French - English"
- 800.05.03 **RESULTATS** 2 Line Marshals
2 Lap Marshals
1 Voice Order Announcer
- 800.05.04 **BUOY CONTROL** 5 Land-based Judges
- 800.05.05 **PADDOCK** 1 Paddock Director
1 Assistant Paddock Director
- 800.05.06 **CONSTRUCTION** 4 persons for circuit set-up

800.06 - REQUIRED INFRASTRUCTURE

- 800.06.01 **RACE CONTROL** 1 Timing Podium (min 5m x 3m)
2 Tables et 8 Chairs
1 Weatherproof Shelter
Electricity : 220 Volts 10 Ampères
Official Results & Notices Board
(1m x 1.5m)
- 800.06.02 **SECRETARIAT** 1 local (minimum 5m x 5m)
1 Photocopier + 1500 sheets A4
1 Telephone et 1 Fax (Secretariat)
4 tables et 8 chairs
Electricity 220 Volts 10 Amps
- 800.06.03 **CONSTRUCTION** 1 circuit set-up boat
Closure barriers for Race Control
Closure barriers for Competitors Paddock

800.07 - EMERGENCY REQUIREMENTS

- 800.07.01 **SECURITY** 3 Security Jets + towing & signals equipment
3 Pilots with Safety Officer Qualifications
2 Rescue Craft
2 Pilot & 4 Rescue Officers

- 800.07.02 MEDICAL** 2 On-site Medical Doctors (Minimum)
2 Equipped Ambulances
4 Qualified Ambulance Personnel
- 800.07.03 TRANSMISSION** 1 Radio Transmission HQ:
Frequency 1-2
5 Race Control (Freq. 1)
7 Security 3 Jets, 2 Craft,
2 Doctors : (Freq. 2)
- 800.07.04 ENVIRONMENT** 1 Dedicated competitors' fuel stocking area
1 Fuelling point equipped with adequate protection
A Sufficient Quantity of Fire Extinguishers
A Sufficient Quantity of Refuse Collection

Any correspondence regarding the UIM-APB Class Pro Series must be sent to the following address :

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MC 98000 MONACO
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