


98th UIM General Assembly

Council vote – Friday 10th October 2025

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 Proposal n°	<h1 style="color: red; margin: 0;">1</h1>	COMMITTEE	E1
Discipline Rule article n° Article subject 2025 Rulebook page	E1 2.05 Consumption of Alcohol 9	Author of the Rule change proposal	Name/Surname: Cristiano Macedo Contact email: Cristiano.ext@e1series.com

Current text

No Team Member, Pilot or official may enter the Event site(s), Paddock or Pits while under the influence of alcohol.

No participant, competitor may attempt to work on, maintain or operate the Boat or support vessels or machinery while under the influence of alcohol.

No Pilot may participate, in any capacity, in any Sessions, while under the influence of alcohol.

The consumption of alcohol for Pilots and team managers is prohibited from 1 hour before registration for an Event until the podium of the last Race of the Event.

The UIM E1 Class Promoter and/or the UIM may carry out spot checks and/or establish a schedule of general checks on Teams. The tests are carried out using machines and procedures suitable for the purpose. This does not exclude any further checks that may be requested by the competent authorities.

The test must be conducted by the Medical Delegate. No Pilot or official participating at an Event may circumvent this rule by withdrawing their entry or by resigning from their duties while at the Event. Refusal or failure to do so may be taken as a positive alcohol test and dealt with accordingly.

Any Pilot found to have more than 0.00 micrograms of alcohol in 100 millilitres of blood (0.00 on the breath analyser machine) shall be penalised. The penalty for a first offence is disqualification from the Event for the Pilot or the offending person. The penalty for a second offence is suspension from all Events for a period of six (6) months. The Race Director shall penalise anyone infringing this rule.

Proposed text

No Team Member, Pilot or official may enter the Event site(s), Paddock or ~~Pits~~ **Launch Zone** while under the influence of alcohol.

No participant, competitor may attempt to work on, maintain or operate the Boat or support vessels or machinery while under the influence of alcohol.

No Pilot may participate, in any capacity, in any Sessions, while under the influence of alcohol.

The consumption of alcohol for Pilots and ~~team managers~~ **Team Principals** is prohibited from 1 hour before registration **during Paddock opening hours** for an Event **and** until the podium of the last Race of the Event **on the final Race day**.

The UIM E1 Class Promoter and/or the UIM may carry out spot checks and/or establish a schedule of general checks on Teams. The tests are carried out using machines and procedures suitable for the purpose. This does not exclude any further checks that may be requested by the competent authorities.

The test must be conducted by the Medical Delegate. No Pilot or official participating at an Event may circumvent this rule by withdrawing their entry or by resigning from their duties while at the Event. Refusal or failure to do so may be taken as a positive alcohol test and dealt with accordingly.


Any Pilot found to have more than 0.00 micrograms of alcohol in 100 millilitres of blood (0.00 on the breath analyser machine) shall be penalised. The penalty for a first offence is disqualification from the Event for the Pilot or the offending person. The penalty for a second offence is suspension from all Events for a period of six (6) months. The Race Director shall penalise anyone infringing this rule.

Justification

Amended the ban on alcohol for Pilots and Team Principals to be from 1 hour before registration until the podium on the final day but only when the Paddock is open:

- For the first day it will be from 1 hour before registration until the paddock closes that evening.
- On other race days it will be during the paddock opening hours.
- On the final day it will be from paddock opening time until the Podium.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

 Proposal n°	<h1>2</h1>	COMMITTEE	E1
Discipline Rule article n° Article subject 2025 Rulebook page	E1 3.04 Championship Points and Scoring System 11	Author of the Rule change proposal	Name/Surname: Cristiano Macedo Contact email: Cristiano.ext@e1series.com

Current text

Unless otherwise specified, points for each Team will be awarded at each Event according to the following scale:

12 Teams		11 Teams		10 Teams		9 Teams	
1st	38	1st	38	1st	38	1st	38
2nd	30	2nd	30	2nd	30	2nd	31
3rd	25	3rd	25	3rd	24	3rd	25
4th	21	4th	21	4th	19	4th	20
5th	17	5th	17	5th	15	5th	16
6th	14	6th	14	6th	12	6th	12
7th	11	7th	11	7th	9	7th	9
8th	9	8th	8	8th	7	8th	6
9th	7	9th	5	9th	5	9th	3
10th	5	10th	3	10th	3		
11th	3	11th	1				
12th	1						

Bonus points: additional Championship points will be awarded for (i) the top three ranked qualifying Teams (3, 2 and 1 points) in the qualifying Session and (ii) fastest recorded lap (1 point) in all of the Races of an Event, meaning a point will be awarded for the one (1) fastest lap at each Event:

Qualification Session eliminator race winner	3
Qualification Session eliminator race runner up	2
Qualification Session eliminator third place	1
Fastest lap from Race Day	1

Proposed text

Unless otherwise specified, points for each Team will be awarded at each Event according to the following scale:

12 Teams		11 Teams		10 Teams		9 Teams	
1st	38	1st	38	1st	38	1st	38
2nd	30	2nd	30	2nd	30	2nd	34 30
3rd	25	3rd	25	3rd	24	3rd	25 24
4th	21	4th	21	4th	19	4th	20 19
5th	17	5th	17	5th	15	5th	16 15
6th	14	6th	14	6th	12	6th	12
7th	11	7th	11	7th	9	7th	9
8th	9	8th	8	8th	7	8th	6 7
9th	7	9th	5	9th	5	9th	3 5
10th	5	10th	3	10th	3		
11th	3	11th	1				
12th	1						


Bonus points: additional Championship points will be awarded for (i) the top three ranked qualifying Teams (3, 2 and 1 points) in the qualifying Session and (ii) fastest recorded lap (1 point) in all of the Races of an Event, meaning a point will be awarded for the one (1) fastest lap at each Event:

Qualification Session eliminator race winner Top Qualifier	3
Qualification Session eliminator race runner up Runner Up Qualifier	2
Qualification Session eliminator third place Third-fastest Qualifier	1
Fastest lap from Race Day	1

Justification

Points allocation for 9 Teams and additional points information was incorrect in the Season 2 rules.
Re-naming the qualifying points so this is not specific to an named race or race-type.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

 Proposal n°	3	COMMITTEE	E1
Discipline Rule article n° Article subject 2025 Rulebook page	E1 3.04.01 Championship Ties 12	Author of the Rule change proposal	Name/Surname: Cristiano Macedo Contact email: Cristiano.ext@e1series.com

Current text

In the case of a tie in the overall Championship, the Champion's title will be awarded to the Team that finishes in the highest position in the Final Race of the final Event of the Championship .

Proposed text


In the case of a tie in the overall Championship, the Champion's title will be awarded to the Team that finishes in the highest position in the Final Race of the final Event of the Championship-.

Ties for other positions in the overall Championship will be resolved in the same way. The Team that finishes in the higher position in the Final Race of the final Event of the Championship will be awarded the higher position in the Championship.

Justification

Included an additional paragraph to confirm the same method would be used to determine the final positions for all Teams in the Championship if there is a tie in points.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

 Proposal n°	<h1 style="color: red; margin: 0;">4</h1>	COMMITTEE	E1
Discipline Rule article n° Article subject 2025 Rulebook page	E1 3.05 Registering Boat/Crew Combination 12	Author of the Rule change proposal	Name/Surname: Cristiano Macedo Contact email: Cristiano.ext@e1series.com

Current text

Points for the Championship will be awarded to the Teams. Sporting penalties will be imposed on the Pilots registered for a given Race, with the corresponding impact to their Team.

Clarifications:

- An eligible participating Team is composed of a combination of (i) a registered Team, (ii) a Boat number and (iii) Pilots for any given Race.
- This Team set up shall compete under the management of the Team Principal.
- The Team Principal is responsible for registering their Team, Boat number and the Pilots, and the Reserve Pilots, if applicable, at the beginning of the Season. Each Team must consist of a minimum of two (2) Pilots, with an option to register up to four (4) pilots in total, where the two (2) additional pilots will serve as Reserve Pilots).
- If the Team Principal does not register the maximum number of permitted Pilots at the start of a Season, the Team may add the Pilot(s) up to this maximum number during the Season. Any Pilots added in-Season may not be registered as part of the entries for other Teams within the same Season. To clarify, any Reserve Pilot contracted by a Team for the Season but has not competed or participated in any way for that Team during the Season may, at the discretion of the releasing Team, be released to race for another Team.

In the event of a modification to the registered Team list of Pilots for the Season, the Team will retain its accrued points, and the Pilot(s) will maintain their individual classifications.

If a modification involves an external Pilot, meaning someone not listed on the registered Team for the current Season, the change cannot be executed if any of the Pilot(s) involved have already participated in any Events during the current Season.

In order to participate at an Event, it is mandatory that each Team is composed of a minimum of:

- One (1) male Pilot
- One (1) female Pilot
- Two (2) mechanics
- One (1) performance engineer

The additional Team Members may be:

- Team Principal
- Operational team members
- Up to two (2) Reserve Pilots

Of the two (2) pilots participating in a Session after Pilot and Reserve Pilot registration on behalf of the Team (comprising either two (2) Pilots or two (2) Reserve Pilots or a combination of one (1) Pilot and one (1) Reserve Pilot), only one (1) Pilot may possess previous experience in powerboat piloting, specifically, a Pilot who had a valid powerboat license outside of the E1 class for Circuit, Offshore or Pleasure Navigation disciplines issued by a National Authority ,

A Team will each be permitted up to two (2) exemptions per Team per Season, permitting two (2) pilots with prior powerboat piloting experience to represent the Team at the Event (this may involve a combination of one (1) Pilot and one (1) Reserve Pilot or two (2) Reserve Pilots). These exemptions are to be used only in cases of (a) a scheduling conflict with another professional race, or (b) for Force Majeure reasons, which include unavoidable, unforeseen events such as illness that prevents travel or fitness to race, flight cancellations, strikes the prevent the Pilot from

reaching the Event or other similar situations outside of the Pilot's control. A Pilot accumulating one or more Yellow Cards will not be considered a Force Majeure reason.

The Team (or a radio operator within a Team) must communicate in English with the Race Control. All communications on the official radio channels shall take place in English.

Proposed text

Points for the Championship will be awarded to the Teams. Sporting penalties will be imposed on the Pilots registered for a given Race, with the corresponding impact to their Team.

Clarifications:

- An eligible participating Team is composed of a combination of (i) a registered Team, (ii) a Boat number and (iii) Pilots for any given Race.
- This Team set up shall compete under the management of the Team Principal.
- The Team Principal is responsible for registering their Team, Boat number and the Pilots, and the Reserve Pilots, if applicable, at the beginning of the Season. Each Team must consist of a minimum of two (2) Pilots, with an option to register up to four (4) pilots in total, where the two (2) additional pilots will serve as Reserve Pilots).
- If the Team Principal does not register the maximum number of permitted Pilots at the start of a Season, the Team may add the Pilot(s) up to this maximum number during the Season. ~~Any Pilots added in Season may not be registered as part of the entries for other Teams within the same Season. To clarify, any Reserve Pilot contracted by a Team for the Season but has not competed or participated in any way for that Team during the Season may, at the discretion of the releasing Team, be released to race for another Team.~~
- **The Team Principal is responsible for updating the UIM in respect of any changes to a registered Team for a single Event or during the Season.**

If, during an Event a Pilot is unable to race, the Team may call upon its registered Reserve Pilot (or the Reserve Pilots of the UIM E1 Class Promoter, if available) to race for the Team in the remaining Sessions of the Event. If the Team's male Pilot is unable to race, then the Team must call up a male Reserve Pilot, and a female Reserve Pilot must be called upon if the female Pilot is unable to race.

In the event of a modification to the registered Team list of Pilots **during an Event or** for the Season, the Team will retain its accrued points, ~~and the Pilot(s) will maintain their individual classifications.~~

~~If a modification involves an external Pilot, meaning someone not listed on the registered Team for the current Season, the change cannot be executed if any of the Pilot(s) involved have already participated in any Events during the current Season.~~

Any change of Pilot between Teams during a Season is allowed only with the authorization of the UIM E1 Class Promoter, after consulting the releasing Team, the acquiring Team, and the Pilots concerned.

In order to participate at an Event, it is mandatory that each Team is composed of a minimum of:

- One (1) male Pilot
- One (1) female Pilot
- Two (2) mechanics
- One (1) performance engineer

The additional Team Members may be:

- Team Principal
- **Other** operational team members
- Up to two (2) Reserve Pilots

The maximum number of sporting operational Team Members shall be nine (9). Non-operational Team Members such as commercial or marketing shall not be included in this total.

~~Of the two (2) pilots participating in a Session after Pilot and Reserve Pilot registration on behalf of the Team (comprising either two (2) Pilots or two (2) Reserve Pilots or a combination of one (1) Pilot and one (1) Reserve Pilot),~~

~~only one (1) Pilot may possess previous experience in powerboat piloting, specifically, a Pilot who had a valid powerboat license outside of the E1 class for Circuit, Offshore or Pleasure Navigation disciplines issued by a National Authority,~~

~~A Team will each be permitted up to two (2) exemptions per Team per Season, permitting two (2) pilots with prior powerboat piloting experience to represent the Team at the Event (this may involve a combination of one (1) Pilot and one (1) Reserve Pilot or two (2) Reserve Pilots). These exemptions are to be used only in cases of (a) a scheduling conflict with another professional race, or (b) for Force Majeure reasons, which include unavoidable, unforeseen events such as illness that prevents travel or fitness to race, flight cancellations, strikes the prevent the Pilot from reaching the Event or other similar situations outside of the Pilot's control. A Pilot accumulating one or more Yellow Cards will not be considered a Force Majeure reason.~~

The Team (or a radio operator within a Team) must communicate in English with the Race Control **Director**. All communications on the official radio channels shall take place in English.

Justification


Removing the limit on Pilots or Reserve Pilots changing teams during a season. This will be a contractual / commercial matter only.

Removing the powerboat / non-powerboat rule, which we believe is no longer needed due to having a large enough pool of trained Pilots.

Adding that the Team must keep UIM updated of team changes during the Season, and that if a pilot is unable to race during a weekend, the Team may call on their Reserve Pilots to step in (or the E1 Reserve if available), but must still keep the balance of male/female pilots in the races.

Both added items are 'commonly understood' but are not yet in the rules, so added for the sake of good order.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

 Proposal n°	5	COMMITTEE	E1
Discipline Rule article n° Article subject 2025 Rulebook page	E1 3.10 Race Instructions 15	Author of the Rule change proposal	Name/Surname: Cristiano Macedo Contact email: Cristiano.ext@e1series.com

Current text

The content provided in the Race Instructions is intended as either clarifications of these Rules or additional instructions to accommodate specific conditions.

The Race Instructions are finalised by the UIM E1 Class Promoter and submitted for approval to the UIM E1 Committee, 30 days prior the Event.

These Race Instructions shall encompass the following information:

- Official timetable and locations.
- Official Race Courses and details.
- Local conditions, including any special instructions and/or information relevant to the Race (e.g., special radio channels, GPS coordinates, tides, and venue-specific authorities' instructions)
- Include terms and conditions for insurance covering personal and material damage to third parties, including competitor Pilots, if available.
- Specify the types of risks covered by the insurance and the minimum required coverage limit.

The publication of a Race Course, timetable, or Event format requires direct approval from the UIM E1 Class Promoter, following approval by UIM.

Proposed text

The content provided in the Race Instructions is intended as either clarifications of these Rules or additional instructions to accommodate specific conditions.

The Race Instructions are finalised by the UIM E1 Class Promoter and submitted for approval to the UIM E1 Committee, ~~30~~ **ten to seven (10 to 7)** days prior the Event.

These Race Instructions shall encompass the following information:


- Official timetable and locations.
- Official Race Courses and details.
- Local conditions, including any special instructions and/or information relevant to the Race (e.g., special radio channels, GPS coordinates, tides, and venue-specific authorities' instructions)
- Include terms and conditions for insurance covering personal and material damage to third parties, including competitor Pilots, if available.
- Specify the types of risks covered by the insurance and the minimum required coverage limit.

The publication of a Race Course, timetable, or Event format requires direct approval from the UIM E1 Class Promoter, following approval by UIM.

Justification

Corrected the release time from 30 days to 7-10 days before the Event.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

 Proposal n°	<h1 style="color: red; margin: 0;">6</h1>	COMMITTEE	E1
Discipline Rule article n° Article subject 2025 Rulebook page	E1 3.16 Team Principal 20	Author of the Rule change proposal	Name/Surname: Cristiano Macedo Contact email: Cristiano.ext@e1series.com

Current text

Each Team may appoint one (1) Team Principal per Event as a point of contact in the event of an accident or Force Majeure. This representative must be present on-site and registered at the Race Administration.

Each Boat must have its representative, Team Principal or his/her delegate, present at mission control for all official Sessions and official communications. Mission control is the operational space allocated to the Teams during Sessions. A penalty of EUR 500 applies for non-compliance.

It is mandatory to maintain an efficiently working radio system and remain in constant radio contact with Race Control during on-water activities. A penalty of EUR 500 applies for non-compliance.

Team Principals' briefings (if scheduled as per the Race Instructions) must be attended by the Team Principal. It is their responsibility to inform all Team Members about local authority requirements on land and water. Additionally, they must ensure that Pilots are fully familiar with on-water activities, Race Course areas, and all relevant safety requirements.

Proposed text

Each Team may appoint one (1) Team Principal per Event as a point of contact in the event of an accident or Force Majeure. This representative must be present on-site and registered at the Race Administration.

Each Boat must have its representative, Team Principal or his/her delegate, present at mission control for all official Sessions and official communications. Mission control is the operational space allocated to the Teams during Sessions. A penalty of EUR 500 applies for non-compliance.

It is mandatory to maintain an efficiently working radio system and remain in constant radio contact with Race Control during on-water activities. ~~A penalty of EUR 500 applies for non-compliance.~~

3.16.01 TEAM PRINCIPAL BRIEFINGS

Team Principals' briefings ~~(if scheduled as per the Race Instructions)~~ must be attended by the Team Principals.

Signing-in will commence fifteen (15) minutes before the scheduled Team Principal Briefing time. All sign-ins must be completed before the Team Principal Briefing time. The penalty for non-attendance is a fine of EUR 500. Late attendance or early departure from the Briefing will result in a €350 fine.


It is ~~their~~ **the Team Principal's** responsibility to inform all Team Members about local authority requirements on land and water. Additionally, they must ensure that Pilots are fully familiar with on-water activities, Race Course areas, and all relevant safety requirements.

Justification

Added in the requirement for a Team Principal briefing, separate to the Pilot briefings.

The same detail has been in the Race Instructions for a few races and is now a fixed process, so can be moved to the Rules.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

 Proposal n°	7	COMMITTEE	E1
Discipline Rule article n° Article subject 2025 Rulebook page	E1 3.17 Pilot Briefings 20	Author of the Rule change proposal	Name/Surname: Cristiano Macedo Contact email: Cristiano.ext@e1series.com

Current text

3.17.01 ATTENDANCE

Pilot Briefings are restricted to Pilots, Team Principals (or a delegate), and relevant officials only.

3.17.02 PILOTS BRIEFING TIMES

Team Principals and Pilots are required to attend both the main briefing and the weather briefing (if conducted).

Signing-in will commence fifteen (15) minutes before the scheduled Pilots Briefing time. It is mandatory for all competing Pilots to attend and sign-in at the briefing. All sign-ins must be completed before the Pilots Briefing start time. The penalty for non-attendance are: First offence EUR 700 fine plus having additional briefing with Race Director. The penalty for a second offence during a Season is disqualification. Pilots who are late for a briefing face a EUR 350 penalty.

Pilots are accountable for reading and comprehending the Race Instructions and any issued Bulletins before attending the Pilots Briefing.

3.17.03 UNIFORMS

All Team Members must wear official Team uniforms at the Pilot Briefings, Race and Event functions, and on the Final Race day, unless other requirements are specified in the Race Instructions.

3.17.04 DISCUSSIONS

Pilots are expected to participate fully in the Pilot Briefings and any discussions. Team Principals or delegates may only speak if directly involved by the UIM or Pilots in the discussion of a specific item.

Proposed text

3.17.01 ATTENDANCE

Pilot Briefings are restricted to Pilots, ~~Team Principals (or a delegate),~~ and relevant officials only.

3.17.02 PILOTS BRIEFING TIMES

~~Team Principals and~~ Pilots are required to attend both the main briefing and the weather briefing (if conducted).

Signing-in will commence fifteen (15) minutes before the scheduled Pilots Briefing time. It is mandatory for all competing Pilots to attend and sign-in at the briefing. All sign-ins must be completed before the Pilots Briefing start time. The penalty for non-attendance are: First offence EUR 700 fine plus having additional briefing with Race Director. The penalty for a second offence during a Season is disqualification. Pilots who are late for a briefing **or depart early** face a EUR 350 penalty.

Non-participation is allowed only for exceptional circumstances and with the authorisation of the Race Director, to whom the request must be addressed (e1racedirector@gmail.com). Once the non-participation has been authorised, the Race Director will decide when to give a Pilot Briefing session to that Pilot.

No Pilot will be permitted to participate in any on-water session after registration unless they have attended the Pilots' Briefing or in the additional session set by the Race Director.

Pilots are accountable for reading and comprehending the Race Instructions and any issued Bulletins before attending the Pilots Briefing.

3.17.03 UNIFORMS

All Team Members must wear official Team uniforms at the Pilot Briefings, Race and Event functions, and on the Final Race day, unless other requirements are specified in the Race Instructions.

3.17.04 DISCUSSIONS

Pilots are expected to participate fully in the Pilot Briefings and any discussions. ~~Team Principals or delegates may only speak if directly involved by the UIM or Pilots in the discussion of a specific item.~~


Justification

Updated to:

- remove Team Principals from the Pilot briefing (to match the changes to Rule 3.16)
- all references to the Team Principals in this rule (to match the changes to Rule 3.16)
- to add in the procedure a Pilot must follow in any exceptional situation where they cannot attend the Pilot Briefing (taken from the Race Instructions).

The same detail has been in the Race Instructions for a few races and is now a fixed process, so can be moved to the Rules.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

 Proposal n°	8	COMMITTEE	E1
Discipline Rule article n° Article subject 2025 Rulebook page	E1 3.19 Team Participation Rules 21	Author of the Rule change proposal	Name/Surname: Cristiano Macedo Contact email: Christiano.ext@e1series.com

Current text

The UIM E1 Class Promoter reserves the right to approve or reject a Team's eligibility based on selection criteria or any breach of contractual obligations between the Team and the UIM E1 Class Promoter. The UIM E1 Class Promoter shares the list of Team entries with the UIM each Season.

The UIM will notify the UIM E1 Class Promoter about the sporting status of each registered Pilot to assess their eligibility.

In the event of an accident that causes damage to a Boat, the Team Principal can request dispensation from competing in the next Race until the Boat damage is repaired by applying to the UIM. The Technical Officer must verify and certify the damage, reporting to the UIM and note in the Digital Logbook.

Late Team entries received after the first round of the Season will qualify for points and podium access based on results. The UIM E1 Class Promoter has sole discretion in accepting such entries.

Points will not be forfeited if a Boat is replaced under the following conditions: if the registered hull is entirely lost, destroyed, or deemed irreparably damaged (as certified in writing by Technical Officer(s) or approved marine surveyors, at the expense of the Team), it may be replaced with a similar hull to complete the Season and/or Event. Alternatively, in the case of significant damage, the hull may be temporarily replaced until the original hull is restored. The replacement hull assumes the status of the registered hull for its period of use and must then be returned to the UIM E1 Class Promoter.

A team must submit their Championship entry to the UIM E1 Class Promoter, including Pilot names and the Team's preferred Race number allocation request.

Race numbers are assigned in accordance with Rule 3.12.01.

Proposed text

The UIM E1 Class Promoter reserves the right to approve or reject a Team's eligibility based on selection criteria or any breach of contractual obligations between the Team and the UIM E1 Class Promoter. The UIM E1 Class Promoter shares the list of Team entries with the UIM each Season.

The UIM will notify the UIM E1 Class Promoter about the sporting status of each registered Pilot to assess their eligibility.

In the event of an accident that causes damage to a Boat, the Team Principal can request dispensation from competing in the next Race until the Boat damage is repaired by applying to the UIM. The Technical Officer must verify and certify the damage, reporting to the UIM and note in the Digital Logbook.

Late Team entries received after the first round of the Season will qualify for points and podium access based on results. The UIM E1 Class Promoter has sole discretion in accepting such entries.

~~Points will not be forfeited if a Boat is replaced under the following conditions: if the registered hull is entirely lost, destroyed, or deemed irreparably damaged (as certified in writing by Technical Officer(s) or approved marine surveyors, at the expense of the Team), it may be replaced with a similar hull to complete the Season and/or Event. Alternatively, in the case of significant damage, the hull may be temporarily replaced until the original hull is restored. The replacement hull assumes the status of the registered hull for its period of use and must then be returned to the UIM E1 Class Promoter.~~

A team must submit their Championship entry to the UIM E1 Class Promoter, including Pilot names and the Team's preferred Race number allocation request.

Race numbers are assigned in accordance with Rule 3.12.01.

3.19.01 Boat or Hull Replacement Policy

Points will not be forfeited if a Boat is replaced under the following conditions:

- (i) if the registered hull **or Boat** is entirely lost, destroyed, or deemed irreparably damaged (as certified in writing by **the** Technical Officer(s) or approved marine surveyors, at the expense of the Team), or
- (ii) if there is significant damage to the hull or Boat;


a Team may be permitted to change its Boat for a single Event or for the remainder of the Season. The replacement Boat will be used for as many Events as necessary until the original Boat is repaired. All Championship points earned with the replacement Boat will continue to be attributed to the Team. The replacement hull assumes the status of the registered hull for its period of use and must then be returned to the UIM E1 Class Promoter.

The replacement Boat will remain assigned to that Team unless or until the UIM E1 Promoter decides otherwise.

Justification

3.19.01 added to make it clear to the Teams when a replacement boat / hull may be replaced and how long this can last. This is a re-working of paragraph 5 of the current rule.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

 Proposal n°	<h1 style="color: red; font-size: 48px;">9</h1>	COMMITTEE	E1
Discipline Rule article n° Article subject 2025 Rulebook page	E1 3.22.01 Radio Communication System 23	Author of the Rule change proposal	Name/Surname: Cristiano Macedo Contact email: Cristiano.ext@e1series.com

Current text

The UIM E1 Class Promoter will supply a compulsory Event-wide radio communications system. Teams are prohibited from installing or operating any third-party radio communications equipment, as well as from obtaining licensing and frequency allocation.

The Team or its respective operations department will be charged for any supplied equipment that is lost, damaged, or not returned at the end of an Event, to cover the costs of repair or replacement.

Operational details and channel allocation for the radio communication system will be provided in the Race Instructions, the Bulletins, or Briefings.

Pilots must be thoroughly familiar and consistently adhere to the International Regulations for the Prevention of Collisions at Sea, as posted on the Official Notice Board for each Event, along with other safety measures specified for the Event.

No communication methods beyond the official tools provided by the UIM E1 Class Promoter are allowed

Proposed text

The UIM E1 Class Promoter will supply a compulsory Event-wide radio communications system. Teams are prohibited from installing or operating any third-party radio communications equipment, as well as from obtaining licensing and frequency allocation.

The Team or its respective operations department will be charged for any supplied equipment that is lost, damaged, or not returned at the end of an Event, to cover the costs of repair or replacement.

Operational details and channel allocation for the radio communication system will be provided in the Race Instructions, the Bulletins, or Briefings.

Pilots must be thoroughly familiar and consistently adhere to the International Regulations for the Prevention of Collisions at Sea, as posted on the Official Notice Board for each Event, along with other safety measures specified for the Event.

No communication methods beyond the official tools provided by the UIM E1 Class Promoter are allowed

With the exception of a portable VHF marine radio, intended to serve as an emergency communication system between the Pilot and the Team Principal in the event the boat is stopped without power and, therefore, without other means of communication. This portable radio MUST NOT be used during navigation, but shall serve exclusively as an emergency tool, usable only when the boat is stationary, without other means of communication, and off the race course.

This system is the responsibility and at the expense of each Team, must be installed in the cockpit according to the instructions and with the approval of the UIM E1 Technical Officer, and must be declared at the time of Registration, including the channel used, if applicable.


Failure to declare the radio will result in the Team's ineligibility to participate in the event.

Justification

Updated to confirm a Boat may leave Launch Zone without radioing Race Director for permission, and that permission from Race Director is required before returning to the Launch Zone. Added sentence to confirm penalties may apply for not following any of the points in the rule. Add an additional safety device related to emergency communications.

The same detail has been in the Race Instructions for a few races and is now a fixed process, so can be moved to the Rules.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

 Proposal n°	<h1 style="color: red;">10</h1>	COMMITTEE	E1
Discipline Rule article n° Article subject 2025 Rulebook page	E1 3.22.03 Operational Radio Communication 24	Author of the Rule change proposal	Name/Surname: Cristiano Macedo Contact email: Cristiano.ext@e1series.com

Current text

- No boat is authorised to leave the Launch Zone for any Session prior to performing a satisfactory Radio check with Race Control and their Team radio operator or systems engineer.
- Teams are required to ask permission from the Race Control before entering and leaving the Sessions.
- A Team member must monitor Boat radio communications at all times.
- The Team is responsible for the supplied equipment and must inform Race Control of any issues and faults at the earliest opportunity.
- The Team, under the responsibility of its Team Principal, must ensure that their Pilots have received and understood all communications directed to the Boat.
- Teams and Pilots may be required to carry out pre- and post-race reaction interviews over the radio with the E1 broadcast production partner and/or broadcasters.
- Refer to the Race Bulletins for information on the availability of the Radio Channels for other purposes than Race-specific communication.

Proposed text

- No ~~boat~~ **Boat** is authorised to leave the Launch Zone for any Session prior to performing a satisfactory Radio check with Race Control ~~Director~~ and their Team radio operator or systems engineer.
- ~~Teams are required to ask permission from the Race Control before entering and leaving the Sessions.~~
- ***The Team is responsible from the moment they leave the Launch Zone until the end of each Session for independently deciding when to enter or exit the Race Course and/or the milling area.***
- ***The only time during a Session when Teams are required to request permission from Race Director (via radio) to return to the Launch Zone. This is mandatory for safety reasons. These manoeuvres must always comply with the procedures outlined in the Race Instructions, the Pilots' course check, the Pilots' Briefing, official Bulletins, and, under specific circumstances, with instructions communicated via radio by Race Director.***
- A Team member must monitor Boat radio communications at all times.
- The Team is responsible for the supplied equipment and must inform Race Control ~~Director~~ of any issues and faults at the earliest opportunity.
- The Team, under the responsibility of its Team Principal, must ensure that their Pilots have received and understood all communications directed to the Boat.
- Teams and Pilots may be required to carry out pre- and post-race reaction interviews over the radio with the E1 broadcast production partner and/or broadcasters.
- Refer to the Race Bulletins for information on the availability of the Radio Channels for other purposes than Race-specific communication.


Failure to comply with these provisions shall result in the application of penalties, including sporting sanctions and, in the case of dangerous conduct, the issuance of a yellow card. The types and extent of the penalties shall be specified in the Race Instructions.

Justification

Updated to confirm a Boat may leave Launch Zone without radioing Race Director for permission, and that permission from Race Director is required before returning to the Launch Zone. Added sentence to confirm penalties may apply for not following any of the points in the rule.

The same detail has been in the Race Instructions for a few races and is now a fixed process, so can be moved to the Rules.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

 Proposal n°	<h1 style="color: red;">11</h1>	COMMITTEE	E1
Discipline Rule article n° Article subject 2025 Rulebook page	E1 4.01 Event Format 25	Author of the Rule change proposal	Name/Surname: Cristiano Macedo Contact email: Cristiano.ext@e1series.com

Current text

Each Event's on-water format may consist of:

- Official E1 shakedown
- Official E1 Free Practice
- Official E1 Qualifying
- Official E1 Speed Run
- Official E1 Match Race
- Official E1 Heats
- Official E1 Knockout Series
- Official E1 Race(s)

The Event format for each Event will be detailed in the respective Race Instructions. Approval or modification of the Event timetable and the Session format is at the discretion of the UIM E1 Class Promoter, in coordination with the Race Director.

Proposed text

Each Event's on-water format may consist of:


- Official E1 ~~s~~**Shakedown**
- Official E1 Free Practice
- **Official E1 Official Practice**
- **Official E1 Qualifying Time Trials**
- Official E1 Qualifying **Races**
- ~~Official E1 Speed Run~~
- Official E1 Match Race
- Official E1 Heats **Group Stages**
- **Official E1 Race-Off**
- Official E1 ~~Knockout Series~~ **Place Race**
- Official E1 ~~Race(s)~~ **Finals**

The Event format for each Event will be detailed in the respective Race Instructions. Approval or modification of the Event timetable and the Session format is at the discretion of the UIM E1 Class Promoter, in coordination with the Race Director.

Justification

Updated to the correct names of each Session.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

 Proposal n°	<h1>12</h1>	COMMITTEE	E1
Discipline Rule article n° Article subject 2025 Rulebook page	E1 4.05.01 Race Course 25	Author of the Rule change proposal	Name/Surname: Cristiano Macedo Contact email: Cristiano.ext@e1series.com

Current text

The UIM E1 Class Promoter must submit all Event Race Courses for approval to the UIM at least thirty (30) days prior to the Event. All the Race Courses must receive UIM approval.

The minimum depth on the Race Course must be three and a half (3.5) meters.

Race Courses can be designed to run clockwise or anti-clockwise and the race lap must be of a minimum length of 1'200 metres.

The intended number of laps is six (6), but this may be adjusted at the discretion of the Race Director.

The start and finish lines may be configured as follows:

- As the same line or separate, independent lines, or
- Located on the main Race Course lap, or
- Positioned on an extension of the main Race Course lap, with a designated start and/or finish leg.

Long laps and short laps may be incorporated into the Race Course.

Features such as boost zones, split zones, penalty zones, among others, may be included in the Race Course.

To meet cockpit homologation requirements, the Race Course must be designed to accommodate speeds up to 50 knots +2%. If speeds exceed this limit during any Session (even by a single Boat), the Race Director must promptly modify the Race Course design or adjust the Boats' performance parameters to ensure that the specified speed limit is not surpassed in the next official Session of the same Event.

Proposed text

The UIM E1 Class Promoter must submit all Event Race Courses for approval to the UIM at least thirty (30) days prior to the Event. All the Race Courses must receive UIM approval.

The minimum depth on the Race Course must be three and a half (3.5) ~~meters~~ **metres**.

Race Courses can be designed to run clockwise or anti-clockwise, and the race lap must be of a minimum length of 1'200 metres. and each race lap must have a minimum length of 1,200 metres, with a total race distance of at least 7,500 metres. The Race Director determines, based on the characteristics of the location and the technical capabilities of the boats, the number of laps to be completed and the duration of each Session.

~~The intended number of laps is six (6), but this may be adjusted at the discretion of the Race Director.~~

The starting line must be at least 300 metres long, and the first turn must be sufficiently wide to ensure the safety of the pilots. Under certain conditions, the Race Director may set up separation gates during the start.

The start and finish lines may be configured as follows:

- As the same line or separate, independent lines, or
- Located on the main Race Course lap, or
- Positioned on an extension of the main Race Course lap, with a designated start and/or finish leg.

Long laps and short laps may be incorporated into the Race Course. ***If used in the Race Course, the long lap must be on average twenty (20) seconds longer than the standard race lap, and the short lap must be on average***

ten (10) seconds shorter than the standard lap. Under certain circumstances, the Race Director may adjust these distances as required.

Features such as boost zones, split zones, penalty zones, among others, may be included in the Race Course.


To meet cockpit homologation requirements, the Race Course must be designed to accommodate speeds up to 50 knots +2%. If speeds exceed this limit during any Session (even by a single Boat), the Race Director must promptly modify the Race Course design or adjust the Boats' performance parameters to ensure that the specified speed limit is not surpassed in the next official Session of the same Event.

Justification

Amended length of a race from 6 laps to 5 or 6 laps as required to be approximately 10 minutes long.

Added approximate differences for the long and short lap in comparison to the standard lap. This is time-based, because distances will depend on each race venue (long lap adds approximately 20 seconds, short lap is estimated at 10 seconds less than the standard lap).

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

 Proposal n°	<h1 style="color: red;">13</h1>	COMMITTEE	E1
Discipline Rule article n° Article subject 2025 Rulebook page	E1 4.05.08 Race Marks 27	Author of the Rule change proposal	Name/Surname: Cristiano Macedo Contact email: Cristiano.ext@e1series.com

Current text

All Race Marks on the Race Course will be published in the Race Instructions.

It is recommended that where Race Marks are positioned near permanent navigation marks, the Race Marks should be placed on the outside of the permanent mark at a minimum distance of ten (10) meters.

Each turn on the Race Course must be marked by a Race Marks.

Different colours must be used to indicate whether the Boat should pass inside or outside the Race Marks. The specific colours and corresponding actions required for each colour Race Mark are detailed in the Race Instructions.

Penalties will be imposed for actions such as hitting or dislodging the Race Marks, passing on the incorrect side of Race Marks, or missing Race Marks. Penalties may include along penalty lap, a time penalty, and/or a yellow card). UIM E1 Class Promoter reserves the right to seek cost reimbursement from a Team for damage to a Race Mark.

Proposed text

All Race Marks on the Race Course will be published in the Race Instructions.

It is recommended that where Race Marks are positioned near permanent navigation marks, the Race Marks should be placed on the outside of the permanent mark at a minimum distance of ten (10) metres.

Each turn on the Race Course must be marked by a Race Mark.

Different colours must be used to indicate whether the Boat should pass inside or outside the Race Marks. The specific colours and corresponding actions required for each colour Race Mark are detailed in the Race Instructions.

Penalties will be imposed for actions such as hitting or dislodging the Race Marks, passing on the incorrect side of Race Marks, or missing Race Marks. ***Procedures and penalties to follow:***

Missing Race Mark(s):

- **Missing a Race Mark shall result in the application of a Long Lap Penalty for each Race Mark missed. In the case where a turn on the course consists of two or more Race Marks, a pilot who fails to complete the entire turn, regardless of the number of Race Marks involved (2, 3, or more, e.g., D, D1, D2 or E, E1), in addition to the application of a Long Lap Penalty for each Race Mark missed and regardless of the final result, shall be classified as DNF (Did Not Finish) in the Session.**
- **If a missed Race Mark maneuver is performed in a way that creates a hazard or constitutes unsportsmanlike conduct, the Race Director may assess an eventual disqualification, in addition to applying further penalties, such as the issuance of a Yellow Card.**
- **Laps in which any Race Marks are missed shall not be valid for the calculation of Bonus Points.**
- ***During the last lap, the long lap penalty shall be replaced with a 20-second time penalty for each Race Mark missed.***

Start / Finish Gates cannot be missed:

- ***If the "T" Race Mark is jumped, a long lap penalty or time penalty will be applied.***
- ***If the Race Mark "T1" or of any other external safety Race Marks are jumped, the Team will be disqualified for that Session (DQ), and a yellow card issued if the action is dangerous.***

Absent Race Mark during Qualifying Time Trial and/or other Timed Sessions:

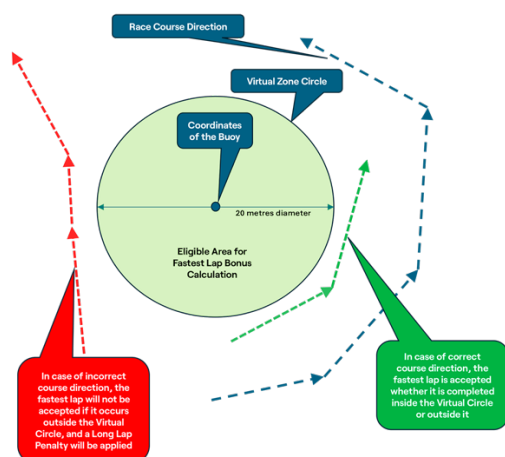
- The Race Director will display the Red Flag and instruct all Boats to return to the milling area. The absent Race Mark will then be replaced, and once safety conditions are restored, the Green Flag will be displayed to resume the session from the point at which it was interrupted.
- The time used to replace the Race Mark replacement will be recovered within the same Session.

Absent Race Mark during a Race Session:

- Boat must perform the turn following the geographical coordinates of the missing Race Mark. The electronic monitoring system has been updated with the addition of a virtual circle with a diameter of twenty (20) metres (the control zone), centred on the coordinate of each Race Mark to verify the correct passage of each Boat.
- If a Boat passes through the control zone in the correct direction, either inside or outside the circle, the passage will be considered valid. If the passage occurs within the coordinate, but within the limits of the circle, it will also be considered valid.
- If instead the Team passes the coordinate in the wrong direction (and/or outside the limits of the circle also in the wrong direction), the passage will be considered a Race Mark miss, and the appropriate penalty will be applied (see above).
- If the entire turning manoeuvre is missed, the Team will be qualified as Did Not Finish (DNF) – see Missing Race Mark(s).

Effect of an absent Race Mark on the Fastest Lap Bonus:

- If a Boat passes within the diameter of the virtual circle or in the correct direction outside the circle, the lap will be considered valid for the awarding of the Fastest Lap Bonus Point.
- If the Boat passes the coordinate in the wrong direction and/or the wrong direction outside the limits of the circle, in addition to receiving a Long Lap penalty for missing the Race Mark, the lap will not be valid for the Fastest Lap Bonus Point, and the corresponding time will not be counted towards the Bonus calculation (see the diagram below).



Hitting a Race Mark:

In the event that a Race Mark is hit, the following penalties shall apply:

- If the impact occurs in the correct course direction: One Long Lap Penalty applied
- If the impact occurs in the wrong course direction: One long lap penalty for missing the Race Mark plus one long lap penalty for hitting the Race Mark.

These penalties shall be converted into 20-second time penalties each if the Race Mark is hit during the last lap of the race.

Additional penalties may also apply, including a Yellow Card if the manoeuvre caused danger, up to Disqualification from the Session (DQ).

The UIM E1 Class Promoter reserves the right to seek cost reimbursement from a Team for **any damage to a Race Mark.**


Justification

Added in procedures and penalties (from the Race Instructions) for:

- not going round all the Race Marks (missing a mark)
- if a Race Mark is not in position (absent) during qualifying or a Race Session
- hitting a Race Mark

The same detail has been in the Race Instructions for a few races and is now a fixed process, so can be moved to the Rules. We request to revise the image used to note the 20m diameter for the circle / control zone.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

 Proposal n°	<h1 style="color: red; margin: 0;">14</h1>	COMMITTEE	E1
Discipline Rule article n° Article subject 2025 Rulebook page	E1 4.06.01 Racing Flags and Messages 27	Author of the Rule change proposal	Name/Surname: Cristiano Macedo Contact email: Cristiano.ext@e1series.com

Current text

The Race Director can issue flags to the Boats, visually, electronically and via radio. All flags will be visually hoisted and displayed on the start boat. The timing and data system will also indicate an electronic flag in the Boat dashboard and on the Race viewer software available for all the Teams.

YELLOW FLAG

A Yellow flag is raised by the Race Director in case of danger in a specific sector of the Race Course. During Qualifying any related instruction shall be given by radio.

YELLOW FLAG PROCEDURE:

If a yellow flag is raised, there is a hazard on the Race Course and Pilots must reduce speed and proceed around the Race Course with caution. Overtaking is strictly prohibited.

RED FLAG

In the event of a red flag, the Race Director will assign a DNF status to the Pilot/Boat that initiated the red flag in a Session. The other Pilots may have the opportunity to re-run. A red flag alerts that a Session is stopped and finished. Qualification results will be based on the last lap result.

RED FLAG PROCEDURE

In the event of a red flag, a Pilot should slow down and await instructions from the Race Control. Overtaking is strictly prohibited.

WHITE FLAG

Indicates last lap. White flag will be raised when the first Boat starts the last lap of the Race.

CHEQUERED FLAG

Is raised at the finish line to indicate the conclusion of the Race.

E1 FLAG

A flag is raised to advise Pilots that the start sequence has commenced.

RED/WHITE CHEQUERED FLAG

A flag is shown electronically with the Race Boat number to indicate that a Boat has received a penalty.

BLACK FLAG

A flag is shown electronically with the Race Boat Number to indicate that a Boat has been disqualified.

GREEN FLAG

A flag is raised to indicate the start of a Session.

Proposed text

The Race Director can issue flags to the Boats, visually, electronically and via radio. All flags will be visually hoisted and displayed on the start **marshal** boat. The timing and data system will also indicate an electronic flag in the Boat dashboard and on the Race viewer software available for all the Teams. **Detail for each flag:**

YELLOW FLAG

A Yellow flag is raised by the Race Director in case of danger in a specific sector of the Race Course. During Qualifying any related instruction shall be given by radio. **The Race Director will determine if a Boat has been unduly affected.**

YELLOW FLAG PROCEDURE:

If a yellow flag is raised, ~~there is a hazard on the Race Course and~~ Pilots must reduce speed and proceed around the Race Course with caution **at a maximum of 50km/h**. Overtaking is strictly prohibited. **Penalties of two (2) long laps up to disqualification may be imposed for not following this procedure.**

RED FLAG

In the event of a red flag, the Race Director will **may** assign a DNF status to the Pilot/Boat that initiated the red flag in a Session. The other Pilots may have the opportunity to re-run. A red flag alerts that a Session is stopped ~~and finished. Qualification results will be based on the last lap result.~~

RED FLAG PROCEDURE

In the event of a red flag, a Pilot ~~should~~ **must immediately** slow down and **stop**, awaiting instructions from the Race Control **Director, who will provide guidance on the course to follow and the destination to reach**. Overtaking is strictly prohibited.

In case of restart after a Red Flag, procedure will be as follows:

- **During the first lap (when the first lap is not completed):**
 - o **A FULL restart procedure will be carried out;**
 - o **The duration of the session, in terms of distance or number of laps, may be modified by the Race Director if deemed necessary. In such circumstances, an official radio communication shall be transmitted to inform the participants of the new configuration of the session.**
 - o **The original starting grid will be used.**
 - o **In the event that one or more Boats are unavailable at the restart, their grid positions must be left vacant, and all other Boats must start from their original positions.**
- **After the first lap has been completed:**
 - o **The restart will be in single file, according to the positions from the last completed lap**
 - o **The Green Flag will be displayed in between Race Marks as described in the Race Instructions;**
 - o **From the Green Flag, Boats must proceed in single file, maintaining their positions and speed (which must be a minimum of 40 Km/h), and cross the Start/Finish Gate "T-T1";**
 - o **After crossing Gate "T-T1", racing rules will apply.**
 - o **The duration of the session, in terms of distance or number of laps, may be modified by the Race Director if deemed necessary. In such circumstances, an official radio communication shall be transmitted to inform the participants of the new configuration of the session.**
 - o **If one or more Boats maintain a speed below the minimum speed required, obstruct the Boats behind, or fail to respect the lineup order and their position up to the Start Gate (T-T1), a minimum penalty of 2 long laps will be applied.**

Penalties of two (2) long laps up to disqualification may be imposed for not following this procedure.

WHITE FLAG

Indicates last lap. White flag will be raised when the first Boat starts the last lap of the Race.

CHEQUERED FLAG

Is raised at the finish line to indicate the conclusion of the Race.

E1 FLAG

A flag is raised to advise Pilots that the start sequence has commenced.

RED/WHITE CHEQUERED FLAG

A flag is shown electronically with the Race Boat number to indicate that a Boat has received a penalty.

BLACK FLAG

~~A flag is shown electronically with the Race Boat Number to indicate that a Boat has been disqualified.~~

GREEN FLAG

A flag is raised to indicate the start of a Session.


Justification

Added in further detail to the Yellow Flag and Red Flag detail and procedures and included the penalties that would be imposed for not following these rules.

The same detail has been in the Race Instructions for a few races and is now a fixed process, so can be moved to the Rules.

Removed the Black Flag section because it isn't used.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

 Proposal n°	<h1>15</h1>	COMMITTEE	E1
Discipline Rule article n° Article subject 2025 Rulebook page	E1 4.06.02 Racing Rules 28	Author of the Rule change proposal	Name/Surname: Cristiano Macedo Contact email: Cristiano.ext@e1series.com

Current text

Overtaking. Boats are moving in the same or similar direction on the Race Course.

1. Fundamental rule: for Boats on the same lap, the overtaking Boat keeps clear, and overtakes on the outside.
The overtaking Boat can retake the racing line once it is clear ahead of overtaken Boat.
 - a. Exception: it is mandatory that the Boat holds its lane after the start until the point(s) or the Race Marks detailed in the Race Instructions have been passed. There can be overtaking, but lane discipline must be maintained in this zone.
 - b. Exception: a Boat being lapped by a faster Boat must keep clear of the overtaking Boat, by moving to the outside and proceeding off the racing line, and not impeding the overtaking Boat.

Passing a Race Mark. If Boats are overlapped upon entering the zone around a Race Mark, the outside Boat must give room to the inside Boat. If a Boat is 'clear ahead' upon entering the zone, the Boat 'clear astern' must give room to the Boat 'clear ahead' and may not block the racing line of the Boat that is 'clear ahead'.

- a. The zone around a Race Mark is three (3) Boat lengths or as determined in the Race Instructions. Reasonable room should be provided, taking into consideration the entry speed and corner turn/radius.

Jump Starter. A Boat will be considered a 'Jump Starter' if, as determined by the Race Director, any part of the Boat is on the Race Course side of the start line before the start time. Any Boat that jumps the start of any Race or qualifying Session by more than five (5) seconds will be disqualified.

The Pilot's line of sight will be considered in all reviews of non-adherence to these Rules.

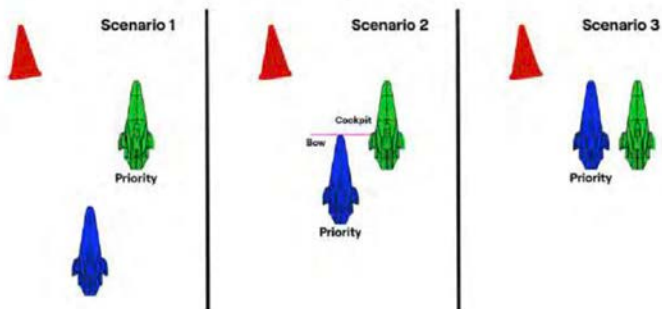
Proposed text

Overtaking. Boats are moving in the same or similar direction on the Race Course.

2. Fundamental rule: for Boats on the same lap, the overtaking Boat keeps clear, and overtakes on the outside.
The overtaking Boat can retake the racing line once it is clear ahead of overtaken Boat.
 - a. Exception: it is mandatory that the Boat holds its lane after the start until the point(s) or the Race Marks detailed in the Race Instructions have been passed. There can be overtaking, but lane discipline must be maintained in this zone.
 - b. Exception: a Boat being lapped by a faster Boat must keep clear of the overtaking Boat, by moving to the outside and proceeding off the racing line, and not impeding the overtaking Boat.

Overtaking Scenario:

Overtaking



1. Priority of the Leading Boat:

If the overtaking Boat is entirely behind the leading Boat, or its bow has not reached the cockpit of the leading Boat, the leading Boat has priority at the turn mark.

3. Priority of the Overtaking Boat:

The overtaking Boat gains priority once its bow reaches the cockpit of the leading Boat.

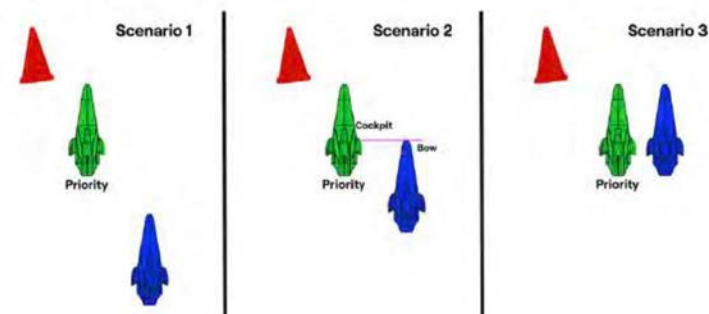
4. Priority also applies when both Boats' cockpits are aligned side by side. The leading Boat must allow adequate space for the overtaking Boat to pass safely.

Overlapping and Passing a Race Mark. If Boats are overlapped upon entering the zone around a Race Mark, the outside Boat must give room to the inside Boat. If a Boat is 'clear ahead' upon entering the zone, the Boat 'clear astern' must give room to the Boat 'clear ahead' and may not block the racing line of the Boat that is 'clear ahead'.

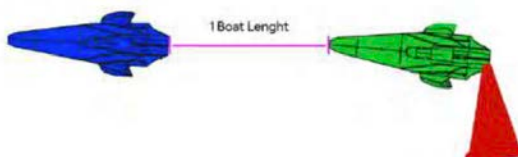
- b. The zone around a Race Mark is three (3) Boat lengths or as determined in the Race Instructions. Reasonable room should be provided, taking into consideration the entry speed and corner turn/radius.

Overlapping Scenario:

Overlapping



After Overlapping



1. Priority of the Leading Boat:

When the overtaking Boat overlaps the leading Boat from the outside (further from the turn mark), the leading Boat retains the right of way even though its bow reaches the leading Boat or both Boats are side by side.

2. Maintaining the Lane:

The overtaking Boat must stay in its lane until it has at least one Boat length ahead of the leading Boat before it can close the gap or change position.

Safe distances must be maintained at all times to prevent interference or collisions.

Jump Starter. A Boat will be considered a 'Jump Starter' if, as determined by the Race Director, any part of the Boat is on the Race Course side of the start line before the start time. Any Boat that jumps the start **will be penalised as follows:**

- ~~of any Race of qualifying session~~ **Jump start** ~~by more than five (5)~~ **of three (3)** seconds **and over** will be disqualified.
- **Jump start of one to three (1-3) seconds will result in a penalty of two (2) long laps**
- **Jump start of up to one (0-1) second will result in a penalty of one (1) long lap.**

The Pilot's line of sight will be considered in all reviews of non-adherence to these Rules.


Justification

Added in further detail for specific scenarios and images to the overtaking and overlapping rules. This information is taken from the Race Instructions.

Included the penalties for a jump start.

The same detail has been in the Race Instructions for a few races and is now a fixed process, so can be moved to the Rules.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

 Proposal n°	<h1 style="color: red; margin: 0;">16</h1>	COMMITTEE	E1
Discipline Rule article n° Article subject 2025 Rulebook page	E1 4.08 On-Water Procedures 29	Author of the Rule change proposal	Name/Surname: Cristiano Macedo Contact email: Cristiano.ext@e1series.com

Current text

Dock Out

Teams are required to ask for permission from the Race Control via Radio communication before leaving the Launch Zone. Prior to departing:

- Teams are required as per the Rule 3.22 to have their Radio Operator on headset and have tested communications between Pilot, shore, Race Control and broadcast.
- Teams are required to have completed the system and safety checks.

Pilots must have support crew to ensure a safe release from the Launch Zone.

Pilots to Proceed to designated muster zone as instructed by Race Control and await instructions.

Dock In

Teams must request for permission from Race Control via Radio communication before returning to the Launch Zone.

Pilots are required to navigate with caution when approaching the Launch zone.

Proposed text

Dock Out

~~Teams are required to ask for permission from the Race Control via Radio communication before leaving the Launch Zone.~~ Prior to departing **the Launch Zone:**

- Teams are required as per the Rule 3.22 to have their Radio Operator on headset and have tested communications between Pilot, shore, Race Control **Director** and broadcast.
- Teams are required to have completed the system and safety checks.
- Pilots must have support crew to ensure a safe release from the Launch Zone.
- Pilots to Proceed to designated ~~muster zone~~ **Area** as instructed by Race Control **Director** and await instructions.

Dock In

Teams must request for permission from Race Control **Director** via Radio communication before returning to the Launch Zone **in every Session.**


Pilots are required to navigate with caution when approaching the Launch ~~z~~**Zone.**

Justification

Updated to match rule changes at 3.22.03. Teams no longer required to ask permission from Race Director over the radio before leaving the Launch Zone.

The same detail has been in the Race Instructions for a few races and is now a fixed process, so can be moved to the Rules.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

 Proposal n°	<h1>17</h1>	COMMITTEE	E1
Discipline Rule article n° Article subject 2025 Rulebook page	E1 4.09.04 70% Rule 30	Author of the Rule change proposal	Name/Surname: Cristiano Macedo Contact email: Cristiano.ext@e1series.com

Current text

CALCULATIONS (PERCENTAGE/FRACTION)

In all instances where a percentage or fraction requires rounding to a whole number, the result will be rounded up or down to the nearest whole number. If the percentage or fraction results in .5 (1/2) or less, the number will be rounded down, unless otherwise specified in the rule.

For example:

- 70 % of seven (7) laps is 4.9, five (5) laps would count.
- 70 % of five (5) laps is 3.5, three (3) laps would count.

The minimum number of laps required to qualify as a finisher may be communicated during the Pilot Briefing and/or through a Bulletin. Any Boat crossing the finish line after the 'winning Boat' will be classified according to the number of laps completed and its time, provided it has covered the minimum required laps.

Any Boat that fails to cross the finish line after the 'winning Boat', will be classified based on the number of laps completed and its time, provided it has covered the minimum required laps.

The Race Course will close within a maximum of five (5) minutes after the 'winning Boat' has finished, unless otherwise specified in the Race Instructions, Pilot Briefing, and/or the Bulletin. Any lap completed after this time will not be considered in the final results. After this time, Race Control will instruct the Teams and Boats to promptly cease racing and return immediately to the Launch Zone at a non-race speed, guided by Race Control.

Proposed text

CALCULATIONS (PERCENTAGE/FRACTION)

In all instances where a percentage or fraction requires rounding to a whole number, the result will be rounded up or down to the nearest whole number. ~~If the percentage or fraction results in .5 (1/2) or less, the number will be rounded down, unless otherwise specified in the rule.~~

For example:

- 70 % of seven (7) laps is 4.9, **the number is rounded up so** five (5) laps would count.
- 70 % of ~~five (5)~~ **six (6)** laps is **4.2, the number is rounded down, so four (4)** laps would count.

The minimum number of laps required to qualify as a finisher may be communicated during the Pilot Briefing and/or through a Bulletin. Any Boat crossing the finish line after the 'winning Boat' will be classified according to the number of laps completed and its time, provided it has covered the minimum required laps.

Any Boat that fails to cross the finish line after the 'winning Boat', will be classified based on the number of laps completed and its time, provided it has covered the minimum required laps.


The Race Course will close within a maximum of five (5) minutes after the 'winning Boat' has finished, unless otherwise specified in the Race Instructions, Pilot Briefing, and/or the Bulletin. Any lap completed after this time will not be considered in the final results. After this time, Race ~~Control~~ **Director** will instruct the Teams and Boats to promptly cease racing and return immediately to the Launch Zone at a non-race speed, guided by Race ~~Control~~ **Director**.

Justification

UIM are requested to create a formula to be used here that takes account of the short and long laps.

We have added minor clarifications.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

 Proposal n°	<h1>18</h1>	COMMITTEE	E1
Discipline Rule article n° Article subject 2025 Rulebook page	E1 5.07 Foils 36	Author of the Rule change proposal	Name/Surname: Cristiano Macedo Contact email: Cristiano.ext@e1series.com

Current text

Foils must adhere to the one-design boat homologation and E1 drive train homologation. Modifications to foils are prohibited, with the exception of light sanding and repair on the surface, according to the foil sanding and repair procedure provided in the Race Instructions . All modifications and repairs are subject to inspection by the Technical Officer as part of checks conducted pursuant to rule 3.13.01.

Proposed text

Foils must adhere to the one-design boat homologation and E1 drive train homologation. Modifications to foils are prohibited, with the exception of light sanding and repair on the surface, ~~according to the foil sanding and repair procedure provided in the Race Instructions~~ **as detailed below**. All modifications and repairs are subject to inspection by the Technical Officer as part of checks conducted pursuant to rule 3.13.01.

FOIL SANDING PROCEDURE

The following guidelines regarding the foils sanding procedure are established and must be strictly adhered to:

1. Light Sanding:

Teams are permitted to perform light sanding of the foils without prior approval from UIM or Seabird Technologies Limited.

2. Filling and Repair Work:

Any filling or repair work on the foils requires mandatory verification by UIM and Seabird Technologies Limited. UIM and Seabird Technologies Limited will determine whether the repair:

- *Can be conducted by the team under supervision.*
- *Must be performed exclusively by Seabird Technologies Limited under UIM oversight to ensure the shape remains unaltered.*

FOIL FITTING PROCEDURE

Teams are permitted to use one of two installation methods:

- 1. No thicker than 3mm thick Neoprene foam – this is to be installed on the mating face of the hull for the foil to be mounted against. The neoprene will be cut to match the surface of the foil only. No Sikaflex or other adhesive products are to be used in conjunction with the neoprene.**
- 2. Marine sealant adhesive – no adhesive is to be applied to either foils or hull surfaces until the foil has been fully mounted and fitted, only then can a small volume be used where the foil and hull surfaces meet to act as a seal around the perimeter and prevent water ingress. No adhesive is to be applied around the nuts, studs etc. of the foils.**

PENALTIES

Failure to comply with these procedures will result in penalties, which may include fines and disqualification:

- **First Offence: €500 fine.**
- **Second Offence: €1,000 fine and disqualification (DQ) from the event (Round).**

Justification


Added in procedure to follow for foil sanding, foil fitting, and the penalties for not complying. Text taken from the Race Instructions. The same detail has been in the Race Instructions for a few races and is now a fixed process, so can be moved to the Rules.

Commission Advice

COMINTECH

Rule change to be voted by UIM Council on 10th October 2025

Implementation date: 1st January 2026

 Proposal n°	<h1 style="color: red;">19</h1>	COMMITTEE	E1
Discipline Rule article n° Article subject 2025 Rulebook page	E1 5.10 Other Requirements 38	Author of the Rule change proposal	Name/Surname: Cristiano Macedo Contact email: Cristiano.ext@e1series.com

Current text

Telemetry. Any telemetry, locator GPS, data devices, or TV/ video recorder(s) mandated by the UIM and/or by the UIM E1 Class Promoter must be installed to the Boats and remain in place at all times. These devices may only be removed or their content accessed with the explicit permission of the Technical Officer(s).

Teams are permitted to use telemetry to monitor live data from Boats and engines. However, the use of bidirectional telemetry by the Teams is prohibited. Only official telemetry systems provided by the UIM E1 Class Promoter are authorised for use. The Race Director reserves the right to access the data at any time.

Violation of this rule may result in sanctions, including, but not limited to, a non-eligibility to participate at the Event, fines, time penalties, disqualification, and suspensions.

Intercoms. Locking intercom plugs connecting helmets to racing craft are strictly prohibited. Intercom plugs must be designed to disconnect easily without exerting additional stress on the Pilot's neck. Inflexible metal or plastic microphone booms for intercom systems are not permitted.

Cameras. Teams are permitted to install one (1) camera inside the cockpit. Footage from such camera (i) must be used solely for performance improvement; (ii) is inadmissible as evidence for any protest or appeal; and (iii) must not be made public under any circumstances. The camera's positioning shall be verified during the pre-race inspection by the UIM E1 Class Promoter's broadcaster and UIM, and must be promptly removed if it obstructs any broadcast cameras. The UIM E1 Class Promoter can provide further detail on request.

Proposed text

Telemetry. Any telemetry, locator GPS, data devices, or TV/ video recorder(s) mandated by the UIM and/or by the UIM E1 Class Promoter must be installed to the Boats and remain in place at all times. These devices may only be removed or their content accessed with the explicit permission of the Technical Officer(s).

Teams are permitted to use telemetry to monitor live data from Boats and engines. However, the use of bidirectional telemetry by the Teams is prohibited. Only official telemetry systems provided by the UIM E1 Class Promoter are authorised for use. The Race Director reserves the right to access the data at any time.

Violation of this rule may result in sanctions, including, but not limited to, a non-eligibility to participate at the Event, fines, time penalties, disqualification, and suspensions.

Intercoms. Locking intercom plugs connecting helmets to racing craft are strictly prohibited. Intercom plugs must be designed to disconnect easily without exerting additional stress on the Pilot's neck. Inflexible metal or plastic microphone booms for intercom systems are not permitted.

Cameras. *The cameras owned and installed by the UIM E1 Class Promoter must remain where installed. Any change to the camera settings or position shall not be permitted unless such change is approved by the UIM E1 Class Promoter. The only permitted cameras outside of the cockpit shall be those of the UIM E1 Class Promoter.*

Teams are permitted to install one (1) camera inside the cockpit. Footage from such camera (i) must be used solely for performance improvement; (ii) is inadmissible as evidence for any protest or appeal; and (iii) must not be made public under any circumstances. The camera's positioning shall be verified during the pre-race inspection by **the UIM E1 Class Promoter**, ~~the UIM E1 Class Promoter's broadcaster~~ and UIM, and must be promptly removed if it obstructs any ~~broadcast~~ **other** cameras. The UIM E1 Class Promoter can provide further detail on request.


Justification

Change in Cameras section. Added that:

- the E1 and broadcaster cameras cannot be moved (or settings changed) without approval of E1
- only E1 cameras permitted outside the cockpit
- that E1 (sporting manager), as well as the UIM are involved in inspecting the Team camera positioning

Teams were moving the broadcast/E1 cameras and there was no rule to prevent this.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026

 Proposal n°	<h1 style="color: red; margin: 0;">20</h1>	COMMITTEE	E1
Discipline Rule article n° Article subject 2025 Rulebook page	E1 6.01.01 Protest General 39	Author of the Rule change proposal	Name/Surname: Cristiano Macedo Contact email: Cristiano.ext@e1series.com

Current text

All sporting protests and associated penalties in the Races will be addressed during the Race, following the racing programme and format. There will be no right to protest any in-Race sporting incident or decision after conclusion of the relevant Session.

The Pilots may initiate a Protest to be considered by Race Control (the Protest Judge) as from the moment Race Rules apply, as per indication provided during the main Pilot Briefing.

Sporting Protests must be addressed to Race Control by the Team Principal via Radio communication and on-board technology if available. A protest may be initiated as described in the Race Instructions. A decision on the protest will be made within the scheduled Session.

At the end of the Session, the protesting Team must receive and sign the Protest Result Form, where it will also be determined, based on the result, whether the Protest Fee is to be paid, i.e. EUR 500. If the protest is upheld, all the fees paid will be refunded.

Payment of the Protest Fee, if due, shall be made within 14 days to the UIM following the procedures indicated in the Protest Form.

All protests will be reviewed and adjudicated within Race Control. A protest can be 'upheld' or 'not upheld'. Penalties will be applied exclusively during the relevant Session only.

A Team shall only be entitled to make two (2) 'upheld' protests at each Event. No additional protests shall be accepted by Race Control from a Team that has already made two (2) protests which were 'not upheld'.

Proposed text

All sporting protests and associated penalties in the Races will be addressed during the Race, following the racing programme and format. There will be no right to protest any in-Race sporting incident or decision after conclusion of the relevant **Race** Session.

Protests are not permitted during Qualifying Time Trial sessions.

The protest fee is set at EUR 500 for each individual protest.

The Pilots may initiate a Protest to be considered by ~~Race Control~~ (the Protest Judge) as from the moment Race Rules apply, as per indication provided during the main Pilot Briefing.

Sporting Protests must be addressed to ~~Race Control~~ **the Protest Judge** by the Team Principal via Radio communication and on-board technology if available. ~~A protest may be initiated as described in the Race Instructions.~~ A decision on the protest will be made within the scheduled Session.

~~At the end of the Session, the protesting Team must receive and sign the Protest Result Form, where it will also be determined, based on the result, whether the Protest Fee is to be paid, i.e. EUR 500. If the protest is upheld, all the fees paid will be refunded.~~

~~Payment of the Protest Fee, if due, shall be made within 14 days to the UIM following the procedures indicated in the Protest Form.~~

All protests will be reviewed and adjudicated ~~within Race Control~~ **by the Protest Judge**. A protest can be 'upheld' or 'not upheld'. Penalties will be applied exclusively during the relevant Session only.

A Team shall only be entitled to make two (2) '**not** upheld' protests at each Event. No additional protests shall be accepted by ~~Race Control~~ **the Protest Judge** from a Team that has already made two (2) protests which were 'not upheld'.

Protest Payment Procedures

At the end of each event, and within 7 days thereafter, the Admin Officer will provide each team with a summary of the protests, including reports prepared by the Protest Judge, as well as the payment terms and details.

In the case of a 'not upheld' Protest, the Team must pay the applicable fees, within 14 days from the date the summary is issued, and in any case no later than the registration date of the next scheduled Event.

Proof of payment must be presented at the time of registration for the following Event; failure to do so will result in ineligibility to participate.

Justification

We have added that protests for qualifying sessions should be made after any sporting incident or after the end of qualifying.

We have amended the final paragraph to confirm that in fact a team is not limited in the protests they make if they are upheld. Once 2 protests have been 'not upheld' they cannot make any more 'failed' protests but are able to make successful protests.

Rule change to be voted by UIM Council on 10th October 2025
Implementation date: 1st January 2026