

2019

AQUABIKE RULEBOOK



UIM 
UNION INTERNATIONALE MOTONAUTIQUE

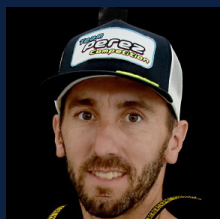


AQUABIKE RULES 2019

PUBLISHED ON 21/12/2018



**Class Pro - Circuit
Runabout GP1**



Jeremy
PEREZ
France

**Class Pro - Circuit
Runabout GP2**



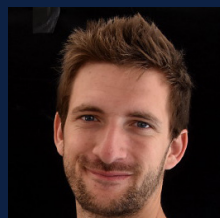
Samuel
JOHANSSON
Sweden

**Class Pro - Circuit
Runabout GP4**



Philip
SALOBIR
Germany

**Class Pro - Circuit
Ski Division GP1**



Kevin
REITERER
Austria

**Class Pro - Circuit
Ski Division GP2**



Benjamin
SCHARFF
France

**Class Pro - Circuit
Ski Division GP3**



Barnabas
SZABO
Hungary

**Class Pro - Circuit
Ski Ladies GP1**



Krista
UZARE
Latvia



**Class Pro - Circuit
Ski Juniors GP3.3**



Mattias
REINAAS
Estonia

**Class Pro - Circuit
Ski Juniors GP3.2**



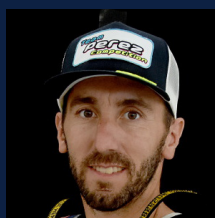
Ander-Hubert
LAURI
Estonia

Class Pro - Freestyle



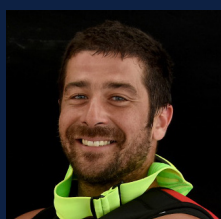
Rashid
AL MULLA
U.A.E.

**Class Pro - Parallel Slalom
Runabout GP1**



Jeremy
PEREZ
France

**Class Pro - Parallel Slalom
Ski Division GP1**



Mickaël
PORET
France

**Class Pro - Parallel Slalom
Ski Ladies GP1**



Emma-Nellie
ORTENDAHL
Sweden

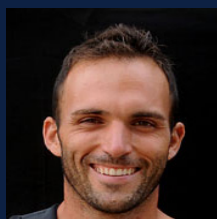


**Class Pro - Circuit
Runabout GP1**



Christophe
AGOSTINHO
Portugal

**Class Pro - Circuit
Runabout GP2**



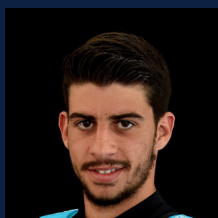
Ismael
ROJAS
Spain

**Class Pro - Circuit
Runabout GP4**



Rasmus
KOCH HANSEN
Denmark

**Class Pro - Circuit
Ski Division GP1**



Raphaël
MAURIN
France

**Class Pro - Circuit
Ski Division GP2**



Henrique
ROSA GOMES
Portugal

**Class Pro - Circuit
Ski Division GP3**



Barnabas
SZABO
Hungary

**Class Pro - Circuit
Ski Ladies GP1**



Emma-Nellie
ORTENDAHL
Sweden



**Class Pro - Circuit
Ski Juniors GP3.3**



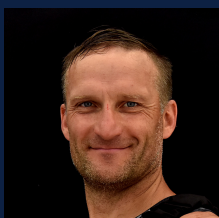
Mattias
REINAAS
Estonia

**Class Pro - Circuit
Ski Juniors GP3.2**



Ander-Hubert
LAURI
Estonia

**Class Pro - Circuit
Ski Veterans GP1**



Janis
UZARS
Latvia

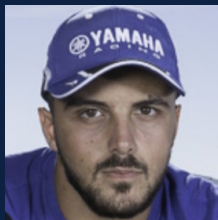
Class Pro - Freestyle



Roberto
MARIANI
Italy



Class Pro - Endurance - Runabout GP1 & GP2



Thomas
FAVOLINI
France

Class Pro - Endurance - Runabout GP3

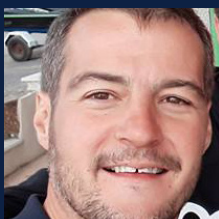


Morgan
PORET
France



Alexandre
BARRET
France

Class Pro - Endurance - Runabout Veterans



Roland
COUHET
France



Arnaud
BOURREAU
France



Class Pro - Endurance - Ski Division GP1



Rui
SOUSA
Portugal

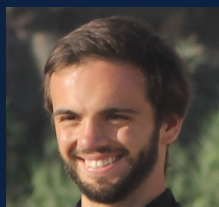


Tiago
SOUSA
Portugal

Class Pro - Endurance - Ski Division GP2



Andre
BARBOSA
Portugal

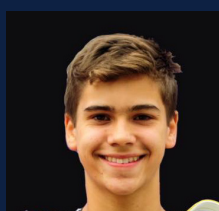


Martim
GALLEGO
Portugal

Class Pro - Endurance - Ski Division GP3



Gonçalo
RODRIGUES
Portugal



Vitorino
RODRIGUES
Portugal

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CODE OF ETHICS

2019

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1. PREAMBLE

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

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

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

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

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

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

THE ETHICAL PILLARS OF THE UIM

1.1 Equality

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

All forms of harassment, be they physical, mental, professional or sexual, are strictly prohibited.

Powerboating promotes the inclusion of men and women equally.

1.2 Fair Play

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

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

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

1.3 Respect

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

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

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

Violence and abusive behaviour are not tolerated.

1.4 Integrity

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

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

Conflicts of interest must be avoided.

1.4.1 Conflicts of interest

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

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

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

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

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

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

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

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

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

1.4.2 Corruption

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

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

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

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

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

1.4.3 Betting

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

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

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

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

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

1.5 Environment

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

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

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

2. GENERAL CONDUCT REGULATIONS

2.1 Basic rules

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

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

2.2 Representational duties

Participants shall represent UIM honestly, respectably and with integrity.

2.3 Conduct towards government and private organizations

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

2.4 Ban on discrimination

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

2.5 Eligibility and dismissal

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

2.6 Protection of personal rights

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

2.7 Loyalty and confidentiality

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

3. PROCEEDINGS

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

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

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

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

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

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

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

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

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

4. ENFORCEMENT

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



ANTI-DOPING RULES

2019

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INTRODUCTION

Preface

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

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

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

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

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

Doping is fundamentally contrary to the spirit of sport.

Scope of these Anti-Doping Rules

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

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

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

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

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

ARTICLE 1 - DEFINITION OF DOPING

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

ARTICLE 2 - ANTI-DOPING RULE VIOLATIONS

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

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

The following constitute anti-doping rule violations:

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

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

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

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

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

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

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

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

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

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

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

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

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

2.3 Evading, Refusing or Failing to Submit to Sample Collection

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

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

2.4 Whereabouts Failures

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

2.5 Tampering or Attempted Tampering with any part of Doping Control

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

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

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

2.6 Possession of a Prohibited Substance or a Prohibited Method

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

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

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

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

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

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

2.9 Complicity

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

2.10 Prohibited Association

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

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

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

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

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

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

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

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

ARTICLE 3 - PROOF OF DOPING

3.1 Burdens and Standards of Proof

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

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

3.2 Methods of Establishing Facts and Presumptions

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

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

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

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

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

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

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

- 3.2.4** The facts established by a decision of a court or professional disciplinary tribunal of competent jurisdiction which is not the subject of a pending appeal shall be irrebuttable evidence against the *Driver* or other *Person* to whom the decision pertained of those facts unless the *Driver* or other *Person* establishes that the decision violated principles of natural justice.
- 3.2.5** The hearing panel in a hearing on an anti-doping rule violation may draw an inference adverse to the *Driver* or other *Person* who is asserted to have committed an anti-doping rule violation based on the *Driver's* or other *Person's* refusal, after a request made in a reasonable time in advance of the hearing, to appear at the hearing (either in *Person* or telephonically as directed by the hearing panel) and to answer questions from the hearing panel or UIM.

ARTICLE 4 - THE PROHIBITED LIST

4.1 Incorporation of the *Prohibited List*

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

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

4.2 Prohibited Substances and Prohibited Methods Identified on the Prohibited List

4.2.1 *Prohibited Substances and Prohibited Methods*

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

4.2.2 *Specified Substances*

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

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

4.3 WADA's Determination of the *Prohibited List*

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

4.4 Therapeutic Use Exemptions ("TUEs")

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4.4.5 Expiration, Cancellation, Withdrawal or Reversal of a TUE

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

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

4.4.6 Reviews and Appeals of TUE Decisions

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

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

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

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

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

ARTICLE 5 - TESTING AND INVESTIGATIONS

5.1 Purpose of Testing and Investigations

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

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

5.1.2 Investigations shall be undertaken:

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

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

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

5.2 Authority to conduct *Testing*

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

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

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

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

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

5.3 Event Testing

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

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

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

5.4 Test Distribution Planning

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

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

5.5 Coordination of Testing

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

5.6 Driver Whereabouts Information

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

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

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

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

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

5.6.6. Testing Pool

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

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

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

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

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

5.7 Selection of *Drivers* to be Tested

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

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

5.7.3 At minimum the following *Drivers* shall be tested for each *Competition* at an *International Event*: Each *Driver* finishing in one of the top three placements in random disciplines in the *Competition*, plus one other *Driver* in the *Competition* selected at random.

5.8 Retired *Drivers* Returning to *Competition*

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

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

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

5.9 Independent Observer Program

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

ARTICLE 6 - ANALYSIS OF SAMPLES

Samples shall be analyzed in accordance with the following principles:

6.1 Use of Accredited and Approved Laboratories

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

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

6.2 Purpose of Analysis of Samples

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

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

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

6.3 Research on Samples

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

6.4 Standards for Sample Analysis and Reporting

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

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

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

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

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

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

6.5 Further Analysis of Samples

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

ARTICLE 7 - RESULTS MANAGEMENT

7.1 Responsibility for Conducting Results Management

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

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

7.2 Review of Adverse Analytical Findings From Tests Initiated by UIM

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

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

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

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

7.3 Notification After Review Regarding Adverse Analytical Findings

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

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

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

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

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

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

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

7.4 Review of Atypical Findings

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

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

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

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

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

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

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

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

7.5 Review of Atypical Passport Findings and Adverse Passport Findings

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

7.6 Review of Whereabouts Failures

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

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

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

7.8 Identification of Prior Anti-Doping Rule Violations

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

7.9 Provisional Suspensions

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

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

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

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

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

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

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

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

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

7.10 Resolution Without a hearing

7.10.1 Agreement between parties

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

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

7.10.2 Waiver of hearing

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

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

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

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

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

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

7.11 Notification of Results Management Decisions

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

7.12 Retirement from Sport

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

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

ARTICLE 8 - RIGHT TO A FAIR HEARING

8.1 Principles for a Fair hearing

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

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

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

8.1.3 The UIM Doping Hearing Panel shall determine the procedure to be followed at the hearing.

The hearing process shall respect the following principles:

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

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

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

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

8.2 Decisions

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

The decision shall be written in English.

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

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

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

8.3 Single hearing Before CAS

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

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

ARTICLE 9 - AUTOMATIC DISQUALIFICATION OF INDIVIDUAL RESULTS

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

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

ARTICLE 10 - SANCTIONS ON INDIVIDUALS

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

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

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

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

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

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

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

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

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

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

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

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

10.3 Ineligibility for Other Anti-Doping Rule Violations

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

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

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

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

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

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

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

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

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

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

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

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

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

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

10.5.1.1 *Specified Substances*

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

10.5.1.2 *Contaminated Products*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

10.6.4 Application of Multiple Grounds for Reduction of a Sanction

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

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

10.7 Multiple Violations

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

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

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

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

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

10.7.4 Additional Rules for Certain Potential Multiple Violations

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

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

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

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

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

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

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

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

10.9 Allocation of CAS Cost Awards and Forfeited Prize Money

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

10.10 Financial Consequences

Where a *Driver* or other *Person* commits an anti-doping rule violation, UIM may, in its discretion and subject to the principle of proportionality, elect to a) recover from the *Driver* or other *Person* costs associated with the anti-doping rule violation, regardless of the period of *Ineligibility* imposed and/or b) fine the *Driver* or other *Person* in an amount up to \$ 1000 _____ U.S. Dollars, only in cases where the maximum period of *Ineligibility* otherwise applicable has already been imposed.

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

10.11 Commencement of Ineligibility Period

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

10.11.1 Delays Not Attributable to the Driver or other Person

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

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

10.11.2 Timely Admission

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

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

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

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

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

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

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

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

10.12 Status During *Ineligibility*

10.12.1 Prohibition Against Participation During *Ineligibility*

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

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

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

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

10.12.2 Return to Training

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

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

10.12.3 Violation of the Prohibition of Participation During Ineligibility

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

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

10.12.4 Withholding of Financial Support during Ineligibility

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

10.13 Automatic Publication of Sanction

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

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

ARTICLE 11 - CONSEQUENCES TO TEAMS

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ARTICLE 12 - SANCTIONS AND COSTS ASSESSED AGAINST SPORTING BODIES

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

ARTICLE 13 APPEALS

13.1 Decisions Subject to Appeal

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

13.1.1 Scope of Review Not Limited

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

13.1.2 CAS Shall Not Defer to the Findings Being Appealed

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

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

13.1.3 WADA Not Required to Exhaust Internal Remedies

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

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

appeal directly to CAS.]

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

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

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

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

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

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

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

13.2.3 *Persons* Entitled to Appeal

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

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

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

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

13.2.4 Cross Appeals and other Subsequent Appeals Allowed

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

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

13.3 Failure to Render a Timely Decision

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

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

13.3.1 Failure of National Association to Render a Timely Decision

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

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

13.4 Appeals Relating to TUEs

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

13.5 Notification of Appeal Decisions

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

13.6 Appeal from Decisions Pursuant to Article 12

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

13.7 Time for Filing Appeals

13.7.1 Appeals to CAS

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

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

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

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

13.7.2 Appeals Under Article 13.2.2

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

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

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

ARTICLE 14 - CONFIDENTIALITY AND REPORTING

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

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

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

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

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

14.1.3 Content of an Anti-Doping Rule Violation Notice

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

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

14.1.4 Status Reports

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

14.1.5 Confidentiality

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

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

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

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

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

14.3 Public Disclosure

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

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

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

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

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

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

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

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

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

14.4 Statistical Reporting

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

14.5 Doping Control Information Clearinghouse

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

14.6 Data Privacy

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

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

ARTICLE 15 - APPLICATION AND RECOGNITION OF DECISIONS

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

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

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

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

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

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

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

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

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

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

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

16.6 Statistical Reporting

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

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

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

ARTICLE 17 - STATUTE OF LIMITATIONS

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

ARTICLE 18 - UIM COMPLIANCE REPORTS TO WADA

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

ARTICLE 19 - EDUCATION

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

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

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

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

ARTICLE 20 - AMENDMENT AND INTERPRETATION OF ANTI-DOPING RULES

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

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

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

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

ARTICLE 21 - INTERPRETATION OF THE CODE

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

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

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

22.1 Roles and Responsibilities of *Drivers*

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

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

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

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

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

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

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

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

22.2 Roles and Responsibilities of *Driver Support Personnel*

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

22.2.2 To cooperate with the *Driver Testing* program.

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

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

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

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

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

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

APPENDIX 1 DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

CAS: The Court of Arbitration for Sport.

Code: The World Anti-Doping Code.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Metabolite: Any substance produced by a biotransformation process.

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

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

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

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

National-Level Driver: Drivers who compete in sport at the national level, as defined by each National Anti-Doping Organization, consistent with the International Standard for Testing and Investigations.

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

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

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

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

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

Participant: Any Driver or Driver Support Person.

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

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

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

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

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

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

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

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

conducted on an expedited time schedule.]

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

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

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

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

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

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

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

Specified Substance: See Article 4.2.2.

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

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

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

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

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

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

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

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

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

Parties to the Convention and the Conference of Parties to the International Convention against Doping in Sport.

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

WADA: The World Anti-Doping Agency.

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

APPENDIX 2 EXAMPLES OF THE APPLICATION OF ARTICLE 10

EXAMPLE 1.

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

Applications of Consequences:

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

EXAMPLE 2.

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

Applications of Consequences:

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

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

EXAMPLE 3.

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

Applications of Consequences:

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

EXAMPLE 4.

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

Applications of Consequences:

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

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

EXAMPLE 5.

Facts:

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

Applications of Consequences:

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

EXAMPLE 6.

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

Applications of Consequences:

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

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

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

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

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

APPENDIX 3 CONSENT FORM

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

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

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

I have read and understand the present declaration.

Date

Print Name (Last Name, First Name)

Date of Birth
(Day/Month/Year)

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



ENVIRONMENTAL CODE

2019



The UIM Environmental *Code*

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

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1.GENERAL PRINCIPLES

DEFINITION

1.1

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

1.2

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

1.3

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

1.4

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

1.5

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

1.6

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

1.7

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

1.8

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

1.9

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

These regulations and recommendations refer in particular to:

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

1.10

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

1.11

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

2.UIM ENVIRONMENTAL WORKING GROUP (EWG)

2.1 ROLE AND RESPONSIBILITIES

Role

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

Responsibilities

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

3.ENVIRONMENTAL STEWARD

3.1 ROLE AND RESPONSIBILITIES

Role

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

Responsibilities

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

4.UIM ENVIRONMENTAL DELEGATE

4.1 ROLE AND RESPONSIBILITIES

Role

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

Responsibilities

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

An educational program is mandatory for the UIM environmental delegates.

5.NOISE

5.1 INTRODUCTION

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

5.2 NOISE OF POWERBOATS

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

The UIM recommends:

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

5.3 SOUND LEVEL MEASUREMENTS

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

5.4 PUBLIC ADDRESS SYSTEM

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

6.FUEL

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

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

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

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

7.PROTECTION OF GROUND AND WATER

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

7.1 ENVIRONMENTAL MAT

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

8.CLEANING OF POWERBOATS

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

9.ACTION TO BE TAKEN BY DRIVERS / PARTICIPANTS

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

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

10.REQUIREMENTS TO ENCOURAGE ENVIRONMENTAL BEHAVIOUR BY THE SPECTATORS

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

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

11.ACTION TO BE TAKEN BY INTERNATIONAL ORGANIZERS

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

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

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

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

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

11.1 ENVIRONMENTAL PROVISIONS

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

Measures must also be taken to prevent:

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

11.2 LOGBOOK / CHECK-LIST

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

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

11.3 PUBLICITY/ADVERTISING

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

11.4 DRIVER PADDOCK / SERVICE AREAS / TIME CONTROL AREAS

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

11.5 AFTER THE EVENT

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

11.6 GENERAL REGULATIONS FOR THE MANAGEMENT OF VENUES

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

12.RECOMMENDATIONSTOALLSEA/LAKE/RIVER USERS

12.1 INTRODUCTION

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

12.2 DRIVER CONDUCT

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

13.UIM ENVIRONMENTAL AWARD

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

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

14.UIM TRIANNUAL WORLD CIRCUMNAVIGATION RACE

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

15.GREEN LOGO

The UIM have approved this Green Logo



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 Marshall	Helps the Race Director control the race and assists stopped pilots on the course. Most often is positioned inside 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 carburetor. 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	The moto is one of the races that composes the Event. 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
Rider	Competitor
Rear Sponson	Added vertical surface on the hull abaft the beam designed to maintain the direction of the bike in the turns.
Front Sponson	Added vertical surface with some horizontal build to the front 1/3 of the aquabike hull designed to improve turning grip and increase buoyancy of the bow.
Starting 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.
Hole Shot buoy	The first Marker buoy(s) of the starting chute

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 – RACE OFFICIALS

102.01 – GENERAL

01) 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 organizing 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.

An UIM Commissioner shall be chosen by the Secretary General in coordination/ consultation with the chairperson of the Aquabike Committee from the listings provided by National Authorities, and by the Aquabike Committee.

The UIM Commissioner cannot be appointed to an Event organised by his own National Authority unless by special reasons.

02) The UIM Commissioner functions are to :

- assists the local organiser and more particularly the Officer of the Day;
- 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 Race Director, 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 the race committee if safety conditions are not met. In some cases, he can suspend the *Event* if the safety conditions do not improve.

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 are 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 needs to receive:

- * race program
- * list of entries with names and nationalities.
- He must meet the O.O.D. and the Protest Judge.
- 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 rules and the advance program

This task must be completed with the O.O.D. and/or Safety Officer and any official *Drivers* Representative.

- During the *Event* 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 that 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 the UIM secretariat 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 Aquabike.
- He must survey the weighing of the Aquabike, 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.

03) AFTER THE RACE

As soon as the results are 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 UIM's, 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 UIM, he will note this fact in his report and will urge the organisers to send all required documents by themselves to the Secretariat of UIM, 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.

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 his 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.

102.02 - O.O.D. OFFICER OF THE DAY

The Officer of the Day must supervise the organisation of the race. He/she must maintain order on the course, ascertain that all services work properly, ensure that all correspond to the rules and observe the Racing Rules according to the Race Program, gather written reports of the Officers and Timekeepers and any other documents that will enable the results to be compiled.

102.03 - RACE DIRECTOR

The Race Director is nominated for the World and Continental Championship. For International ordinary race the organising club can appoint a R.D. if deemed necessary. The R.D. runs the riders briefing and directs all the officials involved in the race. He/she is Part of the Race committee. He/She responds directly to the O.O.D.

102.04 - RACE SECRETARY

The Race Secretary is responsible on behalf of the R.C. for the practical side of the meeting and organisation, He/she must collect all documents. Protests must be received by the race secretary.

102.05 - COURSE MARSHALLS

The course marshalls main duty is to rescue any injured/fallen Rider during any activity in the water. They also help the race committee as race officials ensuring that all the rules are respected by the riders.

102.06 - TECHNICAL COMMISSIONERS

The Technical commissioner/s is/are overseeing all inspections of the A.B.s according to the technical rules.

102.07 - BUOY OBSERVERS

The buoy observers are specially dedicated officials ensuring the respect of the racecourse.

102.08 - TIME KEEPERS

The Timekeepers, at the end of any timed racing session, hand the race results to the R.C. for their approval.

102.09 - PADDOCK AND BEACH MARSHALLS

The Paddock and Beach Marshalls are responsible for the operations in the pits under the control of the R.C.

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 recognized. The same applies to powerboating events not approved by National Authorities.

A national race, or a race by "invitation" in which a foreign Driver is invited to take part must be entered on the UIM Calendar otherwise it becomes an unauthorised Event. Remember that Drivers having International licences, are only allowed to enter a meeting outside their country provided their National Authority gives them permission to do so.

104.01 - SPECIAL LICENSES

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

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

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

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

105 - TITLED INTERNATIONAL EVENTS

There are 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 organisation of an Event needs to guarantee:

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

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.

A rider coming from a continent different from the one where the championship is organised may be proclaimed Continental Champion (i.e. a non european rider may be proclaimed european champion) provided he has had a licence from the continent where the championship is held for more than two years.

A rider adhering to a national authority from a different continent of the one where the championship is organised can only compete in any UIM Continental titled Event if:

- a) He/she competes on equal terms for any start/prize money and/or Event trophies,
- b) He will not accumulate points for the Series,
- c) His results will be discounted when calculating points valid for the final series point count.

Immediately after the Championship, the name of the Champion must be transmitted by e-mail to the UIM secretariat.

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 3 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.

Severe sanctions should be applied by national authorities that do not comply with.

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

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.

120.08 - TEAM MANAGERS - RADIOMEN

A Team Manager must be registered for each rider.

For GP1 world and Continental Championship, pilots that require to Use radio communication systems must communicate this at time of registration and register a radioman. Radioman/Team Manager may be the same Person if requested.

200 - GENERAL RACING RULES

200.01 - INTERPRETATION OF THE RULES

In all cases unforeseen by the International rules, the National Authority or the Race Committee 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 rider 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 Event.

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 rider agrees to abide by the decisions of those officials relating to the Event, except as provided in the UIM By-Laws and Rules.

Such rider 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 rider and/or pit crew. All such riders 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 rider will be governed by all rules and from the time of arriving at the race area until leaving the race area.

201 - 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 for junior's categories). Riders below the age of 15 are required to have parent(s) or legal 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 should be required for age verification. Is considered the age of the rider on the 31 December of the relevant year.

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 Superlicence 150 Euro
- Continental Superlicence 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 - RIGHTS

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 - RIDERS BRIEFING

203.03.01

It is mandatory that one or more riders briefing are held before the start of the racing day.

The riders which are late or absent from this briefing will need to see immediately the R.D. or O.O.D. for a special safety briefing and will be penalised according to rule 312.

Riders and team members must 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 riders 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 race officials and protest judge
4. Timetable for all activities
5. Start and Finish procedures.
6. Information regarding the qualifying heats.
7. Flag positions and descriptions.
8. Circuit description.
9. Race area, riding direction, riding to the start area, riding after the chequered flag, number of laps or duration, etc...
10. Special conditions for this race/race site
11. Safety: fire fighting points, ambulance and personnel, rescue boats, rules of conduct in the pits, etc...
12. Location of information board, results, etc...
13. Time and place of Prize Giving Ceremony.
14. Questions.

Any instruction specific to the venue, given by the UIM Commissioner/Race Director/OOD, becomes obligatory for the Drivers and race officials to follow. Not abiding by these instructions may involve penalties being applied.

203.04 - MODIFICATIONS OF THE RACE INSTRUCTIONS AND NOTIFICATIONS

Modifications of the race program, race instructions, as well as any other Race Committee notifications and decisions, protest judge hearing or decisions, will be displayed on the official information board or announced at riders briefing. Each pilot is responsible to consult this board before, during and after each Event.

203.05 - 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 A.B. will be reserved for the sponsor(s) of the event.

203.06 - UIM STICKERS

The UIM actual logo (min 10 x 5 cm) supplied by the UIM or other manufacturer, must be attached to both sides on a near vertical surface, of all aquabike participating in UIM titled events. The sticker will be distributed by the technical commissioner during technical inspection. The loss of the UIM logo will not be a reason for Disqualification at post race technical inspection.

204 - SAFETY RULES

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

204.01 ORGANISATION

The R.C. 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 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 CRAFTS

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 A.B. 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 A.B. over there. This will only be done when all hazardous traffic is clear and there is an open pathway.
3. All riders must wear all appropriate protective gear at any time while on the water during an Event.
4. When a rider needs to leave the race course, he must go outside the circuit and return to the pits area at slow speed respecting the in-out procedure as instructed in the riders' briefing.

5. In case of injury or when assistance is required, the rider must remain sitting down on the aquabike with one arm straight up over the head. Ski division riders must stay close to their aquabike with one arm straight up over their head.
7. In case the rider falls off the aquabike, the Course Marshall will guarantee safe entry into a zone where assistance can be given. The Course Marshall will go nearby the rider asking for his left hand and will assist the rider toward the back of the aquabike as soon as the conditions are safe.
8. If a rider falls off the aquabike, it is idling or not functioning properly and could become a hazard to the other competitors, the Course Marshalls have the right to tow any rider and his A.B. 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 Race Director, O.O.D. or his assistant. 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 and the Course Marshalls during the running of any Event.

No rider 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. or Race Director 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/Racing Season.

Race number "1" in each class is reserved to the reigning World Champion.

The size of numbers will be 30cm x 30cm. Numbers will be printed black (Arial Black) on white background for all categories.

Race numbers not conform integrated in the Aquabike livery can be accepted as long as clearly readable by the timing officers and race officials.

For World and Continental Championships all Riders must wear a numbered racing bib to be more easily identified by the time keepers and course marshals. Only racing bibs approved by the promoter will be allowed.

207 - DISCLAIMER

By participating in UIM governed races any *Participant* (rider, team member, spectator, race official or other involved *Person*) acknowledges the following:

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

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

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

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

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

300 - SPORT RULES

The UIM Aquabike rules are applicable when the rider and his team enter the paddock until the moment they leave at the end of the race. Once entered and registered, no AB shall leave the paddock until the end of the last moto and last technical inspection.

The free practice and training are similar to the races and where not differently specified the same rules are applicable.

The rider 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 riders briefing.

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.

300.01 - RESPONSIBILITY OF THE RIDERS

Each registered Rider is responsible for, but not limited to, the following:

Aquabike and racing number.

All crew members.

To check the official notice board and always be up-to-date with any documentation posted.

To always pay attention to the signs and orders given by any race official or the R.C.

301 - RACE SCHEDULE

301.01 - POSTPONEMENTS

The Race Committee shall adhere to the racing schedule as advertised in the advance program. In case of force majeure the race committee is allowed to modify the timetable at any time. The Race Committee will publicly announce all postponements as far in advance as possible.

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

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, the red flag will be permanently displayed at the official starting line and at such points on the race course as they are authorised by these rules.

If a race is cancelled by the R.C. for any reason deemed necessary, points will be awarded on the basis of the heats completed.

302 - RACING FORMAT

The Aquabike Discipline is divided into 6 sub-disciplines:

1. Closed course (circuit)
2. Parallel Slalom
3. Freestyle
4. Jet Raid
5. Offshore
6. Endurance

Aquabike sub-disciplines may be run in different divisions (Ski or Runabout) and category (GP1-GP2-GP3 - GP4)

302.01 - UIM CATEGORIES

Categories		2 Strokes	4 Strokes	Turbo	Comments
Ski Future Electric	SFE				Age 5 - 7 years
Ski Juniors	GP200		Max 200 cc		Age 8 - 10 years
Ski Juniors	GP3.1	Max 800cc			Age 8 - 9 years
Ski Juniors	GP3.2	Max 800cc			Age 10 - 12 years
Ski Juniors	GP3.3	Max 800cc			Age 13 - 15 years
Ski Division	GP3	Max 800cc			
Ski Division	GP2	Max 850cc	Max 1620cc	Max 750cc	
Ski Division	GP1	Max 1300cc	Max 1620cc	Max 1000cc	
Runabout	GP4		Max 950cc		
Runabout	GP3	Max 1300cc	Max 2000cc		
Runabout	GP2	Max 2600cc	Max 2600cc	Max 2000cc	
Runabout	GP1	Max 2600cc	Max 2600cc	Max 2000cc	
Freestyle	Free				
Freestyle	Amateur	Max 800cc	Allowed only for International ordinary race		

302.01.01 - WORLD CHAMPIONSHIP

Ski juniors	GP3.3
Ski juniors	GP3.2
Ski juniors	GP3.1
Ski Ladies	GP1
Ski division	GP3
Ski division	GP2
Ski division	GP1
Runabout Ladies	GP4
Runabout	GP4
Runabout	GP3
Runabout	GP2
Runabout	GP1
Freestyle	Free

302.01.02 - JET RAID / OFFSHORE / ENDURANCE WORLD CHAMPIONSHIP

Runabout	GP3
Runabout	GP2
Runabout	GP1

302.01.03 - WORLD RECORD

Ski division	GP1
Runabout	GP1

302.01.04 - WORLD PARALLEL SLALOM

Ski division	GP1
Ski Ladies	GP1
Runabout	GP1

302.01.05 - CONTINENTAL CHAMPIONSHIP

Ski juniors	GP3.3
Ski juniors	GP3.2
Ski juniors	GP3.1
Ski Ladies	GP1
Ski division	GP3
Ski division	GP2
Ski division	GP1
Ski Veterans	GP1 (40 or more years old)

***Runabout Ladies* GP4**

Runabout	GP4
Runabout	GP3
Runabout	GP2
Runabout	GP1
Runabout Veterans	GP1 (40 or more years old)
Freestyle	Free

302.01.06 - JET RAID / OFFSHORE / ENDURANCE CONTINENTAL CHAMPIONSHIP

Runabout	GP2
Runabout	GP1
Runabout	GP3
Runabout Veterans	
Ski division	GP3
Ski division	GP2
Ski division	GP1
Ski Ladies	GP1
Ski Veterans	

Veterans: Drivers over 40 years. Experience of minimum one year in a national/International championship.

302.01.07 - INTERNATIONAL ORDINARY RACES

For International ordinary races the national authority is free to decide which category is allowed to participate in the event.

302.02 - DURATION

302.02.01 - CIRCUIT WORLD CHAMPIONSHIP

Ski Juniors	GP3.3	12 minutes + 1 lap
Ski Juniors	GP3.2	12 minutes + 1 lap
Ski Juniors	GP3.1	12 minutes + 1 lap
Ski Women	GP1	15 minutes + 1 lap
Ski Division	GP3	15 minutes + 1 lap
Ski Division	GP2	15 minutes + 1 lap
Ski Division	GP1	15 minutes + 1 lap
Runabout Ladies	GP4	15 minutes + 1 lap
Runabout	GP4	15 minutes + 1 lap
Runabout	GP3	20 minutes + 1 lap
Runabout	GP2	20 minutes + 1 lap
Runabout	GP1	25 minutes + 1 lap
Freestyle	Free	3 minutes / rider (Maximum)

302.02.02 - CIRCUIT CONTINENTAL CHAMPIONSHIP - INTERNATIONAL ORDINARY RACES

Ski Juniors	GP3.3	12 minutes + 1 Lap
Ski Juniors	GP3.2	12 minutes + 1 Lap
Ski Juniors	GP3.1	12 minutes + 1 Lap
Ski Ladies	GP1	15 minutes + 1 lap
Ski Division	GP3	15 minutes + 1 Lap
Ski Division	GP2	15 minutes + 1 Lap
Ski Division	GP1	15 minutes + 1 Lap
Ski Veterans	GP1	15 minutes + 1 lap
Runabout Ladies	GP4	15 minutes + 1 lap
Runabout	GP4	15 minutes + 1 lap
Runabout	GP3	15 minutes + 1 lap
Runabout	GP2	15 minutes + 1 Lap
Runabout	GP1	20 minutes + 1 Lap
Runabout Veterans	GP1	20 minutes + 1 lap
Freestyle	Free	3 minutes / rider (Maximum)

302.03 - NUMBER OF RIDERS

302.03.01 - CIRCUIT WORLD CHAMPIONSHIP

Ski juniors	GP3.3	Maximum 15 riders
Ski juniors	GP3.2	Maximum 15 riders
Ski juniors	GP3.1	Maximum 15 riders
Ski Women	GP1	Maximum 30 riders
Ski division	GP3	Maximum 25 riders
Ski division	GP2	Maximum 25 riders
Ski division	GP1	Maximum 30 riders
Runabout Ladies	GP4	Maximum 20 riders
Runabout	GP4	Maximum 20 riders
Runabout	GP3	Maximum 20 riders
Runabout	GP2	Maximum 20 riders
Runabout	GP1	Maximum 25 riders
Freestyle	Free	Maximum 10 riders

In case of special safety needs on a race site the Race Committee might decide a reduction of the maximum number of riders allowed on the race course.

Excluding freestyle, In case the number of rider is lower than 10 registered to the race, any category may be run together with another category at discretion of the Race Committee.

302.03.02 - CIRCUIT CONTINENTAL CHAMPIONSHIP - INTERNATIONAL ORDINARY RACE

Ski juniors	GP3.3	Maximum 15 riders
Ski juniors	GP3.2	Maximum 15 riders
Ski Juniors	GP3.1	Maximum 15 riders
Ski Women	GP1	Maximum 22 riders
Ski division	GP3	Maximum 22 riders
Ski division	GP2	Maximum 22 riders
Ski division	GP1	Maximum 22 riders
Ski Veterans	GP1	Maximum 22 riders
Runabout Ladies	GP4	Maximum 18 riders
Runabout	GP4	Maximum 18 riders
Runabout	GP3	Maximum 18 riders
Runabout	GP2	Maximum 18 riders
Runabout	GP1	Maximum 18 riders
Runabout Veterans	GP1	Maximum 18 riders
Freestyle	Free	Maximum 10 riders

In case of special safety needs on a race site the Race Committee might decide a reduction of the maximum number of riders allowed on the race course.

Excluding freestyle, In case the number of rider is lower than 10 registered to the race, any category may be run together with another category at discretion of the Race Committee.

303 - CIRCUIT DEFINITION

The race Course will be set in an area included approximately between 50.000 and 250.000 m² and will be composed of turn buoys.

The minimum number of turn buoys for a world championship circuit race is 25.

The minimum number of turn buoys for a continental championship circuit race is 20.

One or more alternative courses are part of the circuit. (minimum 4 buoys - maximum 8)

The distance between the starting line and the first hole shot should be approximately between 150m and 500m

For Ski Division in lake or river races up to 3 technical obstacles can be added to the race circuit. (i.e. Log Jump)

A penalty buoy will be placed at the end of the race course.

303.01 - COURSE MARKER BUOYS

All riders must negotiate the A.B. completely around the course Marker buoys as instructed in the Riders Briefing.

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

Main course

Red buoy	Left-hand turn
White or yellow buoy	Right-hand turn
Chequered buoy	Arrival
Penalty buoy	According to specification in the Briefing
Alternate Course	Yellow, blue, green Buoys as specified in the briefing

Safety Demarcation buoys According to specification in the Briefing

In the Event that a buoy is missing or is misplaced during a race, the Race Committee will replace it whenever it is possible. If the buoy cannot be replaced, the rider will take the next buoy by the shortest path while ignoring the missing or out of place buoy.

In the event that a buoy is missing or is misplaced during qualification or pole position the session will be interrupted. If the session is interrupted 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 session has been run, the classification will be according to the positions at the time of the interruption.

The rider that causes the interruption of the session will be investigated by the race committee and may be penalized or may not be authorized to take again the start.

303.02 - MISSING TURN BUOYS

Any rider passing the course Marker buoy on the wrong side or riding an A.B. over the course Marker buoy will be judged as missing it no matter what side of the A.B. the buoy re-appears.

A rider that misses a buoy must, when re-entering the circuit, yield the passage to the A.B. arriving normally on the circuit under penalty of sanctions for dangerous driving.

A rider that misses a buoy directing the AB straight to the next one and reaching it is considered to have CUT the course.

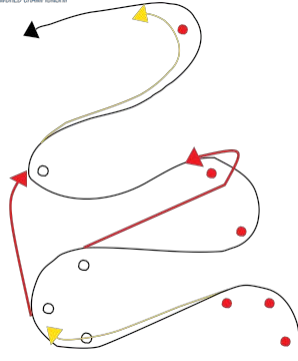
A rider who misses a buoy on the circuit must take the penalty buoy placed at the end of the race course during that same Lap. A rider coming from the penalty buoy must, when re-entering the circuit, yield the passage to the aquabike arriving normally on the circuit under penalty of sanctions for dangerous driving.

In case of missing a buoy and not passing the penalty buoy on the same lap, 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 race official is allowed to report to the race committee upon riders missing buoys.



NAVIGATING AROUND BUOYS



— Correct racing line

Any rider passing the course *Marker* buoy on the wrong side or riding an A.B. over the course *Marker* buoy will be judged as missing it no matter what side of the A.B. the buoy re-appears.

— Buoy has been missed

"A rider that misses a buoy directing the AB straight to the next one and reaching it is considered to have CUT the course."

— Course has been "Cut"

304 - FLAG SIGNALS

304.01 - GENERAL

The use of flags is the primary communication between Riders 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. Riders not adhering to flag signals may be disqualified or have other penalties.

304.02 - GREEN FLAG

Signifies the circuit is open and the session can start.

304.03 - YELLOW FLAG

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

304.04 - RED FLAG

Signifies the event will stop immediately regardless of position of machines on the course. Riders are to return to the starting line unless instructed differently at the riders briefing. In the *Event* of single injury being the reason for the red flag, that rider could be disqualified from the events of the day.

304.05 - BLACK FLAG

A Black flag is shown to disqualify a rider from that moto/qualify/practice. It must be used with a number board indicating the racing number of the competitor who has to stop racing immediately and return to the pits.

304.06 - WHITE FLAG

When the white flag is displayed, riders are entering their last lap.

304.07 - BLUE FLAG

The Race Committee shall show the blue flag to signal that a rider is being lapped by a faster rider. The slower rider must make way for the overtaking rider to pass safely.

When the Course Marshall points his arm and finger towards one rider, this is the signal that the rider is being overtaken and lapped by another rider. The slower rider(s) must give way to the overtaking rider(s) to ensure safe overtaking (equals the blue flag).

304.08 - BLACK AND YELLOW FLAG

The black and yellow flag signals the rider that a drive through penalty has been imposed. The rider has two laps to complete his drive through once the flag is shown for the first time.

304.09 - CHEQUERED FLAG

Race completed.

305 – RACE

305.01 - FORMAT

The Race will proceed according to the Advance Program which must be sent to the UIM Secretariat for publication at least 45 days before the race.

In Titled Races (Grand Prix) The advance Program publication must be approved by the UIM Promoter and the UIM committee chairman.

The Race is composed of different racing sessions:

Free Practice

Qualification (if needed)

Pole Position

Motos

305.02 - MANDATORY TRAINING

To take the departure of the moto, the pilot must have participated in one training of at least 3 laps during free practice, qualification, or, only in case of mechanical problems during the free practice, during pole position. A rider that will not participate in the mandatory training will also lose the right to be shown on the race results.

305.03 QUALIFYING HEATS - POLE POSITION

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:

Option 1 – Sprint Race

Ski juniors 15 pilots 10 minutes + 1 Lap

Ski division 20 pilots 12 minutes + 1 Lap

Runabout 15 pilots 18 minutes + 1 Lap

The line up for the start will be given by lucky draw (option possible only with line up n°1 - rule 305.02.04)

Option 2 – Timed trial

The qualification will be taken on a fastest lap basis for the following duration:

Ski juniors 12 minutes

Ski division 15 minutes

Runabout 20 minutes

Pole position determines the starting order of the moto. It is run with the same 2 options as the qualifications.

305.04 - START

The start will be either a quay, jetty, or beach, or a rolling start.

Every rider must be ready for the starting procedure 30 minutes before the scheduled time.

305.04.01 - QUAY, BEACH OR JETTY START

Once all riders will be lined up in the correct order, the starter will show a 2' board (turn your engines on) and check all riders. At this point any rider have the chance (by raising the hand) to call a 2' minutes countdown if they need. If no rider calls the 2' Countdown the starter will show a 1' board (ready to go) and will start the race from 0 to 5 seconds.

The race can be started by start lights, flag or elastic band. In case of an elastic band start, all A.B. shall be in a line with approximately the same distance between the front of their A.B. and the elastic band.

Line up

1. With the fastest classified in the pole position choosing the position on the starting grid. In this case, once started, all riders must maintain their lane until the Marker buoys placed at 50% of the distance of the 1st hole shot. (as per drawing)
2. With the fastest qualified on the inside lane towards the holeshot and 3 gates divided as follows: 1 holeshot from position from 1 to 5, 1 hole shot for positions from 6 to 15, 1 hole shot from position 16 to the end of the grid. in this case, once started, all rider must maintain their lane until the hole shot buoy. (as per drawing)

Holders:

Runabout: 2 holders

Ski Division: 1 holder and riders must keep both feet on the ground until the race starts.

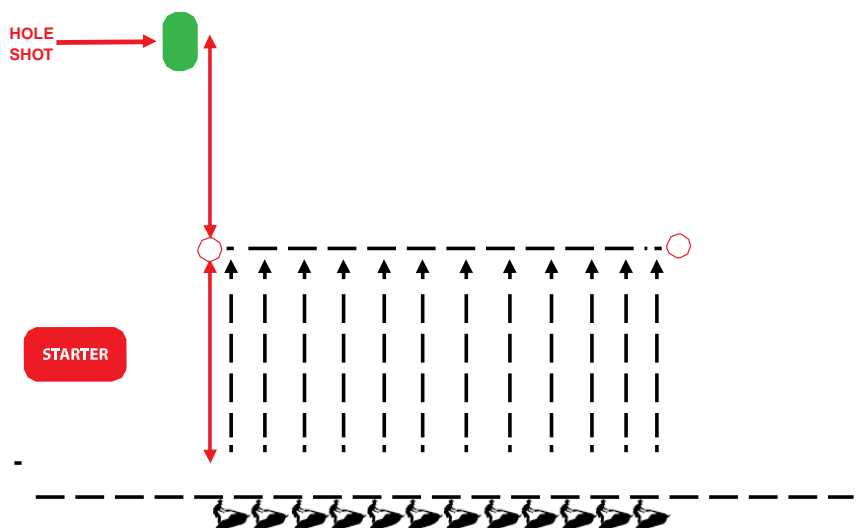
Junior 3.2 / 3.1: 1 holder and the rider can kneel in the tray

* if Junior 3.3 rides together with either of these classes, they will all follow the same rules as specified at the riders briefing.

All holders must wear gloves and closed shoes.

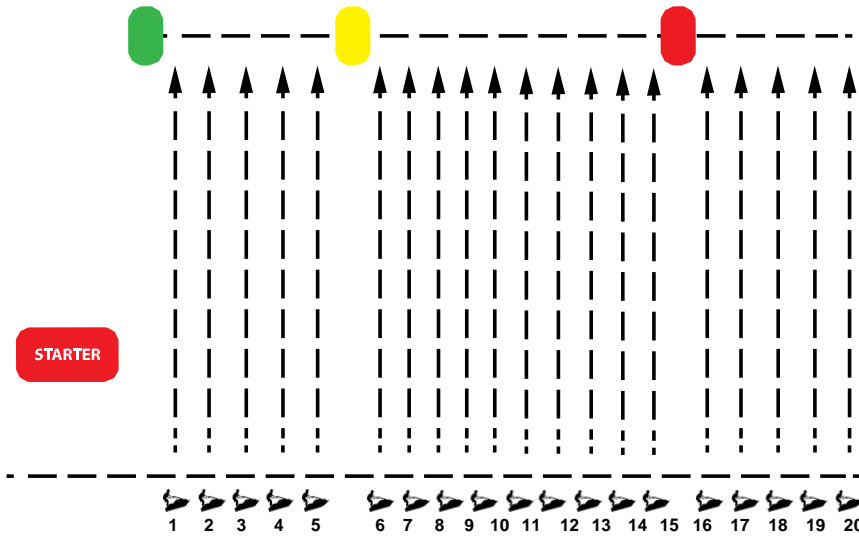


LINE UP 1





LINE UP 2



305.04.02 - ROLLING START

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

- 1st Hole shot Pilots classified from 1 to 5 in the Pole Position
- 2nd Hole shot Pilots classified from 6 to 15 in the Pole Position
- 3rd Hole shot All other pilots who participated in the Pole Position

Pilots who could not participate to the Pole Position or have changed AB or engine will start at the end of the grid.

It is the Riders responsibility to make sure they respect line and position during the start procedure.

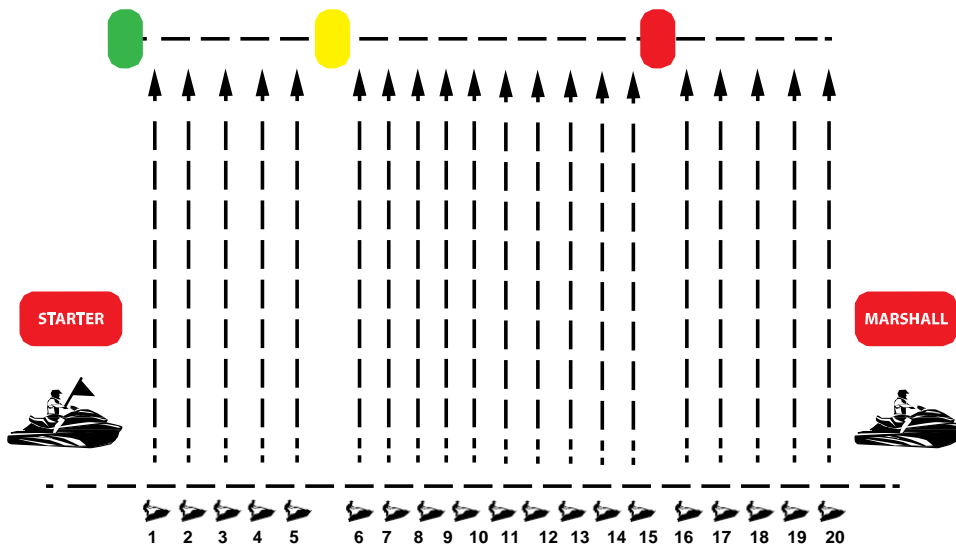
The start will be given by a boat or Rescue Marshall by flag signal.

Once started, all riders must maintain their lane until the hole shot buoy.

(as per drawing)



ROLLING START



305.05 - 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 rider that causes the interruption of the start procedure or the race will be investigated by the race direction and may be penalized or may not be authorized to take again the start.

305.06 - FINISH

After the winner passes the chequered flag, the race is finished and all riders still racing must complete their final lap.

A rider and his A.B. shall be considered a unit in order to finish. The rider must pass the chequered flag riding his A.B. The rider who does not pass the finish line or which does not complete $\frac{2}{3}$ of the winner's number of lap will not be classified.

305.07 - PODIUM

The first three riders should go to the podium according to race instructions. The riders must attend the podium ceremony with the Wetsuits, the helmet and the official racing bib.

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.

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 Race Committee. 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 rider to Disqualification and other sanctions and if in the case of a team effort, the complete team may be penalised.

308.02 - CONTROL OF THE AQUABIKE DURING PRACTICE AND RACE

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

308.03 - OBSTRUCTION

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

308.04 - OVERTAKING

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

308.05 - ACCIDENTS

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

308.06 - INJURED RIDERS / DAMAGED AQUABIKE

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

308.07 - O.O.D. 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.

308.08 - OUTSIDE ASSISTANCE

The Rider that has fallen and has been brought back on his AB can continue the race. If a Rider Gets Towed back to the pits, he/she will not be allowed to re-enter the moto. The rider that has some mechanical issues can go back on shore to get assistance under the control of the UIM technical Commissioner and resume his moto.

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 moto 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 moto. In the event of equality, it is the classification of the last moto 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	15 pts	11th	10 pts	16th	5 pts
2nd	22 pts	7th	14 pts	12th	9 pts	17th	4 pts
3rd	20 pts	8th	13 pts	13th	8 pts	18th	3 pts
4th	18 pts	9th	12 pts	14th	7 pts	19th	2 pts
5th	16 pts	10th	11 pts	15th	6 pts	20th	1 pt

310.04 - UIM WORLD CHAMPIONSHIPS TITLE

To allocate a title of World Champion, the championship must have a minimum of four Nations participating, and two Nations by category.

310.05 - UIM CONTINENTAL CHAMPIONSHIP

To allocate a title of Continental Champion, the championship must have a minimum of four Nations participating, and two Nations by category.

310.06 - FINAL CLASSIFICATION

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

311 - RACE PROPORTIONAL TRAVEL MONEY

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

312 - FINES, PENALTIES AND DISQUALIFICATION

312.01 - PENALTIES

Any race official can inform the Race Committee about any infringement of the rules, The race committee will subsequently judge upon the matter and impose penalties where necessary. A report from the official will be handed to the race direction.

The following Penalties may be applied:

312.01.01 - FINES

Late arrival at briefing	100 €
Missing riders briefing	200 € and start last in the first following Moto
Not correctly dressed at the briefing	100 €
Late at line	100 €
Not respecting rule 305.05	6 points of the Championship standing and Proportional reduction of the Travel Money
Destroying a buoy	500 €
Not Wearing racing bib (when mandatory)	200 €

All fines must be paid before the start of the following racing session to the race secretariat.

Any organising club or Promoter has the right to impose extra fines according to special needs related to the event . Extra fines will be reported on the Advance Program or announced at riders Briefing.

312.01.02 - RACE PENALTIES

Missing a buoy	penalty buoy to be taken on same lap
Not respecting penalty buoy	1 Lap
Cutting the course	2 laps
Unsportsmanlike driving	1 Lap or Disqualified*
Dangerous driving	1 Lap or Disqualified*
Ignoring signals	1 Lap or Disqualified*
Disobeying Race Control orders	1 Lap or Disqualified*

*Penalty given according to the Fault

Any of the above penalties may be associated with one or more yellow cards if deemed to be dangerous driving.

312.01.03 - PRACTICE AND POLE POSITION PENALTIES

Missing a buoy	Current lap cancelled
Cutting the course	Best lap cancelled or disqualified from the session*
Unsportsmanlike driving	Best lap cancelled or disqualified from the session*
Dangerous driving	Best lap cancelled and yellow card or disqualified from the session*
Ignoring signals/obstructing riders	Best lap cancelled or disqualified from the session*
Disobeying Race Control orders	Best lap cancelled or disqualified from the session*

*Penalty given according to the *Fault*

Any of the above penalties may be associated with one or more yellow cards if deemed to be dangerous driving.

312.01.04 - RACE START PENALTIES DRIVE THROUGH

In case of anticipated start the race direction may decide to apply the drive through penalty. The rider receiving a drive through penalty will be informed by the race direction, his racing number will be shown together with yellow and black flags. The rider has 2 laps to complete his drive through once the penalty has been issued. If the drive through penalty will not be respected a 1 lap penalty will be imposed.

The procedure for the drive through will be different race by race and will be instructed during the riders Briefing.

TIME PENALTY

The race direction or protest judge may apply a Time penalty (calculated on the basis of the duration of a Drive Through) at the end of the race.

Drive through or Time penalty may apply for the following:

- Anticipated start
- Not respecting position at the start
- Not maintaining the lane (according to Line up)
- Missing hole shot

312.01.05 - 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
Aquabike not conform	Disqualified
Invading other alternate course	Disqualified
Not respecting safety demarcation buoys	Disqualified*
Not respecting local interdiction areas	Disqualified

*In exceptionally dangerous situation the Race Committee will judge upon riders that have missed the buoy for safety reason.

320 - WORLD CHAMPIONSHIP CIRCUIT

320.01 - DEFINITION

The World Championship Circuit Aquabike Class Pro is opened with the categories Ski Juniors GP3.3, Ski Juniors GP3.2, Ski Juniors GP3.1, Ski division GP3, GP2 and GP1, Ski Ladies GP1, Runabout GP4, Runabout GP3, GP2 and 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 AND TIME LIMIT

To take the departure of the moto, the pilot must have participated in one training of at least 3 laps during free practice, qualify, or pole position (only in case of mechanical problems during the free practice).

The rider whose best time will be exceeding his category's best time by 30% (in all free practice, and Pole position) will not be allowed to enter the Moto. The pilots under UIM-ABP contract are not subject to this rule and are allowed to enter the race as long as they have completed the 3 mandatory training laps.

A rider that will not participate in the mandatory training or will not qualify for the race will also lose the right to be shown on the race results.

320.04 - QUALIFYING HEATS

Qualification will proceed as per general UIM rule. The pilots under UIM-ABP contract are automatically qualified.

320.05 - GP1 WORLD CHAMPIONSHIP 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 - GRAND PRIX

The Grand Prix will proceed according to the Advance program which must be published at least 45 days before the race.

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

Modifications to the Advance Program can be made at any time by the promoter of the Event in accordance with the UIM Aquabike Committee Chairman.

321 - FREESTYLE

321.01 - DEFINITION

The Freestyle will take place in 2 or 3 motos. Every competitor will have 3 minutes maximum for his exhibition. The duration of the exhibition is defined during the riders briefing. A Lucky draw 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 framework:

On a total of a 100 point:

- 25 points maximum will be allocated for the total number of figures executed
 - 1 point every figure executed
- 40 points maximum will be allocated on the variety of figures according to the following:
 - Aerials: 4 points every different figure executed
 - On water: 2 point every different figure executed
- 5 points maximum will be allocated for figures where extremities (no hands etc) are released (1x figure)
- Negative point (-1) for each Minor fall or body contact with water which is not a part of figure.
- 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

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 - PARALLEL SLALOM

322.01 - DEFINITION

The Parallel Slalom will proceed on one or more races.

322.02 - CONDUCT

The result of the Pole Position (when possible a slalom pole position will be held, its conduct to be specified at the riders briefing) will determine the riders (max 8 Runabout – 8 Ski division - 4 Ladies) participating in the Parallel Slalom. 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. The Starting position for the 3rd round will be decided by flipping a coin.

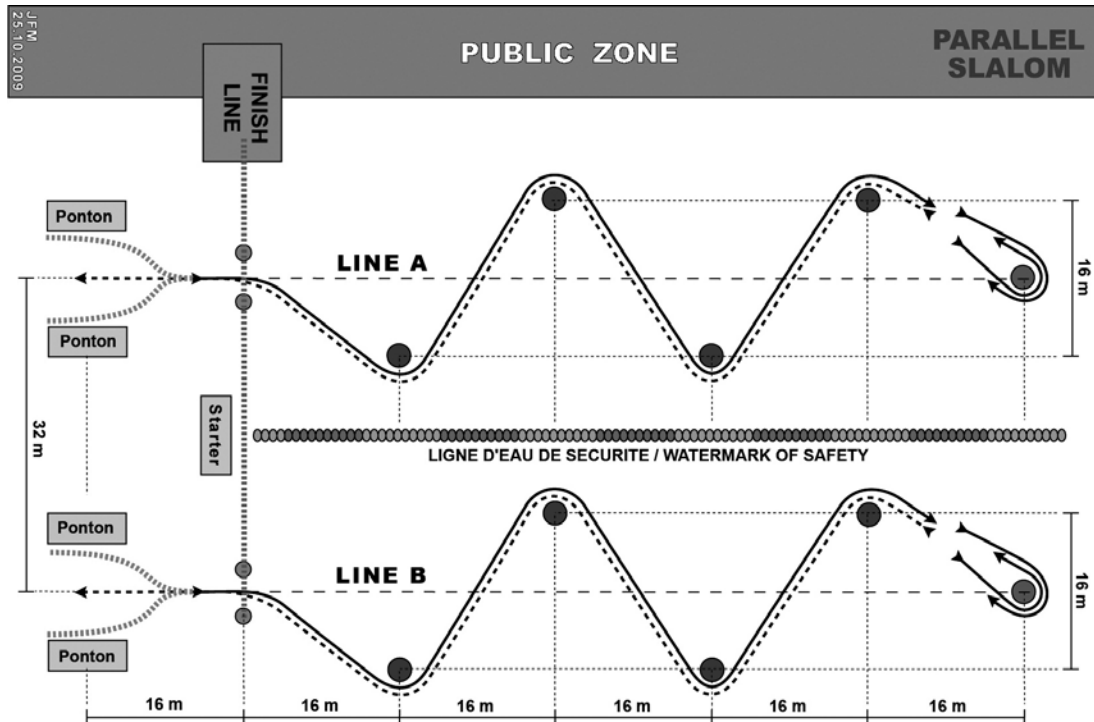
Final 1/4 8 Pilots

Final 1/2 4 Pilots

Final 3-4 2 Pilots*

Final 1/1 2 Pilots

*The pilots eliminated from the ½ 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 – SKI LADIES WORLD CHAMPIONSHIP

323.01 - DEFINITION

The Ladies Ski GP1 category will run as a separate class as far as there will at least be 10 riders committed.

UIM Aquabike World Championship Circuit rules are applicable.

323.02 - CONDUCT

The Ladies World Championship will proceed at the same time as the Ski GP1 category if the number of participants is not sufficient.

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 Ladies World championship winner.

324 - SKI JUNIORS

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 7 and 15 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 inscription is free and "Proportional Travel Money" is not allocated. UIM Aquabike rules are applicable.

325 - CONTINENTAL CHAMPIONSHIP CIRCUIT

325.01 - DEFINITION

A Continental Championship can be held on one or more Grand Prix.

325.02 - RIGHTS OF INSCRIPTION

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

- 1) 100 € for each race and for each category it engages.
- 2) For the Freestyle rider's engagement is free.

325.03 - CONTINENTAL CHAMPIONSHIP TECHNICAL AND SPORT RULES

For the Continental Championship the sport and technical rules of the World Championship shall apply. Qualifying, pole position and race format will be announced in the advance program of the race.

328 - JETRAID, OFFSHORE AND ENDURANCE

328.01 - DEFINITION JET RAID

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

328.03 - DEFINITION ENDURANCE

Race at circuit, in several laps and different motos. The circuit must be at least 5 km (minimum) and maximum 20 km. The number of motos is between 2 and 5 conducted in minimum 2 days. The total time of the each moto is a minimum of 40 minutes and maximum of 180 minutes. Departure, Arrival and refuelling are in the same place.

Ski division will race for half the time and track.

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

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

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.

Penalties:

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 aquabike 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, or hull and/or engine.

329.13 - REFUELLING

The refueling must be done in the area defined in the pilot's briefing. The UIM Commissioner can forbid each refueling method judged dangerous. The decision is irrevocable. A tissue absorbing oils and fuels must be in place during refuelling. 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. Max 70 liters homologated arm cans will be allowed. 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).

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

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

330.02.05 - REGIONAL CHAMPIONSHIP

Rang	Points	Rang	Points	Rang	Points	Rang	Points	Rang	Points	Rang	Points
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 Aquabike 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 rider or by his/her registered Team Manager.

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.

403.04 - TIME OF LODGING A PROTEST/ PROTEST PERIOD

A protest regarding the eligibility of an aquabike, a engine, or a rider must be made before the first rider 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 rider 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 rider (rider "A") against another rider (rider "B") can be lodged within 30 minutes after the posting of the protest form according to rule 404.03 if rider "B" has been penalized and himself protested against this penalty. Without lodging such a protest rider "A" shall not be entitled to appeal against the protest judge decision.

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

403.05 - JUDGEMENT

Protest is to be decided by the Protest judge.

In the Event of a protest, penalties may be agreed, rejected or changed by the protest judge.

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

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, the minutes of the meeting and the justification of the decision must be notified to the concerned parties in writing, including their right of appeal.

403.07 - AVAILABILITY OF DOCUMENTS

All documents relevant to any decision by the 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.

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.

- Together with a copy of the protest, the Protest Judge must give written notice to all parties of where and when the hearing will take place. Reasonable time shall be allowed to the parties for the preparation to the hearing.
If any party duly notified, fails to appear without giving an acceptable reason, judgement can be rendered by default i.e. the missing party shall lose the protest.
- Written minutes must be taken.
- All parties to the case are entitled to be present and to hear and question all evidence at the hearing up to the time the Protest judge makes its decision.
- 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 protest shall be read out to the parties.
- A party to the hearing who believes that a member of the Jury is an “interested party” or otherwise not suitable to decide upon the protest shall object at the beginning of the hearing and before he/her states his/her own case. Failing to do so will result in acceptance of the relevant jury member unless the party can prove that the circumstances and facts resulting in the Ineligibility of the jury member came to his/her knowledge only after this moment. In this case the party has to object immediately after having obtained the relevant information.
- Then the Protest Judge shall decide, whether all formal requirements of the protest are fulfilled (403.01 – 403.04 and possible additional rules of the relevant class). Failures shall lead to the protest being void. The parties shall be given the opportunity to give statements if failures are found and before a final decision on the formal legality of the protest is taken.
- The parties shall be invited to state their cases. The parties may call witnesses. Each witness, after having given his account of the case, may be questioned by all parties and by the Protest judge. Any other evidence available may be presented.
- 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 any other evidence to verify the facts.
- The parties must be present during the whole of the recall and must be given the opportunity to question any new evidence after which they may re-make their final statements.
- After all evidence has been assessed the situation with the protest may be discussed. The hearing will then be closed and the Jury shall debate the case and take a decision in a closed meeting and no other Person but the jury members have a right to be present.
- For further procedure see rules 403.05-403.07.

405 - THE APPEALS PROCEDURE

Unless stipulated differently below, the rules for the protest procedure shall apply to the appeals procedure as well. With reference to the 405 appeals 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.

The UIM will decide on Appeals arising from International events according to the “UIM International Court of Appeal” rules unless differently laid in these 405 rules.

405.01 - APPEAL BOARD

The ICA sits whenever the Chairman calls a meeting.

405.02 - INTERESTED PARTIES

No interested party shall be member of the ICA as set forth in the ICA rules.

405.03 - RIGHT OF APPEAL

A decision by a 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 appellant. The reasons for the appeal must be stated.

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

405.07 - NOTIFICATION OF THE PARTIES OF THE APPEAL

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

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

405.08 - TIME LIMIT FOR DECISIONS ON APPEALS

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

405.09 - APPEAL BOARD DECISIONS

The (ICA) takes its own decision based on every information available. The decision of the jury may be upheld, changed or not upheld. The decision of the (ICA) is final.

405.10 - COSTS

The appeal fee is 2000 €. In addition the Driver has to pay 3000 € to the UIM for possible costs of the **ICA** (meetings, telephone, fax, laboratory, experts or other costs of the appeal procedure). The appeal fee for a single championship/ invitation race (not a Formula race, or a 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 **ICA** (405.09), it can decide to refund a percentage of the appeal fee if appropriate. If there is an infringement to rule 405.05, the Chairman of the **ICA** can decide that the appeal is not considered valid since the expiry dates were not respected. In this case 50 % of the received appeal fee will be reimbursed to the appellant.

Further appeal fees or deposits as foreseen in the ICA rules do not apply.

The Driver may agree to forego an Appeal Committee meeting and for the appeal to be handled through telephone, E-mail and fax, if possible, in order to minimize 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 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 cards may be given by the O.O.D. or UIM Commissioner.

All yellow/red cards received in all UIM disciplines and classes count towards the Drivers CV and shall be accumulated.

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 commissioner 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).

Yellow/red cards can only be given for bad behaviour on the water including :

- up to two yellow cards at a time for dangerous driving ;
- one red card for extreme blatant dangerous driving.

A driver who receives a red card is immediately disqualified from that Event. Receiving a third yellow card equals to a red card.

A driver with a red card shall lose the right to take part in any UIM activities on the water for two months.

In addition he is not eligible for the first UIM titled race in any discipline and class subsequent to the receipt of the red card.

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

All yellow cards will remain valid for the four UIM events 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 a red card and is therefore suspended from International Competition.

To be applied to all people in the paddock:

A blue card can be given by the UIM commissioner/OOD 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 blue 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 Race Committee

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 Race Committee

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 - AQUABIKE PROTEST FORM

PART A is for you, the rider, to complete and hand in within the specified time limit.

PART B is for you, the rider, 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.

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:

Part B cont/d.....

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 then 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

The Technical Officers are to make sure that the hull and engine conform to the certificate and rules, and make sure that the riders carry the homologation sheets of the engines or hulls used.

They check and control safety devices for aquabikes and riders as provided for in the rules.

Special attention must be paid to the automatic engine shut-off and that the racing number conform with the rules.

After the race, they must do all necessary checks, all infringement must be communicated in writing to the UIM Commissioner and to the O.O.D.

500.01 - PERSONAL WATERCRAFT/AQUABIKE

Personal Watercraft (PWC)/Aquabike 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.

The Ski Division includes PWC/Aquabikes which are designed for one Person to stand on and are controlled from a pivoting handle pole.

The Runabout Division includes PWC/Aquabikes which are designed for one or more people and have a seat.

500.02 - HOMOLOGATION

500.02.01 HOMOLOGATION GP4 - GP3 - GP2

To take part in the various GP4-GP3-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, an AB prototype 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 and will expire after 4 years. The logbook should be presented at every technical inspection prior to any GP1 U.I.M. – ABP Event.

All GP2 - GP3 homologated aquabike are also allowed in GP1 competitions.

500.02.03 HOMOLOGATION JET RAID - ENDURANCE - OFFSHORE RUNABOUT GP1

To take part in the various Jet Raid-Endurance-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.

501 - SKI DIVISION

501.01 SKI DIVISION CATEGORY GP3

- 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 aquabikes 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) Fuel must be in conformity with the criteria defined by art. 503

501.01.01 - MAIN CRITERIA

Aquabike competing in this category must conform to the following criteria:

- 01) The maximum engine cubic capacity:
 - a) Atmospheric 2 Strokes 800 cc
- 02) The maximum OEM engine power: 85 Hp
- 03) Dry weight must be greater than 135 kg
- 04) Hull length cannot exceed 250cm
- 05) Hull width must be between 50 cm and 78 cm
- 07) Hull height cannot exceed 86 cm measuring from the lowest point of the hull to the handlepole in its position rested against the hood.
- 08) The handle pole must be mounted in front of the engine compartment and must have a minimum movement of 75 degrees.

501.01.02 - 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 aquabikes 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, gauges and engine compartment ventilation tubes may be modified, aftermarket or removed providing this does not increase the air intake and a hazard is not created.
- 04) All aquabikes may be equipped with a maximum of two sponsons on each side. Original equipment sponsons may be modified, aftermarket, repositioned or removed. Overall length of each sponson shall not exceed 126cm. Sponsons shall not protrude from the side of the hull by more than 100mm when measured in a level horizontal plane.

If two sets of sponsons are installed, the front sponson must adhere to the hull and the total sponson length shall be limited to 153 cm in a connected or separated sponson configuration.

The vertical channel created by the underside of the sponson shall not exceed: 50mm

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: 50mm

- 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) 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 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. Original switches must be used but switch housings may be modified or aftermarket. Aftermarket switches and switch housings may be used. Position of the switches can be changed. 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) 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 may be modified or aftermarket.
- 13) 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.
- 14) Original bilge pump may be modified, disconnected or removed. Aftermarket bilge draining systems that do not create a hazard are allowed.
- 15) The front engine support can be reinforced or replaced.
- 16) 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) Stripped threads must be repaired to the original size.
 - b) Replacement hoses must maintain their original inside diameter.
 - c) 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.
- 17) 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 below the flat plane of the pump intake area. All leading edges must be radiused so as not to create a hazard.
- 18) 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 beyond the end of the original equipment. 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.

501.01.03 - 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) Cylinders may be interchanged between homologated watercraft of the same manufacturer. 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. (was in 501.01.02)
- 07) 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.
- 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.

501.01.04 - 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.

501.01.05 - IGNITION AND ELECTRONICS 2 STROKES

- 01) RPM limiter function may be bypassed or eliminated.
- 02) CDI unit may be modified or aftermarket.
- 03) Ignition timing may be changed. Modifications to the original equipment ignition pickup mount will be allowed.
- 04) Original equipment charging system must be used.
- 05) No other ignition system modifications will be allowed.
- 06) Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.
- 07) Engine temperature sensor may be disconnected and/or removed.
- 08) Aftermarket spark plugs with a different heat rating may be used.

501.01.06 - 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.

501.02 - SKI DIVISION CATEGORY GP2

- 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 aquabikes 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) Fuel must be in conformity with the criteria defined by art. 503

501.02.01 - MAIN CRITERIA

Aquabike competing in this category must conform to the following criteria:

must conform to the following criteria:

- 01) The maximum engine cubic capacity:
 - a) Atmospheric 2 Strokes 850 cc
 - b) Atmospheric 4 Strokes 1620 cc
 - c) Turbo 750 cc
- 03) Dry weight must be greater than 135 kg
- 04) Hull length cannot exceed 280 cm
- 05) Hull width must be between 50 cm and 78cm
- 07) Hull height cannot exceed 86 cm measuring from the lowest point of the hull to the handlepole in its position rested against the hood.
- 08) The handle pole must be mounted in front of the engine compartment and must have a minimum movement of 75 degrees.

501.02.02 - HULL

In addition to the ones already foreseen for the GP3 category, all the following modifications/specifications are allowed.

Aftermarket hoods can be used and OEM hoods may be modified.

501.02.03 - 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. 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 and position 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) Stripped threads must be repaired to the original size.
 - b) 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. 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.
- 14) If the OEM cylinders or the cylinders allowed don't 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.

501.02.04 - 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) 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. No water exit can be added to the cylinder head, the cylinder or the casing.
- 05) The valves used in the system of cooling must be of the fixed or automatic type; thermostats, regulating pressure valve etc. may be bypassed or removed. 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) Valve spring, valve washer and valve retainer washer may be modified or aftermarket. The valves itself must remain original.
- 09) The HSR-Benelli S4 boost pressure is limited to a scale of 10-14 psi. Intercooler and intercooler lines can be replaced or aftermarket.
- 10) Belassi: Only the Belassi B3S dynamic 135 HP can race in this category.

501.02.05 - 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 are allowed. 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 5cm x 15cm, 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 after-market 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.

501.02.06 - AIR/FUEL DELIVERY 4 STROKES

- 01) Equivalent aftermarket air filters/ flame arresters available on the market are allowed.
The ducting between the flame arrester and throttle body/ intake manifold inlet/ compressor may be modified or aftermarket.
- 02) The Use of an aftermarket crankcase vent catch-can is allowed. Excess oil/fuel exiting the catch- can must be caught and not spill into the engine compartment.
- 03) Blow-by oil system may be installed.

501.02.07 - 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) 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).
- 05) 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.
- 06) The alternator and the flywheel may be modified or aftermarket.

501.02.08 - IGNITION AND ELECTRONICS 4 STROKES

- 01) Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.

- 02) RPM limiter function may be bypassed or eliminated. CDI - ECU 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. Engine temperature sensors may be disabled.
- 03) Aftermarket spark plugs with a different heat rating may be used.

501.02.09 - 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.

501.02.10 - 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).
- 02) Impeller may be modified or aftermarket.

501.03 - SKI DIVISION CATEGORY GP1

- 01) Intended to promote interest in personal watercraft *Competition* with a higher degree of modification. Aquabikes 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 98 dB(A) at 24 m.
- 04) Fuel must be in conformity with the criteria defined by art. 503
- 05) Ballast weight may be added prior to *Competition* to meet the required weight limit (see 504.4.07).
- 06) The weight control will be done with the fuel tank empty and all other liquids at the race level.
- 07) Turbo housing and exhaust manifold must be of the full circulating water type at all times when the engine is running.

501.03.01 MAIN CRITERIA

Aquabike competing in this category 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 135 kg
- 03) Hull length cannot exceed 280 cm
- 04) Hull width cannot exceed 85 cm

- 05) Hull height cannot exceed 86 cm measuring from the lowest point of the hull to the handlepole in its position rested against the hood.
- 06) The handle pole must be mounted in front of the engine compartment and must have a minimum movement of 75 degrees

501.03.02 - HULL

- 01) All aquabikes 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 aquabikes may be equipped with a maximum of two sets of sponsons (2 front + 2 rear). Original equipment sponsons may be modified, aftermarket, repositioned or removed. Overall length of each sponson shall not exceed 126cm. Sponsons shall not protrude from the side of the hull by more than 100mm when measured in a level horizontal plane.

If two sets of sponsons are installed, the front sponson must adhere to the hull and the total sponson length shall be limited to 153 cm in a connected or separated sponson configuration.

The vertical channel created by the underside of the sponson shall not exceed: 50mm

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: 50mm

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. D

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). DSponsons 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 aquabike 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) Fuel tanks may be modified or aftermarket. 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) The fuel filler neck must be located outside the engine compartment.
- 10) During the safety inspection the UIM technical commissioner will report to the race committee on any AB that presents any modification or element considered dangerous. The Race Committee will then decide if the Aquabike is allowed to take part to the event.

502 - RUNABOUT

502.01 - RUNABOUT CATEGORY GP4

- 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 aquabikes 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 aquabike operates safely in *Competition*.
- 04) Sound level shall not exceed 86 dB(A) at 24m.
- 05) Fuel must be in conformity with the criteria defined by art. 503

502.01.01 - MAIN CRITERIA

Aquabike competing in this category must conform to the following criteria:

- 01) The maximum engine cubic capacity:
 - a) Atmospheric 4 Strokes 950 cc
- 02) Dry weight must be greater than 180kg
- 03) Hull length cannot exceed 320 cm
- 04) Hull width must be between 96.5 cm and 127 cm

502.01.02 – 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) Aquabikes must be equipped with two rear sponsons. Original equipment sponsons may be modified, aftermarket, removed or repositioned. Overall length of each sponson shall not exceed 92 cm, each side. 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: 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: 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) Replacement bumpers may be used provided a hazard is not created.

- 09) 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.
- 10) Handlebar, throttle, throttle cable, and grips may be modified or aftermarket. Handlebar cover may be modified or removed. 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. Aftermarket steering cables are allowed.
- 11) Original equipment seat base must be used. Seat cover may be changed. Padding can be removed or added.
- 12) 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.
- 13) Original bilge pump may be modified or disconnected. Aftermarket bilge draining systems that do not create a hazard are allowed.
- 14) No other modifications to the hood will be allowed.
- 15) The kill switch may be moved from its original position.
- 17) Start/stop switches can be replaced or aftermarket.
- 18) 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.
 - 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

Aftermarket sand filters are allowed.

- 19) 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.
- 20) 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 177.80mm 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.

502.01.03 - 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.

502.01.04 - AIR/FUEL DELIVERY 4 STROKES

Equivalent aftermarket air filters/ flame arresters available on the market are allowed.

The ducting between the flame arrester and throttle body/ intake manifold inlet may be modified or aftermarket.

502.01.05 - 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 but the software can be reprogrammed. Engine temperature sensors may be disabled.
- 03) Aftermarket spark plugs with a different heat rating may be used.

502.01.06 - 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) The reverse gate must be removed.
- 04) Original trim system can be replaced by a manual system without nozzles modifications.

502.02 - RUNABOUT CATEGORY GP3

- 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 aquabikes 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) Fuel must be in conformity with the criteria defined by art. 503

502.02.01 - MAIN CRITERIA

Aquabike competing in this category must conform to the following criteria:

- 01) The maximum engine cubic capacity:
 - a) Atmospheric 2 Strokes 1300 cc
 - b) Atmospheric 4 Strokes 2000 cc
- 02) The maximum engine power: 200 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

502.02.02 - 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 Aquabikes 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) Aquabikes must be equipped with two rear sponsons. Original equipment sponsons may be modified, aftermarket, removed or repositioned. Overall length of each sponson shall not exceed 92 cm, each side. 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: 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: 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.
 - 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 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. Position of the switches can be changed. 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.
 - 13) 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, disconnected or removed. Aftermarket bilge draining systems that do not create a hazard are allowed.
 - 16) The engine support can be reinforced or replaced.
 - 17) 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) Stripped threads must be repaired to the original size.
 - b) Replacement hoses must maintain their original inside diameter.
 - c) 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.
 - 18) 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.

- 19) 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 177.80mm (7.00 in.) 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.

502.02.03 - 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
- 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) Cylinders may be interchanged between homologated watercraft of the same manufacturer.
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. (moved from rule 502.02.02)
- 07) 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.
- 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.

502.02.04- 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.

502.02.05 - 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.

502.02.06 - AIR/FUEL DELIVERY 4 STROKES

- 01) Equivalent aftermarket air filters/ flame arresters available on the market are allowed.
The ducting between the flame arrester and throttle body/ intake manifold inlet may be modified or aftermarket.
- 02) The Use of an aftermarket crankcase vent catch-can is allowed. Excess oil/fuel exiting the catch- can must be caught and not spill into the engine compartment.

502.02.07 - IGNITION AND ELECTRONICS 2 STROKES

- 01) RPM limiter function may be bypassed or eliminated.
- 02) CDI unit may be modified or aftermarket.
- 03) Ignition timing may be changed. Modifications to the original equipment ignition pickup mount will be allowed.
- 04) Original equipment charging system must be used.
- 05) No other ignition system modifications will be allowed.
- 06) Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.
- 07) Engine temperature sensor may be disconnected and/or removed.
- 08) Aftermarket spark plugs with a different heat rating may be used.

502.02.08 - 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 but may be reflashed. Engine temperature sensors may be disabled.
- 03) Aftermarket spark plugs with a different heat rating may be used.

502.02.09 - 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) The reverse gate must be removed.

502.03 - RUNABOUT CATEGORY GP2

- 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) Fuel must be in conformity with the criteria defined by art. 503.

502.03.01 - MAIN CRITERIA

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) Dry weight must be greater than 310 kg
- 03) Hull length cannot exceed 360 cm
- 04) Hull width must be between 96 cm and 127 cm
- 05) For Endurance only, the Hull length cannot exceed 394 cm

502.03.02 - HULL

In addition to the ones already foreseen for the GP3 category, all the following modifications/specifications are allowed

- 01) Seat assembly may be modified or aftermarket. Seat height may be changed.
- 02) Aftermarket hoods can be used and OEM hoods may be modified.

502.03.03 - 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. 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.. Original size opening and position 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.

502.03.04 - 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) 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. No water exit can be added to the cylinder head, the cylinder or the casing.
- 05) The valves used in the system of cooling must be of the fixed or automatic type; thermostats, regulating pressure valve etc. may be bypassed or removed. 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) Valve spring, valve washer and valve retainer washer may be modified or aftermarket. The valves itself must remain original.

502.03.05 - 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 are allowed. 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 5cm x 15cm, 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 after-market 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.

502.03.06 - AIR/FUEL DELIVERY 4 STROKES

- 01) Equivalent aftermarket air filters/ flame arresters available on the market are allowed.
The ducting between the flame arrester and throttle body/ intake manifold inlet/ compressor may be modified or aftermarket.
- 02) Blow-by oil system may be installed.

502.03.07 - 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) 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).
- 05) 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.
- 06) The alternator and the flywheel may be modified or aftermarket.

502.03.08 - IGNITION AND ELECTRONICS 4 STROKES

- 01) Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.
- 02) RPM limiter function may be bypassed or eliminated. CDI - ECU 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. Engine temperature sensors may be disabled.

- 03) Aftermarket spark plugs with a different heat rating may be used.

502.03.09 - 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) The reverse gate must be removed.

502.03.10 - 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) The reverse gate must be removed.
- 04) Impeller may be modified or aftermarket.

502.04 - RUNABOUT CATEGORY GP1

- 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 98 dB(A) at 24 m.
- 04) Fuel must be in conformity with the criteria defined by art. 503
- 05) Ballast weight may be added prior to Competition to meet the required weight limit (see 502.04.02-07).
- 06) The weight control will be done by the fuel tank empty and all other liquids at the race level.
- 07) Turbo housing and exhaust manifold must be of the full circulating water type at all times when the engine is running.

502.04.01 - MAIN CRITERIA

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 300 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

502.04.02 - HULL

- 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) Aquabikes must be equipped with two rear sponsons. Original equipment sponsons may be modified, aftermarket, removed or repositioned. Overall length of each sponson shall not exceed 92 cm, each side. 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: 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: 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 planing surfaces of the hull. Fins, rudders, wings and other appendages that may create a hazard will not be allowed.

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 planing 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 aquabike 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) Fuel tanks may be modified or aftermarket. 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) The fuel filler neck must be located outside the engine compartment.
- 10) During the safety inspection the UIM technical commissioner will report to the race committee on any AB that presents any modification or element considered dangerous. The Race Committee will then decide if the Aquabike is allowed to take part to the event

503 - 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.

504 - CHANGE OF AQUABIKE

For all the categories, the change of Aquabike or engine is authorized during free practice and before the departure of pole position and Moto in the following conditions:

- 01) Only the UIM technical Commissioner or a UIM Commissioner can authorize a change of Aquabike or engine. **Change major parts such as crankshaft, crankcase and cylinder block also count as "engine"**.
- 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 rider that for any reason will change aquabike, **aquabike engine or engine major parts such as crankshaft, crankcase and cylinder block** between qualifying session, pole position and Moto1 or between Motos will start the next session/Moto from the last position on the grid.
- 04) The rider 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, or hull and/or engine.

505 - RADIO COMMUNICATION

Radio communication with the riders are allowed only for the GP1 World and Continental Championship. It is advisable that, where possible, the radioman for each rider stands in an area close to race control. All radiomen should be registered at the time of registration.

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. **At least 2/3 of the helmet must be of bright orange, bright red, bright yellow or bright international orange color. It is highly recommended that these colors are fluorescent, so they can be clearly visible in the water.**
- 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. Every pilot shall verify his flotation equipment to function properly when requested.
- 03) During the tests, the training and the races, it is mandatory to carry an independent dorsal back protection, goggles, closed footwear and gloves. For runabout: leg protection is also required.
- 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 wetsuit must be carried used during all the competitions, Free practice, qualification, training and race, except for freestyle. The jeans, sweaters or shorts are prohibited.
- 08) The O.O.D., Race Director or technical commissioner has 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 not 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) The O.O.D, Race Director or technical commissioner may forbid a rider to depart with his equipment, should they find it inadequate. In the Event of an accident a new inspection can be required by the O.O.D/Race Director.
- 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 all 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 Riders Briefing, 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 EVENT / CHAMPIONSHIP

800.01 - INFRASTRUCTURE

It is important that organisers thoroughly understand that they are holding an Event which is open from the Thursday 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), high speed internet access, 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, high speed internet access, 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.)/Race Director 1 Assistant Officer of the Day
800.05.02	SECRETARIAT	1 Race Secretary
800.05.03	TIMING	1 Line Marshals 1 Lap Marshals 1 Voice Order Announcer
800.05.04	BUOY CONTROL	5 Land-based Judges
800.05.05	PADDOCK	1 Paddock Director 1 Beach/Slipway Marshal
800.05.06	CONSTRUCTION	4 <i>Persons</i> 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
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Electricity : 220 Volts 10 Ampères
 High speed internet access
 Official Results & Notices Board
 (1m x 1.5m)

800.06.02 SECRETARIAT
 1 Closed Area (minimum 5m x 5m)
 1 Photocopier + 1500 sheets A4
 4 tables et 8 chairs
 Electricity 220 Volts 10 Amps
 High speed internet access

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 or more Safety 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
 transmission in UHF or VHF between all officials
 with 3 channels available

800.07.04 ENVIRONMENT
 1 Dedicated competitors' fuel stocking area
 1 Fuelling point equipped with adequate protection
 A Sufficient Quantity of Fire Extinguishers
 According to international Safety standards
 A Sufficient Quantity of Refuse Collection

UIM HYDRO-FLY

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01. DEFINITION

Hydro-Fly is an activity that consists mainly in the use of the Aquabike together with a jet equipment composed by a support, two hydro-jet nozzles and a pair of wakeboard shoes. The rider, standing on the support, is connected to the water craft by a tube. With to this connection, the vehicle is able to give the pressure needed to the hydrodynamic support of the rider while making several maneuvers, ability competitions and time trials in a sport field prearranged by UIM/Local organiser.

02. KIT COMPONENTS

The basic kit components are the following:

- Shoes-bar;
- Wakeboard shoes;
- A rotation system (made of particular plastic ball bearings anti-corrosion, that allow the elimination of impurities such as sand, seaweeds...);
- Hoses with handles (optional), to connect to the arms by Velcro;
- 1 big tubing (18 or 23 meters) leading pressurized water from the water craft to the nozzles of the shoes-bar;
- A 180° bowed tubing that inverts the water jet from the water craft;
- 1 fixing plate directly connected from the 180° bowed tubing to the Aquabike hydro-jet;
- 1 rapid attack system that allows the shoes-bar to be removed from the Aquabike.

The ELECTRONICAL or WIRELESS KIT components (optional) are the following:

- 1 accelerator remote control with START/STOP SWITCH button that sends an electronic/wireless signal to an electronic card installed into the Aquabike;
- 1 electric wire connected to an electronic card (optional);

- 1 electronic system managing the fuel supply and the power needed through 4 scales of values (25-50-75-100 % of power supplied); (control unit with a mechanical mechanism connected to the original accelerator system by a wire with sheath)

03. AQUABIKE

Runabout

180 hp minimum

04. RIDER REQUIREMENTS

Riders (drivers) are given a driver card by instructors recognized by N.A. Only the instructors recognized by N.A. are allowed to issue driver cards, thanks to which every rider can take part in UIM events with a suitable insurance coverage.

05. CATEGORIES

Rider

Veteran (more than 40 years old)

Lady

06. COMPETITION AREA

Each competition is supposed to take place in a protected area, suitable to compete in still waters.

The rectangular competition field (100x50 meters) is enclosed by 4 non-connected buoys. The 100 meters side is parallel to the shore. The area is approximately 10 meters away from the shore and with a minimum depth of 3 meters.

A floating dock, placed in a protected area, works as drop zone and parking and it allows every participant to give fuel and to take off from both sides.

UIM Commissioner is responsible for the coordination of each preparatory phase before every competition.

07. COMPETITION PROGRAM

Qualification round

Each rider has the right to take part in a 1 minute and 30 seconds qualification round.

The order by which competitors perform is decided randomly once every inscription form is provided.

After each qualification, the jury gives a score to the competitors. After each round, the competitor's score is posted on a digital board so that everyone (competitors and audience) can look at it. Right after each performance, the following competitor is allowed to have 30 seconds to warm-up. During this period of time, the riders may point out possible anomalies linked to the equipment they're given and they can also get used to the weather and waters conditions.

The rider is supposed to stay in low taxi position (as it were, he can move into the water waist-deep or lower) until the sound or visual signal coming from the jury gives the start for the warm-up.

During this moment, the riders are allowed to practice maneuvers and figures for which they won't be given any score. After 30 seconds, the jury give two short acoustic signals and they raise a green flag that indicates the beginning of a round. During each round, 30 seconds before the end, the judges give a short signal and they raise

a yellow flag so that the rider knows how much time is left before the competition ends. Later on, to indicate that the competition is over, the judges give a double long-duration acoustic signal and they raise a red flag.

After that, the rider has to leave the competition area in low taxi position.

Once the rider have left the competition field, his shoes are never supposed to stay above the water surface. After each round is over (but not after your own), the rider will be allowed to look at the scores given by the jury. During the qualification round, each rider is free to perform both single figures and combo (that is, a combination of at least 2 figures in a sequence without any pause). If the rider repeats once (or more than once) the same figure/combo, he will be given a score only for the best one. When registering, riders will know the highest score for each figure so that both the competitors and the audience will get to know the result of every single competition. The list of the figures cannot be modified once the final score is published.

07.01. ROUND OF SIXTEEN

(16 riders)

Each rider is given a 2 minutes and 30 seconds competition (with no warm-up) starting with the two acoustic signals and the green-flag raising by the jury.

During each round, 30 seconds before the end, the jury give a short signal and they raise a yellow flag so that the rider knows how much time is left before the competition ends. Later on, to indicate that the competition is over, the judges give a double long-duration acoustic signal and they raise a red flag.

The riders perform by descending order from the 16th to the 1st depending on the score they were given after the qualification round.

07.02. QUARTER FINALS

(8 riders)

Each riders is given a 3 minutes competition (with no warm-up) starting with the two acoustic signals and the green-flag raising by the jury.

During each round, 30 seconds before the end, the judges give a short signal and they raise a yellow flag so that the rider knows how much time is left before the competition ends. Later on, to indicate that the competition is over, the jury give a double long-duration acoustic signal and they raise a red flag.

The riders perform by descending order from the 8th to the 1st depending on the score they got. Each rider can perform freely both figures and combos.

07.03. SEMI-FINALS

Each competitor is given a 4 minutes competition (with no warm-up) starting with the two acoustic signals and the green-flag raising by the jury.

During each round, 30 seconds before the end, the jury give a short signal and they raise a yellow flag so that the rider knows how much time is left before the competition ends. Later on, to indicate that the competition is over, the judges give a double long-duration acoustic signal and they raise a red flag.

The riders perform by descending order from the 4th to the 1st depending on the score they got. Each rider can perform freely both figures and combos.

07.04. FINALS

Each competitor is given a 4 minutes competition (with no warm-up) starting with the two acoustic signals and the green-flag raising by the jury.

During each round, 30 seconds before the end, the jury give a short signal and they raise a yellow flag so that the rider knows how much time is left before the competition ends. Later on, to indicate that the competition is over,

the jury give a double long-duration acoustic signal and they raise a red flag.

The riders perform by descending order from the 2nd to the 1st depending on the score they got. Each rider can perform freely both figures and combos.

08. COMPETITION CODE AND DISQUALIFICATIONS

In case of mechanical/electronic malfunction, verified by the commissioner of the competition, the rider will do the heat once again.

If the Aquabike turns during the round, the rider's performance is over and he is disqualified from the competition.

If a rider, or the Aquabike, goes out of the competition field during the round, there will be a 20 points reduction; if the rider lifts himself up out of the competition field, there will be a 10 points reduction. If a rider repeats the mistake, he will be disqualified.

09. SCORE SYSTEM

The riders are judged by a jury of 3 judges chosen by the UIM Commissioner, together with the COL that will give the score according to the following criterion:

1) DOLPHIN

SIMPLE DOLPHIN: 4

BACKFLIP DOLPHIN: 6

COMBO DOLPHIN (at least 3 dives in a sequence): 15

SUPER COMBO DOLPHIN (simple + backflip): 25

2) TWIST

360° SIMPLE TWIST: 3

720° DOUBLE TWIST: 5

1080° TRIPLE TWIST: 8

1440° QUADRUPLE TWIST: 10

1800° 5° TWIST: 12 (the same for a greater number of tailspins)

You're given a full score for the twists only if the maneuver ends out of the water, except for the case in which the trick ends with a dive.

3) SLALOM

3 in sequence: 2

4 in sequence: 3

5 in sequence: 4

6 in sequence: 5 (the same for a greater number of slaloms)

During the slalom, the height has to be as low as possible and the foam has to be plentiful; for the execution, high speed is needed.

4) SUPERMAN

SUPERMAN DIVING: 15

SUPERMAN: 25

DOUBLE SUPERMAN: 40

5) BACKFLIP

BACK-FLIP: 25

DOUBLE BACK-FLIP: 45

TRIPLE BACK-FLIP: 70

09.01. COMBO EVOLUTION (COMBINED FIGURE)

Each combo adds 2 points to every single maneuver; therefore, if a single Dolphin gives the rider 5 points and a Twist gives him 3 points, the result will be $(5+2) + (3+2) = 12$

TWIST-DOLPHIN

TWIST-BACKFLIP

BACKFLIP-DOLPHIN

SLALOM-TWIST

SUPERMAN-BACKFLIP

COMBO BACKFLIP

10. JUDGMENT CRITERIA

The score of every maneuver starts from the highest value for a technically perfect performance, even though each maneuver may get different values according to how well it has been performed. Even if the rider performs the same maneuver more than once during his performance, he will be given a score for the best one. The total score is evaluated according to the following criteria:

FLIGHT STYLE AND TECHNICAL (right position of the body, originality and imagination in the execution of the performance): this parameter considers both the technical of the rider, whether during the phases of simple flight or during the acrobatic maneuvers, and the rider's posture, together with his ability in performing harmoniously.

The score may vary from 0 to 300.

COMBO EVOLUTION (right combination of maneuvers): according to this parameter, a judge considers the combination of maneuvers depending on how successful they have been, their level of difficulty, their speed and the height at which they've been performed.

The score may vary from 0 to 400.

FREESTYLE EVOLUTION (right execution of every single maneuver): this parameter considers every single maneuver according to the height, the precision and the speed they have been performed with.

The score may vary from 0 to 300.

In case of a tie, the competitor with a higher technical score is going to take the lead. If the technical score is the same, both riders will get to the next rounds. In the event of a tie of the technical scores between the 1st and the 4th place, it will be considered also the score a rider got in the previous phase.

11. CLAIMS

Once the final scores will be published, the riders are given 30 minutes to possibly complain about them. The claims accepted are only those that may change the place of a rider. If a rider wants to complain about his own score, he has to fill out an official form and to pay a 200 euro fee to the office; the protest judges will then examine the request. If the protest judge confirms the inaccuracy of the score, the rider will be given a new score and he will get his money back. Otherwise, the rider will lose his money and his place won't change.

12. GENERAL RULES OF PERFORMANCE AND SUPPORTING ACCESSORIES

Customized supporting items (both clothes and accessories, such as cloaks, masks, hats, etc...) are not allowed. If a pilot (or a team) has particular needs or requirements for the clothes to wear, he has to tell the jury before the competition has started. Once the competition has begun, judges won't consider any requirements more. During the competition, all the riders are supposed to wear a wetsuit, lifejacket, helmets, gloves and boots. These items have several colors and designs. A competition jumpsuit, a helmet and a life jacket are required.

13. EQUIPMENT

During the competition and only during the rounds (not during the training sessions), the following equipment will be provided to every competitor:

Flyboard (with no manual stabilizer) + EMK + Shoes S/M – L/XL

if a competitor wants to use his own equipment, the pilot is supposed to have the following items:

Wakeboard shoes of the rider's choice

14. THE CHAMPION

The rider who collected the highest point will be the Hydro-fly champion. The score system is:

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

15. ENROLLMENT TO THE CHAMPIONSHIP

Every rider has to fill out an enrollment form through UIM/Local organiser to take part in the championship.

Any correspondence regarding the UIM-APB Class Pro Series must be sent to the following address:

UNION INTERNATIONALE MOTONAUTIQUE

STADE LOUIS II - ENTRÉE H

MC 98000 MONACO

Fax (377) 92.05.04.60

E-mail : uim@uim.sport

Website : www.uim.sport

The Rules and/or regulations set forth herein are designed to provide for the orderly conduct of competitive events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all UIM events. By participating in the events, all UIM members are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

The rules are published on the UIM Website:

www.uimpowerboating.com

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