



## 2018 Rules proposals for **Circuit discipline adopted** by Council

Page n°	Proposal n°	Rule n°	Subject	Entered by	Commission Advice	TEXT MODIFICATION by the relevant Commission & Committee	Results	
							ADOPTED	NOT ADOPTED
4	1	101.01	Event Sanction Requirements & Fee	Cominsport	See Legal Advice on the proposal & Text modification from Cominsport	National Authorities who may have a national event in which only <b>one</b> two (maybe one?) international competitor(s) wish to compete, or when a single international driver arrives to enter the event on-site, may inform the UIM Offices and be exempted from the I.O. Calendar fee ( <b>fee only, all other rules apply</b> ). The subject NA must be certain that the driver is qualified to compete in the event <b>and not under restrictions in his home NA</b> .		NOT ADOPTED
6	2	101.02	Other meetings	Estonia	<b>Withdrawn by Estonia</b>			
7	3	102.01	UIM Commissioner (1)	Cominsport	<b>Withdrawn by Cominsport</b>			
8	4	102.01	UIM Commissioner (2)	Cominsport	Text modification	<p>Some Titles, including F1, require the presence of two UIM Commissioners, one of whom <b>must</b> be a technical Commissioner. For classes using Low Emission engines, <b>[example: GT15/GT30/F4/F2]</b> (excluding F.F.) a UIM Technical Commissioner is required for World and <b>Continenta</b> Championships to oversee and assist the technical inspections. <del>A separate UIM Technical Commissioner is chosen</del> The UIM Technical Commissioner is assigned by UIM from the Technical Commissioner's List. [nominated <b>annually</b> by National Authorities and approved by Comintech.]</p> <p>The function of <b>any UIM</b> Commissioner must be fulfilled most carefully.</p> <p>[...] If a local qualified, impartial UIM International Officer that is known by Cominsport <b>or Comintech</b> and generally works within a different discipline of the sport to that being adjudicated, such person may be appointed UIM Sport <b>or Technical Commissioner</b> to an event within their country.</p> <p>The UIM <b>Sport and Technical Commissioner</b> sent to the competitions must come from a Nation near to the organising one and not from different continents</p> <p>National Authorities <del>are requested</del> <b>must send</b> to the UIM Secretariat a list of candidate Sport and Technical Commissioners with the following data:</p> <ul style="list-style-type: none"> <li>- Name, address, telephone, telefax and <b>[mobile if possible]</b> and e-mail.</li> <li>- Languages: Spoken <b>English. Yes/No.</b></li> <li>- Languages read and understood.</li> <li>- At what times the candidate <b>is generally</b> available.</li> </ul> <p>Knowledge in Sports and <b>/or</b> Technical matters.</p> <p><b>Preference (if both.)</b></p>	ADOPTED	
10	5	102.01	UIM Commissioner (3)	Comintech	<b>Withdrawn</b>	Combined with proposal 4		
11	6	102.02	Commissioner functions (1)	Cominsport	No Further comment		ADOPTED	
14	7	102.02	Commissioner functions (2)	Comintech	No Further comment		ADOPTED	
17	8	102.03	Commissioner functions (3)	Cominsport	No Further comment		ADOPTED	
19	9	108.03	Hydro GP	Cominsport	<b>Withdrawn</b>			

21	10	108.07	Results	Cominsport	Text modification	<p><b>108.07.01</b>  <i>The following abbreviations are to be used in the results:</i>  <b>DNS – did not start – those boats that did not leave the start position after the start, or did not come to the start position,</b>  <b>DNF – did not finished – those boats that did not take checkered flag,</b>  <b>DSQ – disqualified – those boats whose results cancelled,</b>  <b>RET – retired – those boats that were retired from the race course by decision of the OOD,</b>  <b>NFP – no first passage - those boats that left the start position but didn't complete a first passage via the start-finish line</b></p>	ADOPTED	
22	11	109.02	Registration	Norway	Withdrawn by Council			
24	12	109.08.01	Superlicence endorsment (1)	Cominsport	Text modification	<p><b>109.08 - SUPER-LICENCE ENDORSEMENT FOR WORLD FORMULA SERIES RACING</b>  <b>109.08.01 Before being granted a superlicence for the first time, drivers must have fulfilled the superlicence requirements of the relevant class. See rules from blue pages.</b></p>	ADOPTED	
25	13	109.08.02	Superlicence endorsment (2)	Cominsport	Text modification	<p><b>In the World Series F-500, F-250 and F-125 there is no superlicence but [...] "An F-4 super license is required for the F-4 Continental Championships."</b></p>	ADOPTED	
26	14	202.02	Information in advance programme	Spain	Withdrawn			
27	15	202.02	Information in advance programme	Cominsport	No Further comment		ADOPTED	
28	16	203.01	Entries - Ratification	Germany	Withdrawn by Council			
29	17	203.01	Ratification	Cominsport	Text modification	<p><i>World Championship and Continental Championship race entries can be done at the race office at time of registration defined in the race Advance Program. However in this case, a driver with a late entry <b>MAY not get</b> travel and prize money. Additionally the late entry driver(s) <b>may not be allowed</b> to keep his boat race number as per rule 206.02.</i></p>	ADOPTED	
30	18	205.05	Immersion training	Cominsafe	Text modification	<p>Competitors taking part in a race and using a reinforced cockpit as defined in rule 509, must have a certificate of underwater training. This is given by a National Authority and includes an immersion training in a simulated reinforced cockpit. All tests must include demonstrating the drivers ability to use the air supply successfully under water in simulated accident conditions. <b>The immersion training is only valid for 14 months.</b>  If the class being raced demands a "Neck restraint device (NRD)" then the immersion test certificate must show a successful immersion test wearing a similar approved NRD.  Before racing in a craft with restraint systems, all <b>onboard</b> crew must have passed completed in the last fourteen months, an immersion training in a restraint system to ensure that they can exit a reinforced cockpit crew compartment successfully.  Prior to taking the Immersion training, all <b>onboard</b> crew must have a valid scuba certificate or have received suitable training. This alternative training should be approved by the National Authority.  It is mandatory to wear a Frontal Head Restraint device during Cockpit Evacuation / Immersion Training. Selfremoval of an FHR by a quick release mechanism forms a part of the Immersion test training.  An immersion Certificate to certify the passed completion of training, showing the expiry date, must be delivered by experts recognised by a National Authority.  A model for the certificate and instructions of how to perform immersion training are available at the UIM Secretariat.</p>	ADOPTED	

32	19	205.06	Life Jacket	Cominsport	Withdrawn		
33	20	205.07	Protecting helmet	Safety Cockpit	Text modification	205.07 - PROTECTING HELMET (except Formula Future and Solar racing) 205.07.01 Restrained drivers must wear a helmet employing a <del>low-profile style head and neck support/restraint</del> <b>frontal head restraint (FHR)</b> device that satisfies SFI 38.1 or FIA 8858 <b>(and as of 1/1/2019 only low-profile designs may be used)</b>	ADOPTED
34	21	205.07.01	Frontal Head Restaint	Cominsafe	Text modification	[...] It is also mandatory to wear your the FHR device during your the Cockpit Evacuation / Immersion Training. <del>Self-removal</del> <b>Disconnection</b> of an FHR before attempting to exit a cockpit forms a part of the Immersion <del>test</del> training.	ADOPTED
35	22	205.08	Safety boats	Cominsafe	Text modification	[...] h) Each Safety boat must be sufficiently powered to reach incidents as soon as possible and should be wellmaintained and fueled, <b>with the engine of the safety boat should be running during racing/training period.</b> All safety boats should carry the following equipment: 1) A stretcher that is capable of being immersed in the water to recover a casualty. [...] 205.08.01 - PATROL-TOWING BOATS a) There must be a minimum of 4 <del>Patrol-Towing</del> <b>Boats</b> on station to cover circuits up to 2000 meters, <b>or as specified by the Water Registration.</b> Larger Courses should have their patrol boat numbers increased by 1 boat for up to each additional 500 meters. i.e. a Circuit of 2500 meters should have 5 <del>Patrol-Towing</del> <b>Boats</b> on station, <b>or as specified by the Water Registration</b> . b) Each Patrol boat must be crewed by a minimum on 2 people. c) Each patrol Boat must be sufficiently powered to reach incidents as soon as possible and be well maintained and fueled. d) All Patrol boats should be prepared to tow/recover boats to shore with their engine running during all racing or training, <b>with their engines running during on water activities.</b> <b>e) Use of PWCs as part of the required number of Patrol Towing boats is authorized and may be crewed by only one person.</b> f) All safety <del>Patrol-towing</del> <b>boats</b> should carry the following equipment: 1) Equipment for cutting ropes etc. [...] A First Aid Station with qualified medical attendants and a suitably equipped Ambulance must be stationed in an appropriate position at an on-shore location. The location must <b>be</b> suitable for casualties to be easily transferred from the safety boat to the care of medical professionals.	ADOPTED
39	23	205.09	Insurance	Norway	Withdrawn by Council		

41	24	205.09	Insurance	Sweden	Withdrawn by Council			
43	25	205.11	Clothing protection	Cominsafe	No Further comment		ADOPTED	
44	26	206.02	Numbers	Cominsport	No Further comment		ADOPTED	
45	27	302.2	Race Control	Cominsport	No Further comment		ADOPTED	
46	28	319	Posting of the Results	Cominsport	Text modification	<p><i>[...] The following abbreviations are to be used in the results for boats or drivers which did not get a result:</i>  <i>DNS – Did Not Start – those boats that did not leave the start position after the start, or did not come to the start position;</i>  <i>DNF – Did Not Finished – those boats that did not take the checkered flag;</i>  <i>DNR – Did Not Restart - those boats that took part in the original start but did not take part in the restart;</i>  <i>DSQ – Disqualified – those boats whose results cancelled;</i>  <i>RET – Retired – those boats that were retired from the race course by the decision of the OOD;</i>  <i>ACC – Accident - those boats which caused a stoppage of the race or heat because of an accident.</i></p>	ADOPTED	
48	29	403.05	Judgement	Cominsport	No Further comment			NOT ADOPTED
49	30	405.10	Appeals Procedure	Cominsport	No Further comment		ADOPTED	
50	31	406.05	Yellow/Red/Blue cards	Cominsport	See Legal Advice on the proposal & Text modification from Cominsport	A driver with a red card shall lose the right to take part in <b>all</b> each UIM activities on the water for two months. In addition, <b>during the two years following the receipt of the red card, he is not eligible for the first UIM titled race in any discipline or class.</b>	ADOPTED	
51	32	501	Measurement certificate	Estonia	Supported with text modification from Cominsport	501 – MEASUREMENT CERTIFICATE A boat is not allowed to take part in an international race without a measurement certificate, issued by a National Authority, made up in the native language and in English according to the official UIM model. <del>The certificate is valid for one year.</del> It can be renewed without re-measuring, provided the rules for the relevant class have not been changed.	ADOPTED	
52	33	503.03	Inspection at race	Comintech	No Further comment		ADOPTED	
53	34	508.09	Disqualifications, Protests & Appeals	Comintech	No Further comment		ADOPTED	
54	35	509.03	Reinforced Cockpit	Cominsport	Withdrawn			
56	36	509.18	Shoulder harness	Cominsport	Supported by Safety Cockpit Text modification	Max has to be replaced by <b>Min</b> in the drawing.	ADOPTED	

58	37	509.20	Air Supply	Cominsafe	Text modification with implementation date on 1st January 2018	[...] There should be one individual air supply (not oxygen) bottle & air regulator /mouthpiece for each crew member on board. Each air supply bottle should have a minimum capacity of <b>400 liters at 200 bar</b> . Spare Air devices or air supply bottles that are less than 2ltrs in capacity cannot be used <b>except as a back-up to the main air system</b> . Each air supply bottle, regardless of size, shall be designed for the delivery of breathing air. [...] The air supply hose from the tank to the driver mask/ mouthpiece hose connection shall be <b>3-m to 4.5-m long or</b> of sufficient length to allow the driver to move clear of the farthest side or front of the hull measured from the center of the steering wheel.	ADOPTED	
60	38	516	Racing Inboards - Classes	Safety Cockpit	Supported by Cominsport		ADOPTED	
61	39	517.01	Racing Inboards - Hull	Safety Cockpit	Supported by Cominsport		ADOPTED	
62	40	517.01	Racing Inboards - Hull	Germany	<b>Not supported by Cominsport &amp; Safety Cockpit</b>			
63	41	521	Racing Outboards - Classes	Cominsport	No Further comment		ADOPTED	
64	42	541	Sport Outboards - Classes	Cominsport	No Further comment	replace up to by <b>up to and including</b>	ADOPTED	
65	43	541.01	Low emission engines	Cominsport	<b>Withdrawn</b>			
66	44	542.02	Hull Airbag	Cominsport	Text modification	542.03 In S2000, S3000, S infinity, SL 250 and endurance 2 + 3, the homologated delayed operation buoyancy airbag is mandatory for all boats with sponsons constructed of composites (foam construction sandwich). Airbag has to be replaced by the new one after 5 years from production date <b>or date of installation</b> .	ADOPTED	
67	45	543.05	Machinery - Gear	Comintech	Text modification	Replace "anti-cavitation" with " <b>anti-ventilation</b> "	ADOPTED	
68	46	543.10	Modifications - Low Emission engines	Comintech	No further comment		ADOPTED	
69	47	550.1	Monohull Outboards - Classes	Cominsport	No Further comment	replace up to by <b>up to and including</b>	ADOPTED	
70	48	550.2	Monohull Outboards - Hull	Norway	<b>Withdrawn by Norway</b>			
72	49	550.5	Monohull Outboards - Dimensions	Cominsport	<b>Withdrawn</b>			
73	50	550.6.08	Modifications - Low emission engines (GT)	Comintech	No further comment by Comintech Supported by Cominsport	The following modifications from 550.6.07 are NOT applicable to low emission engine (sections): 1, 5, 9, 10, 11, 12, 13, 15, 16, 17, 20 and 22. From 503.04.2 section 3 and from section 2 last two sentences are not valid.	ADOPTED	
75	51	560.16	P750 - Safety Equipment	Cominsafe	<b>Withdrawn</b>			

77	52	900.6	River marathon - FHR	Cominsafe	Text modification from Cominsafe Supported by Cominsport & Text modification from Safety Cockpit	<b>Cominsport &amp; Cominsafe</b> : j) The use of helmet to life jacket back or side straps is highly recommended. Restrained drivers must use a Frontal Head Restraint (FHR) that satisfies SFI 38.1 or FIA 8858 standards. <i>As from 1st January 2019</i> <b>Safety Cockpit</b> : j) The use of helmet to life jacket back or side straps is highly recommended. Restrained drivers must use a <i>low profile</i> Frontal Head Restraint (FHR) that satisfied SFI 38.1 or FIA 8858 standards, <i>as of June 1, 2019</i>	ADOPTED	
78	53	900.6	River marathon - Air Systems	Cominsafe	No Further comment		ADOPTED	
79	54	900.15	River marathon - Seat belt system	Cominsafe	No Further comment		ADOPTED	
80	55	901.2.1	Jetsprint racing - Safety harness	Cominsafe	No Further comment		ADOPTED	
81	55A	901.2.5-8	Jetsprint racing - Safety harness (FHR)	Cominsafe	<b>Withdrawn</b>			
82	55B	901.2.5-6	Jetsprint racing - NRD & Safety harness	Cominsport	Text modification	8. Head and neck restraints for both driver and navigator are compulsory. <del>these may be either motor sports approved mounted from the shoulders to the helmet or the fixed type from to the seat back head rest protruding out each side of the helmet in a line drawn forward past half the forward length of the helmet when the head is rested to the back of the seat in the sitting position. Neck Brace must be of the type that is tethered to the helmet. No motorcycle neck supports and no modifications at all to the neck restraints are allowed. Seats to be fitted with wings from the seat back head rest protruding out each side of the helmet in a line drawn forward past half the forward length of the helmet when the head is rested to the back of the seat in the sitting position. Head restraints must have the ability to absorb the side to side impact of the head under racing conditions without being left permanently bent out of shape after normal racing.</del> A Frontal Head Restraint (FHR) shall be worn by each driver and navigator which complies with SFI 38.1, FIA 8858 standards. Quick release fixing posts that disconnect the device via a 'tab pull system' for FHR's are mandatory. It is the responsibility of the wearer to ensure that the FHR device that they are using is suitable for the application that they will be wearing it for and consideration of use should be given to FHR devices that are easy to release, have a low upright section at the back of the head. [...] PERSONAL SAFETY EQUIPMENT <i>5. All competitors whether they are competing or practicing must wear a correct fitting approved helmet; motor sports type neck brace, Frontal Head Restraint (FHR) which satisfies SFI 38.1 or FIA 8858 standards), arm restraint, and enclosed footwear and fire retardant suit. The FHR should be of the lower profile design behind the head and utilise quick release tether fasteners. A fire retardant suit must be worn. Cotton workman overalls will not be accepted. All competitors must also wear arm restraint, race / leather boots, fire retardant socks, balaclava, gloves.</i>	ADOPTED	
85	56	901.2.1	Jetsprint racing - Clothing	Cominsport	No further comment		ADOPTED	
87	57	901.2.5-6	Jetsprint racing - FHR & Helmets	Cominsafe	<b>Wthdrawn</b>	Combined with 55B and 57A		
88	57A	901.2.6	Jetsprint racing - Helmets	Cominsport	Text modification	6. Any brand of crash helmet is allowed provided they meet the <i>SNELL, FIA standards specified on the UIM website.</i> <del>specifications applied by the Jetsprint authority in the Country of origin of the boat and crew concerned. Approved Internationally manufactured helmets may be eligible for competition use, consult an IJF representative for approval.</del> Open face types only. All helmets must be in excellent condition with no frayed chinstraps or rusted anchor points and must correctly fit the person who wears them. Full-face or types with removable face pieces are not acceptable. <b>Air breathing</b> systems acceptable. Exception: Full face helmets may only be used if fitted with an <b>air breathing</b> system.	ADOPTED	
89	58	904.2.1	Inboard racing - Air sytsem	Cominsafe	No further comment		ADOPTED	

90	59	904.2.2	Inboard racing - Air sytsem	Cominsafe	Text modification	The air supply hose from the tank to the driver mask/ mouthpiece hose connection shall be <del>3-M to 4.5-M long</del> or of sufficient length to allow the driver to move clear of the farthest side or front of the hull measured from the center of the steering wheel.	ADOPTED	
92	60	904.2.3	Inboard racing - Air sytsem	Cominsafe	Text modification	All components of the air system shall be rated for use with compressed air and for the pressures to which they will be subject. <del>Spare Air devices or air supply bottles that are less than 2litrs in capacity cannot be used-</del> The air supply bottle must be securely fastened to the boat and switched on during all on-water activity.	ADOPTED	
93	61	904.2.4	Inboard racing - Capsule training	Cominsafe	Text modification	904.2.4 All capsule Drivers are required to successfully complete a National Authority Approved Inboard Capsule Training Program. Before racing in a craft with restraint systems, all <b>onboard</b> crew must have passed completed in the last fourteen months, an immersion training in a restraint system to ensure that they can exit a reinforced cockpit crew compartment successfully. Prior to taking the Immersion training, all <b>onboard</b> crew must have a valid scuba certificate or have received suitable training. This alternative training should be approved by the National Authority.	ADOPTED	
94	62	904.3.4	Inboard racing - Seat Belts	Cominsafe	No further comment		ADOPTED	
95	63	960	Formula Future Rules	Italy	<b>Not supported by Formula Future</b>			
107	64	960.2	Boats, Engines & Equipment	Formula Future	No further comment		ADOPTED	
108	65	960.5.3	Penalties	Formula Future	No further comment		ADOPTED	
110	66	970	Solar Racing rules	Cominsport	No further comment	<i>will be review by VJ / FH / RB</i>	ADOPTED	
130	67	New	Outside Assistance - Radio	Estonia	Text modification	No person shall provide or receive outside assistance by radio/electronic communication, during the race in circuit classes except <b>any other UIM Classes where it is necessary for safety reasons/UIM Rules and officially authorised, including F-500,F-4, F-2, F-1.</b>	ADOPTED	
131	68	F1 - 8	Equipment - Post Race scrutineering	Formula 1	<b>Withdrawn</b>			
132	69	F1 - 13.1	Safety - Point mounting system	Cominsafe		The certified (or recertified) <b>minimum</b> 6 strap/6 point <del>or 7-strap/7-point</del> mounting system must be replaced according to the manufacturers recommended replacement interval or after an accident that results in structural damage to either the cockpit or hull;	ADOPTED	
133	70	F1 - 13.2	Safety - Immersion training (FHR)	Cominsafe	No further comment		ADOPTED	
134	71	F1 - 13.5	Safety - Helmets	Cominsafe	Supported by Safety Cockpit & Text modification	Drivers must use a Frontal Head Restraint (FHR) which satisfies SFI 38.1 or FIA 88 <b>58</b> , has a low profile in the rear head area, and utilize quick release tether attachments to the helmet.	ADOPTED	

135	72	F1 - 13.10	Safety - Seats	Cominsafe	No further comment		ADOPTED	
136	73	F1 - 13.11	Safety - Helmet & Neck restraint device	Safety Cockpit	Withdrawn			
137	74	F2 - 1.5	Organisation	Formulae	Text modification	<p>The Formulae Committee Chairman has the right to attend the meetings of the International Jury, without right of vote.</p> <p><b>1.15 – FORMULA 2 TEAM ASSOCIATION (F2TA) is an Association composed of Formula 2 Teams. Its role in Formula 2 activity is to serve the needs of all Teams involved in the F2 Championships. The F2TA also acts as an intermediary between the Teams and the Organizers, Teams and the Formulae Committee, to solve all issues relevant to the aspects of the races. The F2TA Chairman, democratically elected by the Teams enrolled in the F2 Team Association, attends the meetings of the Formulae Committee and is a member of the “F2 Daily Management Committee”. Each Team may decide whether to enroll itself in the F2TA for the current racing season.</b></p>	ADOPTED	
139	75	F2 - 2.4	Race Format	Formulae	Text modification	<p><b>Q1 and Q2 : RED and YELLOW FLAG</b></p> <p><b>If a RED FLAG is required during Q1 and/or Q2 the time is immediately stopped and all boats must return to the pontoon. When the race course is again ready, the UIM Sports Commissioner shows the green FLAG and the time will start again.</b></p> <p><b>If a YELLOW FLAG is required in Q1 and/or Q2, all boats may stay in on the race course, respect the area with the YELLOW FLAG and must reduce speed. No timing will be taken during the YELLOW flag period, and the time required to clear the course is added on to the remaining time for Q1 and/or Q2.</b></p> <p><b>If for any reason qualifying cannot be completed on the Saturday or take place at all, one of the following alternatives will be used:</b></p> <p><b>a) Use the results from Q1 or jointly from Q1 and Q2. b) Have 1 hour qualifying session for all boats with unlimited number of timed laps. c) Use the current World Championship positions, or if the first race of the season, the World Championship positions of the previous season. NO Q3 session to take place on the race day of the event.</b></p>	ADOPTED	
141	76	F2 - 3.7-8	Start	Formulae	Withdrawn			
142	77	F2 - 6.6-7	Race course	Formulae	Text modification	<p>6.5 There must be a minimum of 2 cranes.</p> <p>6.6 The Local Organizer has to provide a specific area for timing, the DIGITAL LOG BOOK administrator and race control/radio person (9x3 meters) with at least three TV sets, tables and chairs and WI-FI connection (minimum 10 MB per second) along all the specific area. A table with 3 chairs, a power connection and a WI-FI connection for TIMING (3x3); a table and chairs with a WI-FI connection and a TV screen for the DIGITAL LOG BOOK administrator and RACE CONTROL (3x3); tables and chairs with 2 TV sets minimum for the RADIO PERSONS (3x3).</p>	ADOPTED	



143	78	F2 - 8.2.2-8	SST 200 Engine Model	Cominsport	Withdrawn			
144	79	F2 - 10.5-6	Superlicences	Formulae	Text modification	10.6 – The superlicence is provisional for the first 6 races and can be withdrawn at any time during the first 6 races by a Committee composed by the UIM Commissioner, the Chairman of Formulae Committee, and the Drivers representative. F2 superlicence will remain as PROVISIONAL status for the first six (6) races. If the drivers cause an accident then the provisional status will be extended for one more race, with a maximum of two accident. After <b>causing</b> two accidents <b>between two boats</b> the provisional superlicence will be withdrawn <b>for the remainder of the current racing season.</b>	ADOPTED	
145	80	F2 - 12.10-19	Penalties	Formulae	No further comment		ADOPTED	
147	81	F2 - 14.5	Safety - Helmet & Neck restraint device	Safety Cockpit	Withdrawn			
148	82	F2 - 14.5	Safety - FHR	Cominsafe	No further comment from Cominsafe & Supported by Safety Cockpit with text modification	Proposal combined with proposal 81 which has been withdrawn : 14.5 It is mandatory to use a low profile Frontal Head Restraint (FHR) that satisfied SFI 38.1 or FIA 88 <b>58</b> standards.	ADOPTED	
149	83	F2 - 14.9	Safety - Point mounting system	Cominsafe	Text modification	14.9 The certified (or recertified) 6 strap/6 point <del>or 7 strap/7 point</del> <b>minimum</b> mounting system must be replaced according to the manufacturers recommended replacement interval or after an accident that results in structural damage to either the cockpit or hull; or injury to the driver.	ADOPTED	
150	84	F2 - 14.10	Safety - Seats	Cominsafe	No further comment & Supported by Safety Cockpit		ADOPTED	
151	85	F2 - 16	Insurance	Formulae	Text modification	16.4. the <b>type</b> quality of risks to be covered by the insurance 16.5. Whether insurance <del>form</del> <b>from</b> other National Authorities are accepted authorized and if they are, in which language they must be drawn up. All insurance produced by visiting Nationality <b>foreign</b> drivers must also be written in English as well as their native language <del>to be accepted and authorized.</del> 16.6. the amount of insurance fees to be paid on the spot (90€ maximum). 16.7 If a driver is not insured by <b>their</b> national authority, or if the coverage of this insurance is insufficient, or if the driver cannot show the confirmation of the National Authority, or if the foreign insurance is not authorized, an insurance must be <b>purchased</b> at the race meeting. The total cost must be stated in <b>the</b> advance program (90 Euro maximum), In case of buying insurance at the race meeting drivers must receive a copy of the insurance certificate with an English translation and a receipt of paying for insurance. Insurance certificate should define coverage of insurance. Event organizers are responsible of reliability of insurance Company. <b>It is the responsibility of the local organizer to ensure that they have sufficient insurance cover in place for the event.</b>	ADOPTED	

153	86	F2 - 17	Financial Conditions	Norway	Not supported by Formulae		
156	87	F1 & F2	Code of Pratices for Medical & Safety	Formulae	Text modification	ELECTIONS OF THE DRIVERS' DELEGATE FOR F1, F2 The election must be held in the presence of a UIM official. The candidate must be a real driver (4 races or 40% of the total rounded up to the next unit); he is elected for a three year period provided he keeps within the limits of eligibility. The drivers' assembly may intervene if the delegate is not suitable any longer. ELECTIONS OF THE TEAMS' REPRESENTATIVE FOR F2 (CHAIRMAN OF F2 TEAM ASSOCIATION – F2TA) The election must be held in the presence of a UIM <del>Commissioner official</del> . The candidate could be a person of a F.2 Team entered in the current World Championship or a person involved in F2 activity. 205.03 - MEDICAL EVALUATION SHEET 2017 F1 & F2 SUPERLICENCE	ADOPTED
157	88	F500 - 2	Race format	Cominsport	Text modification	The Championship includes a minimum of 4 and a maximum of 6 races organised in different countries, with a minimum interval of two weeks between races if possible. The UIM reserves the right to allocate the Championship even if the minimum number of races are not held or awarded points. Applications to hold a F500 event will be allocated in the normal way (rule 108.01, but using the <del>IOC Codes</del> <i>English names</i> of the country applying) except that one National Authority can be allocated two events provided the maximum number has not been requested by other National Authorities.	ADOPTED
158	89	F500 - 7	Safety - Seats	Cominsafe	No further comment & Supported by Safety Cockpit		ADOPTED
159	90	F500 & F4	Code of Pratices for Medical & Safety	UK	Withdrawn by UK		
161	91	F1000 - 8	Safety - Seats	Cominsafe	Text modification & Supported by Safety Cockpit	Seats are mandatory for F1000 cockpits, <i>per rule</i> 509.08.	ADOPTED
162	92	F4 - 2	Race format - Qualifying	Cominsport	No further comment		ADOPTED
164	93	F4 - 2	Race format - Timing at qualification	Cominsport	Text modification	Q1 All boats may run laps at any time during the first <b>22 minutes</b> of the hour. Timing of the boats will start <b>2 minutes after the green flag</b> . At the end of the first <b>22 minutes</b> , only the fastest 15 boats will remain in the water, the excluded boats will fill the final grid positions. If the number of entries exceeds the maximum authorised on the circuit, then the organizer must separate into several groups Drivers who were excluded from the Q2 (position 16 and up) have to start in the Qualifying race. Q2 After a five minute break, the 15 remaining boats' times will be reset to zero and they will then run a further <b>17 minute</b> session. Timing of the boats will start <b>2 minutes after the green flag</b> . Again, the boats may complete as many laps as they want during the <b>17 minute</b> session. At the end of Q2, the nine slowest boats will be dropped out and fill positions 7 to 15 on the start grid.	ADOPTED
165	94	F4 - 2	Race format - Prize Giving Ceremony	Cominsport	No further comment		ADOPTED
166	95	F4 - 10	<b>Series licence</b>	Cominsport	No further comment	10.6. The application must be accompanied by: • The sports career of the driver, mentioning the results obtained in the qualifying events; ( <i>should be only basic, this is entry level</i> ) 10.9. The National Authorities are responsible for the information given. If any F4 <b>Series licence</b> Superlicence holder participates <b>in an international event not sanctioned by the UIM</b> , their Superlicence will be withdrawn.	ADOPTED
168	96	F4 - 11	Penalty cards	Cominsport	No further comment		ADOPTED
170	97	F4 - 14	Financial Conditions	Cominsport	No further comment	<b>Implementation 1/1/2019</b>	ADOPTED
New	98	NEW Solar & Electric	"Solar Splash" USA Intercollegiate Rules	Cominsport	To add to Solar and Electric Proposals	<i>will be review by VJ / FH / RB</i>	ADOPTED
New	99	108.05	Heats and Lengths	Cominsport		108.05 - HEATS AND LENGTH A UIM championship can only be held during an International sanctioned meeting. The race must include four heats unless otherwise provided for in the UIM rules. Every heat must have a length of: 6 to 8 km for the class OSY 400, JT 250, T250, GT 15, 8 to 12 km for racing outboards 125cc and 175cc, 12 to 17 km for racing outboards 250 cc - 700 cc, <b>F-4</b> and GT30 for inboards up to 1000 cc for all classes in S.P.T. up to 550 cc 20 to 30 km for racing outboards 850 cc to ∞, 20 to 25 km for all other classes.	ADOPTED
New	100	305.04	Qualifying heats	Cominsport		If necessary, after all the qualifying races, the organisers reserve the right to make up the number of boats in the final races to the maximum permitted from the second chance heat, when any qualified driver indicates that they cannot participate in the final heats. This cannot be done after the first <b>third</b> heat.	ADOPTED
New	101	205.09	Insurance	Cominsport		205.09 INSURANCES All drivers must be properly insured <b>for personal [AD&amp;D] injury and against third party claims</b> , either by themselves, with the policy to be produced before the start, <b>or for third party cover</b> by an insurance covered by the National Authority <b>or the race organizer</b> , the fee being paid by the driver.	ADOPTED

New	102	541.01	Low emission engines	Cominsport		For F4 class the Mercury 60. 15" <i>[homologation file 00500 series]</i> is the only UIM homologated engine <i>allowed</i> .	ADOPTED	
New	103	900.6(h)	Safety Equip.	Cominsport		h) Crash helmets conforming to rule 205.07, <i>(except 205.07.01 until 1/1/2019)</i> for all <i>onboard</i> crew members. Helmets should be replaced after a serious accident and if for any reason the helmet fails to pass the technical inspection.	ADOPTED	
New	104	F-1 9.1	FUEL			9. FUEL 9.1. Official fuels will be <i>available from</i> the Promoter / organiser at each race venue.	ADOPTED	
New	105	509.22	REPAIRS	Cominsport & Safety Cockpit		<p><b>509.22 - REPAIRS</b></p> <p><i>1. Any damage on the Crash-box/Cockpit must be repaired by a UIM registered Crash box/Cockpit manufacturer only; who must send to the UIM and NA pictures of the sequential steps of repairs and a signed letter certifying the repair has been correctly done.</i></p> <p><i>2. For any other damage on structural areas of the boat, the repair must be certified in writing as the best state of the art from the company/person in charge of repairing the boat and delivering pictures of the sequential steps of repair to the UIM and NA.</i></p> <p><i>3. Copy of the above documentation (1.-2.) must be shown to the UIM Technical Commissioner at first race after repair. The acceptance is based only on Manufacturer/Company declaration.</i></p> <p><i>4. These documents will be inserted into the boat's measurement certificate in the digital log book where available, otherwise attached to the paper measurement certificate.</i></p>	ADOPTED	