


98th UIM General Assembly

Council vote – Friday 10th October 2025

Rules proposals for **MotoSurf** discipline - Table of Content

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 Proposal n°	<h1 style="color: red; font-size: 48px;">2</h1>	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 1 & 2 General Overview & participating parties 5 – 6	Author of the rule change proposal	Name/Surname: Martin Jancalek, Member - MSWC Director Contact email: martin.jancalek@mosurfworldcup.com

Current text

1. GENERAL OVERVIEW

MotoSurf is a racing discipline of motorized surfboards racing. Since 2019, this discipline has been part of the UIM. MotoSurf is organized in several categories: Elite, Masters, Stock, Stock R, Women, Juniors and Electric Challenge. The fully electric surfboards are divided into two main disciplines – MotoSurf Electric Challenge and e-Foils Masters.

Proposed text

1. GENERAL OVERVIEW & PARTICIPATING PARTIES

MotoSurf is a racing discipline of motorized surfboards racing. Since 2019, this discipline has been part of the UIM. MotoSurf is organized in several categories: Elite, Masters, Stock, Stock R, Women, Juniors and Electric Challenge. The fully electric surfboards are divided into two main disciplines – MotoSurf Electric Challenge and e-Foils Masters.

Renumbered

1.1 UIM, UNION INTERNATIONALE MOTONAUTIQUE

The UIM is an International Federation, fully recognized by the International Olympic Committee, governing all motorized water sports worldwide. The UIM is responsible for the organisation, administration, governance and development of all international powerboat activities, including the motorized surfboards World Championship and Continental Cup Championships.

1.2 PROMOTER (MSWC)

The Promoter is the authorized entity by the UIM for organization of the World Championship and Continental championships and is responsible for governing and administration of the events and also communication with the riders and organizers of the World Championship and Continental level events. The Promoter together with the UIM MotoSurf Committee is responsible for forming the rulebook, creating advance programme, paddock organization and all formal administration of the event. The UIM cedes all the rights related to the organization of the UIM MotoSurf World and Continental Championships to the Promoter for further exploitation. The Promoter is responsible for running the event in terms of compliance with the official UIM MotoSurf rules. The promoter is responsible for securing a sufficient number of judges and authorized personnel in order to deliver the event in accordance with the UIM rulebook.

1.3 NATIONAL AUTHORITY (NA)

National Powerboating Authority, a member of the UIM.

1.4 EVENT ORGANIZER

A partner of the Promoter in terms of hosting and administration of the event. The Organizer works under the control of the Promoter based on an agreement.

1.5 RACE DIRECTION

Race direction is a group of officials that control the event according to current UIM rules. The Race Direction is appointed by the Promoter.

The Race Direction includes following roles:

- O.O.D.
- Race Secretary **Sports Director**
- Time Keeper
- **Video referee**
- **Technical Commissioner**
- ~~Guards Officer~~
- ~~Medical Director~~
- ~~Flag marshal~~
- ~~Technical Scrutineer~~
- ~~Start Marshal~~
- ~~Pits Area Coordinator~~

1.6 EVENT STAFF

- **Facility Manager**
- **Pit Area Coordinator**
- **Medical Director**
- **Flag marshal**
- **Manufacturer's Commissioner**
- **Start Marshal**

1.7 MANUFACTURERS

A manufacturer is every surfboard producer participating in the Championship ~~with the approval of the promoter~~ **based on homologation of the Promoter & UIM. Homologation criteria and period for homologation shall be published on the UIM website.**

1.8 RIDERS

Participants of the events being on control of their surfboards on the water that are properly registered for each event complying with all administration procedures as in valid UIM rules and instructions of the Promoter & Event organizer.

1.9 ~~COMMISSION OF RIDERS~~ RIDERS' COMMITTEE

At the first briefing of each racing weekend, the riders elect the "~~Commission of Riders~~" **"Riders' Committee"**, which consists

of three persons representing three different categories. This Committee communicates with the O.O.D. in terms of safety reasons for the event and decisions made in unusual situations that occur during the event.

In case the riders do not elect the three representatives, the Committee of Riders is nominated by the O.O.D.

1.10 SAFETY STAFF


To ensure maximum safety for every event, it is necessary that there is safety staff present that includes:

- Doctor – necessary part of the safety staff for each event. The doctor is a person in charge of on-shore health care. Without a doctor, none of the session of the event can start. If at any point during the event the doctor has to leave the race venue because of an emergency case occurred during the event, the water then becomes closed.
- Ambulance Crew – responsible for necessary health measurements and transportation of injured person to the nearest hospital. At least one ambulance and crew must always be present at the race venue. Without an ambulance present on-site, none of the scheduled sessions can be started.
- On-water rescue team – during the sessions, it is necessary that there is a rescue team for on-water operations. In case of emergency, on-water rescue conducts the action towards health protection. On-water rescue personnel work in cooperation with the doctor, ambulance and race direction.

Justification

Merging sections 1 & 2 of the rulebook.

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

 Proposal n°	3	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 3 Categories 7	Author of the rule change proposal	Name/Surname: Martin Jancalek, Member - MSWC Director Contact email: martin.jancalek@mosurfworldcup.com

Current text

3.1 MOTOSURF WORLD CHAMPIONSHIP

3.1.1 ELITE

The category is open in terms of manufacturers plurality. Performance tuning is allowed according to Paragraph 8 of this rulebook (Technical inspection).

Any rider who aims to join the Elite category and goes from Junior Category, has to start in the StockR/Stock class for one season, then, Elite class participation will be accepted.

3.1.2 MASTERS

The category is open in terms of manufacturers plurality. Performance tuning is allowed according to Paragraph 8 of this rulebook (Technical inspection).

3.1.3 STOCK

Category closed in terms of manufacturers plurality, the only accepted board specifications are JetSurf Titanium DFI 2021, JetSurf Titanium DFI 2022, JetSurf Titanium DFI 2023, JetSurf Titanium DFI 2024 and JetSurf Titanium DFI SL 2025. Further specification can be seen on section 7.4. of this rulebook.

3.1.4 STOCK R

Category closed in terms of manufacturers plurality, the only accepted board specifications are JetSurf Titanium DFI 2021, JetSurf Titanium DFI 2022, JetSurf Titanium DFI 2023, JetSurf Titanium DFI 2024 and JetSurf Titanium DFI SL 2025. There is a possibility for granting an age exception in case of a rider with exceptional performances from the previous season. Such exception shall be granted exclusively by the promoter and with approval of legal guardian of requesting rider.

The Stock R category is part of the Stock category for the qualifying and heats. However, their final scoring is separate from the Stock Category. After the heats, the Stock R category riders are formed into the Final 1 and are independent of the Stock Class.

3.1.5 WOMEN

Category for women older than 15 years of age. Category closed in terms of manufacturers plurality, the only accepted board specifications are JetSurf Race DFI 2021, JetSurf Race DFI 2022, JetSurf Race DFI 2023, JetSurf Race DFI 2024 and **Jet Surf Race DFI SL 2025**. Further specification can be seen on section 7.5. of this rulebook.

3.1.6 JUNIORS

3.1.6.1 JUNIORS - BOYS

Junior riders – boys - in age ratio from 8 – 14 years of age.

3.1.6.2 JUNIORS - GIRLS

Junior riders – boys - in age ratio from 8 – 14 years of age.

3.1.7 ELECTRIC CHALLENGE

Category of fully electric powered motorized surfboards. Category is open in terms of manufacturers plurality. Rules for MotoSurf Electric Challenge to be found in its own dedicated part of the rulebook.

3.2 MOTOSURF CONTINENTAL CUP

As in 3.1.

Proposed text

3. CATEGORIES

3.1 ELITE

Category for: biological gender Male, Age: min. 16 years of age reached in the calendar year.

The category is open in terms of manufacturers plurality. Performance tuning is allowed according to Paragraph 8 of this rulebook (Technical inspection). Further specifications can be seen on section 7.1. of this rulebook.

3.2 MASTERS

Category for: biological gender Male, Age: min. 40 years of age reached in the calendar year.

The category is open in terms of manufacturers plurality. Performance tuning is allowed according to Paragraph 8 of this rulebook (Technical inspection). Further specifications can be seen on section 7.1. of this rulebook.

3.3 STOCK

Category for: biological gender Male, Age: min. 18 years of age reached in the calendar year.

The category is closed from a manufacturer perspective, the only accepted board specifications are JetSurf Titanium DFI 2021 and newer JetSurf Titanium DFI models. For further specifications, please see section 7.4 and 8. of these rules.

3.4 STOCK R

Category for: biological gender Male, Age: min. 15 years of age reached in the calendar year.

The category is closed from a manufacturer perspective, the only accepted board specifications are JetSurf Titanium DFI 2021 and newer JetSurf Titanium DFI models. For further specifications, please see section 7.4 and 8. of these rules.

3.5 WOMEN

Category for: biological gender Female Age: min 15 years old reached in the calendar year.

The category is closed from a manufacturer perspective, the only accepted board specifications are JetSurf Race DFI 2021 and newer JetSurf DFI models. For further specifications, please see section 7.5 and 8. of these rules.

3.6 LADIES

Category for: biological gender Female Age: min 30 years old reached in the calendar year.

The category is closed from a manufacturer perspective, the only accepted board specifications are JetSurf Race DFI 2021 and newer JetSurf DFI models. For further specifications, please see section 7.5 and 8. of these rules.

3.7 JUNIORS

The category is closed from a manufacturer perspective, the only accepted board specifications are JetSurf Race DFI 2021 and newer JetSurf DFI models. For further specifications, please see section 7.5 and 8. of these rules.

3.7.1 JUNIORS - BOYS

Category for: biological sex Male Age: 8-15 years reached in the calendar year.

3.7.2 JUNIORS - GIRLS

Category for: biological sex Female Age: 8-15 years reached in the calendar year.

3.8 EXCEPTIONS

In case a rider finishes the previous season in the Top 3, such rider can move to another category even if he/she doesn't meet the minimum ages requirements of the category. Such a move shall be proposed by the legal guardian of the rider and must be approved by the Promoter.

In case of exceptional results, the promoter has the right to move the rider to another category before the start of the new season.

Boards that do not meet the category specifications may only be allowed to compete with the approval of the promoter.

Justification

The whole section is redefined to bring:

- simplification
- definition of unclear age areas
- feature new categories

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>	NATIONAL AUTHORITY	Name/Surname: Ebrahim Ramadan Contact email: ebrahim@watersportsq8.com
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 3.1.6 Junior Class 7	KUWAIT WATER SPORTS CLUB	No Support Required

Current text

3.1.6 Juniors

3.1.6.1 JUNIORS - BOYS

Junior riders – boys - in age ratio from 8 – 14 years of age.

3.1.6.2 JUNIORS - GIRLS

Junior riders – boys - in age ratio from 8 – 14 years of age.

Proposed text

3.1.6 Juniors

1. Junior Class The Junior Class shall be divided into two age-based subcategories:

- **Category A: Riders aged 10 to 12**
- **Category B: Riders aged 13 to 15**

All riders may race in the same heat, but evaluation, rankings, and podiums will be conducted separately per category. This structure follows the model used in Aquabike competitions, which has demonstrated its effectiveness in ensuring fairer and safer competition among youth athletes.

2. Rookie & Stock Classes

- **Rookie Class: This category is exclusive to riders who have never participated in any official UIM-sanctioned race. Riders are allowed to compete in this class for a maximum of three seasons. Entry into the Stock Class is not permitted unless the rider has previously competed in the Rookie Class.**
- **Promotion System: Riders will be promoted from the Rookie to the Stock Class if they achieve a top-3 finish in at least three official rounds within a single season, regardless of age.**

This structured progression is also modeled after the Aquabike system, where it has proven effective in supporting rider development and maintaining a healthy level of competition across all experience levels.


Justification

- **Junior Class Adjustment:** Reflects critical physical and developmental differences between younger and older juniors, ensuring fairer and safer competition. This structure also supports confidence-building for younger athletes.
- **Rookie & Stock Class Adjustment:** Prevents newcomers from being placed directly against seasoned competitors, allowing smoother skill development and better adaptation to international competition standards. The promotion rule encourages performance-based advancement while limiting experienced riders from monopolizing the Rookie Class, thus preserving its original intent.

Committee advice

MotoSurf Committee

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

 Proposal n°	5	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 4 Application to an event 8	Author of the rule change proposal	Name/Surname: Martin Jancalek, Member - MSWC Director Contact email: martin.jancalek@mosurfworldcup.com

Current text

4. APPLICATION TO AN EVENT

4.1 LICENCING

Every rider joining the international MotoSurf event has to be a holder of an international licence issued by his/her NA – Member of the UIM . In case a rider has no NA – member of the UIM – such rider has to apply through other NA that is a member of the UIM.

4.2 INTERNATIONAL LICENCES

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

Any National Authority has the right to deliver licences to:

- its nationals
- nationals of another country affiliated to the UIM only with the written agreement of the National Authority of that nation.

With the approval of the UIM a National Authority may also deliver licences to Persons belonging to a country which is not yet affiliated to the UIM. Riders are only permitted to hold licences from one National Authority. A National Authority may refuse to give a licence without having to state the reason. Notification of this is sent to all affiliated clubs of this National Authority and to the UIM.

4.3 EVENT PARTICIPATION CONFIRMATION

4.3.1 ADVANCE PROGRAMME

The Promoter shall publish an Advance Programme no later than 60 days prior to the Event, in order to inform all riders about important facts regarding the event organization. Based on the Advance Programme, every rider has to confirm to the Promoter their participation at the event in advance.

4.3.2 AGE REQUIREMENTS

4.3.2.1 GENERAL CONDITIONS

The rider registers to category according to age requirement. The age requirement is determined by the year of birth.

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4.3.2.2 MINIMUM AGE

Each rider must register for the category compliant with the age and skill range each category is designed for. A Rider under 18 years of age has to deliver an official form signed by his/her legal representative. Such form will be provided by the Promoter of the event upon request or will be available in the advance programme sent prior to the event.

In case there is a rider below the minimum age for the category he/she is applying to, legal guardian can ask the Promoter for exception. Such exception is granted solely based on decision of the Promoter.

a) MotoSurf World Championship

Elite – minimum 16 years of age. (born in 2009 or earlier)

Masters – minimum 40 years of age. (born 1985 or earlier)

Stock R – minimum 15 years of age (born between 2007 - 2010)

Stock – minimum 18 years of age (born 2007 or earlier)

Women – minimum 15 years of age (born in 2010 or earlier)

Juniors – 8-15 years of age. (born between 2010 – 2017)

Electric Challenge – minimum 16 years of age. (born in 2009 or earlier)

e-Foil Masters – minimum 15 years of age (born in 2010 or earlier)

In case a rider finishes the previous season in the Top 3, such rider can move to another category even if he/she doesn't meet the minimum ages requirements of the category. Such a move shall be proposed by the legal guardian of the rider and must be approved by the Promoter.

4.3.3 START NUMBER ASSIGNMENT

The top ten riders from the previous year's championship ranking have the right to keep their start number.

Riders placed from 11th and down the order in the championship ranking (MotoSurf Europe, MotoSurf America, MotoSurf Asia), have to apply for their start number before the end of February of each given season via e-mail to: martin.jancalek@mosurfworldcup.com

If a rider is ranked lower than 11th in the final ranking of the previous year's championship (MotoSurf Europe, MotoSurf America, MotoSurf Asia) and wishes to keep his/her start number from the previous season, said rider has the priority over other applicants applying for the same starting number.

If a rider from any Continental Championship applies for a number which has been used by a permanent MSWC rider, in such case, the permanent MSWC rider has the preference to retain said number in the new season.

If the requested number is not available, the rider shall apply for a different starting number.

The assigned starting number remains with the rider for one race in case the rider is not signed up for the whole championship (annual licence).

A newly assigned start number remains with the rider for the whole season in case the rider signs up for the whole championship (annual licence).

Any Start number shall consist of a maximum of 3 (three) digits, without blank digits (spaces, other digits).

The Start number must not begin with 0 (zero).

In case of ambiguity, Race Direction shall decide about the start number.

4.3.4 REMOVAL OF START NUMBER

If a rider has the right to keep his/her start number but does not apply for it before the end of March of each particular season and does not attend the first race of the season, such number will be withdrawn from the particular rider.

In case of an assigned start number, maximum period of assigning is 1 (one) season.

Proposed text

14.1 SECTION NAME

4.1 RACER REGISTRATION

Rider registration takes place at the location and time specified in the preliminary program published before the event. The preliminary program and registration are available on the organizer's website.

A Rider who did not go through the registration process will not be allowed to participate at any session during the race weekend. To complete the registration process, every rider has to pay the entry fee for the race. Such entry fee will be specified in the advance program published prior to the event.

The instructions about registration will be sent by the Promoter.

Every rider must have an international licence issued by his/her national powerboating authority that is a member of the UIM. Every rider needs to have a private insurance for extreme sports. The third party liability insurance is covered by the Promoter.

Every rider shall fill the registration form and sign a waiver of participation at the event.

Each rider must register for the category compliant with the age and skill range each category is designed for.

A Rider under 18 years of age has to deliver an official form signed by his/her legal representative. Such form will be provided by the Promoter of the event upon request or will be available in the advance programme sent prior to the event.

In case there is a rider below the minimum age for the category he/she is applying to, legal guardian can ask the Promoter for exception. Such exception is granted solely based on decision of the Promoter. Start number assignment as per the official website of the Promoter.

4.1 LICENCING

Every rider joining the international MotoSurf event has to be a holder of an international licence issued by his/her NA – Member of the UIM . In case a rider has no NA – member of the UIM – such rider has to apply through other NA that is a member of the UIM.

4.2 ADVANCE PROGRAMME


The Promoter shall publish an Advance Programme no later than 60 days prior to the Event, in order to inform all riders about important facts regarding the event organization. Based on the Advance programme, every rider has to confirm to the Promoter their participation at the event in advance.

Justification

The whole section 4 is redefined and merged with section 5 to secure:

- simplification
- update of new procedures
- deleting of redundant and non-actual information.

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

 Proposal n°	6	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 5 Registration 10	Author of the rule change proposal	Name/Surname: Martin Jancalek, Member - MSWC Director Contact email: martin.jancalek@mosurfworldcup.com

Current text

5. REGISTRATION

5.1 RACERS' REGISTRATION FOR THE SEASON

Every racer shall register for the season via the website of the Promoter and according to the instructions of the Promoter. The instructions about registration will be sent by the Promoter.

Every rider must have an international licence issued by his/her national powerboating authority that is a member of the UIM.

Every rider needs to have a private insurance for extreme sports. The third party liability insurance is covered by the Promoter.

5.2 RIDERS' REGISTRATION FOR A SINGLE EVENT

Riders' registration takes place at the place and time scheduled in the advance programme published prior to the event.

A Rider who did not go through the registration process will not be allowed to participate at any session during the race weekend.

To complete the registration process, every rider has to pay the entry fee for the race. Such entry fee will be specified in the advance program published prior to the event.

Every rider shall fill the registration form and sign a waiver of participation at the event.


Proposed text

Deleting the entire section 5 and merging with section 4.

Justification

The whole section is merged into Section 4.

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

 Proposal n°	<div>7</div>	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 9 Basic services at the event 26	Author of the rule change proposal	Name/Surname: Martin Jancalek, Member - MSWC Director Contact email: martin.jancalek@motosurfworldcup.com

Current text

9. BASIC SERVICES AT THE EVENT – MOTOSURF WORLD CHAMPIONSHIP

9.1 PADDOCK AREA

A facility prepared at the race venue. The paddock area is a designated area for the riders and serves as their background during the event. The paddock area shall be a facility to cover the essential needs of the riders. The basic equipment in the paddock is comprised of:

1) Shelter (tent or other equipment) in an adequate area related to each rider with one motorized surfboard. The adequate area for one rider with one motorized surfboard is 2,5m²

2) Chairs – basic chairs for each registered rider participating in the event.

3) Clothes hangers – hangers for basic riders' equipment such as helmets, protectors, jerseys etc.

4) Electricity socket – at least one socket for three riders under the shelter.

9.2 SERVICE CENTER

Each competing manufacturer has to provide a service team with sufficient personnel to provide racing service at the race venue. Such service center shall have a designated area inside the Paddock Area.

9.3 CLEANING AREA

Specified in the Advance Programme and marked in the map attached to riders' instructions.

9.4 AREA FOR HANDLING GASOLINE – FUEL POWERED SURFBOARDS

Specified in the advance programme and marked in the map attached to riders' instructions. Authorized personnel for refuelling of the boards is responsible for securing the environmental pad of the area for handling gasoline.

9.5 AREA FOR OVERNIGHT STORAGE

Specified in the advance programme and marked on the map. It shall be under the surveillance of security service or police.

In case the overnight storage is not secure at the location of the event, riders must be informed about such circumstance for them to secure the overnight storage on their own.

9.6 FUEL – PETROL POWERED BOARDS

a. The fuel is provided solely by the organizer of the event. (at MSWC races). All the registered racers are obliged to use the fuel provided by the organizer.

b. Riders prepay the full during the registration. Price of the fuel per weekend is previewed in the Advance Programme.

c. The fuel is always found at the service area in specially marked cans. The marked cans shall be always announced and shown at the first briefing.

d. All riders that are planning on refilling their surfboard are obliged to remove their fuel tank, come to the service area and refill the fuel tank from the marked can only. It is strictly forbidden to move the can anywhere outside of the service area.

e. It is strictly forbidden to use refrigerator or any other device in order to reach cooler temperature of the fuel in the tank. Such action might be sanctioned as breaching to the rules.

f. g. Fuel may be checked even during the race upon request of the Race Direction.

The fuel may be controlled at any time during the weekend. In case of breaching any point of the 9.6, the rider will be disqualified from the latest conducted session. In case of a second (and further) breach of the rule during the weekend / in the season, the rider will be disqualified from the entire weekend.

9.7 OIL – PETROL POWERED BOATS

a. Oil is provided by the Organizer as part of the provided fuel, as in Art. 9.6.

Proposed text

9. BASIC SERVICES AT THE EVENT – MOTOSURF WORLD CHAMPIONSHIP


- PADDOCK AREA
- PARC FERMÉ AREA
- WATER ENTRY / EXIT AREA
- SERVICE CENTER
- CLEANING AREA
- AREA FOR HANDLING GASOLINE – FUEL POWERED SURFBOARDS
- AREA FOR OVERNIGHT STORAGE
- FUEL – PETROL POWERED BOARDS

Further specification about the Venue Plan shall be attached and defined in the contract between the Promoter and the Organizer. Venue Plan with services shall be announced in the Advance Program before every event.

Justification

Simplification of the rule.

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

 Proposal n°	8	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 10 Race entry fee 27	Author of the rule change proposal	Name/Surname: Martin Jancalek, Member - MSWC Director Contact email: martin.jancalek@mosurfworldcup.com

Current text

10. RACE ENTRY FEE

10.1 RACE ENTRY FEE – MOTOSURF WORLD CHAMPIONSHIP

ELITE, STOCK, MASTERS – 150 EUR

WOMEN – 120 EUR

JUNIORS – 60 EUR

ELECTRIC CHALLENGE – 60 EUR

10.2 RACE ENTRY FEE – MOTOSURF CONTINENTAL CHAMPIONSHIP

Race entry fee for continental championship to be defined in each Advance Programme.

Proposed text

10. RACE ENTRY FEE

Race entry fee shall be defined in each Advance Program before every event.

~~10.1 RACE ENTRY FEE – MOTOSURF WORLD CHAMPIONSHIP~~

~~ELITE, STOCK, MASTERS – 150 EUR~~

~~WOMEN – 120 EUR~~

~~JUNIORS – 60 EUR~~

~~ELECTRIC CHALLENGE – 60 EUR~~

~~10.2 RACE ENTRY FEE – MOTOSURF CONTINENTAL CHAMPIONSHIP~~


~~Race entry fee for continental championship to be defined in each Advance Programme.~~

Justification

Simplification of the rule.

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

Implementation date: 1st January 2026

 Proposal n°	9	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 11 Event staff 28-31	Author of the rule change proposal	Name/Surname: Martin Jancalek, Member - MSWC Director Contact email: martin.jancalek@motosurfworldcup.com

Current text

11. EVENT STAFF

Refer to 2025 MotoSurf rulebook page 28 to page 31

Proposed text

11. EVENT STAFF

11.1 O.O.D (OFFICER OF THE DAY)

Officer of the Day is responsible for supervising racing matters happening in accordance with the official rulebook of the race. Officer of the Day has the main decision-making right regarding the race format and organization schedule. Officer of the Day is authorized to change/update the schedule, cancel the session and the entire event. Officer of the Day communicates with the representatives of the Association of Riders ~~Association of Riders~~ **Riders' Committee**. The Officer of the Day holds briefing with Riders session based on instructions of the Promoter.

11.2 UIM COMMISSIONER

11.2.1 GENERAL DESCRIPTION

The presence of a UIM Commissioner is required at any International titled meeting. The function of the Commissioner must be fulfilled most carefully. As soon as UIM gets the Commissioners agreement, the Secretary General of the UIM will send a letter to the National Authority informing them that the Commissioner has been designated for the events referred in the letter.

No Commissioner will be appointed to an Event organised by his/her National Authority, unless a derogation agreed by MotoSurf Committee.

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

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

- Name, address, telephone, and e-mail
- Languages spoken
- languages read and understood
- At what times the candidate is at disposal
- Knowledge in sports and technical matters

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

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

11.2.2 FUNCTIONS OF THE UIM COMMISSIONER

a) b) c) d) e) f) Assist the local organiser and more particularly the O.O.D.

Approve last minute amendments to the advance – programme

Ensure that the course is in accordance with the water registration

Take part in important decision making during the race with Race Direction.
Take part in urgent decision making with the Race Direction
Take part in urgent decision making with the Race Direction and the organising promoter, in matters related to the overall organisation.

11.2.3 UIM COMMISSIONERS GUIDELINES

On the day prior the first race / practice day, a meeting shall be held between the UIM Commissioner and the race organizers / officials, and the promoter to review all aspects of the race organization.
Time for the meeting will be at 18:00, unless otherwise agreed.

11.2.4 AFTER THE RACE RESPONSIBILITIES

As soon as the results are verified, the National Authority and the UIM Commissioner forwards these results to the UIM Secretariat.
After the event, the UIM Commissioner sends his/her report to the UIM Secretariat by using the official form, within ten days after the race. The official results of the Event must be enclosed with the report.
The reports are considered as confidential matter and cannot be used for aims other than UIM's.

11.2.5 ACCOMMODATION AND TRAVEL EXPENSES

Travel expenses must be compensated by the organizers to the Commissioner from his/her place of residence to the race venue on basis of return air ticket, economy class. If the organisers do not offer daily meals and local transportation to the Commissioner, they must be paid actual costs or a minimum of 60 euro per day.

11.3 PROTEST JUDGE

A MotoSurf protest judge will be nominated for each event and will adjudicate on all protests. The protest judge must be named prior to the event. ***Protest judge is responsible for accepting, evaluating and deciding on the protest. Protest judge is deciding the Protest based on information / statement / expertise of responsible personnel of each particular area of the event.***

11.4 ~~RACE SECRETARY~~ SPORT DIRECTOR

Carries out the inspection of the time keeping of the qualification. Race Secretary is responsible for carrying out racing matters in accordance with the rules of the race and may suggest interruption or cancelling of a session. ~~Race Secretary~~ ***Sport Director*** is responsible for carrying out the communication with riders, ***preparation of entry lists,*** publishing the results and all race information. ***Sport Director is responsible for sport coordination on the water as well as draft of the Race Course and for the building coordination.***

11.5 TIMEKEEPER

Carries out the time keeping of the qualification and all heats and finals, performs digital/manual recording of the qualification and all heats and finals . The Timekeeper is always backed up in time keeping by a second person (might be O.O.D) who backs up time keeping by manual keeping and recording the lap times into the race weekend records.

11.6. VIDEO JUDGE

Video judge is responsible for providing evidence of happened situations during the official session. Such evidence serve to Race Direction or Protest Judge in order to evaluate protests or penalties.

11.7 TRACK OBSERVERS

Observes the riders on the track whether they ride the race in conformity with the rules. Based on the track observing, the Track Referee informs the O.O.D about any incorrect riding actions. Such actions shall be verified on the camera recordings so that the O.O.D. may impose penalties, if applicable.

11.8 START MARSHAL

Carries out the starting procedure; the start marshal may cancel the heat or the Final or call a restart procedure.
Start marshal acts in close cooperation with Race Direction and under supervision of the O.O.D. and Sport Director.

11.9 FLAG MARSHAL

The Flag marshal is responsible for the flag signalization and for the signalization of the number of remaining laps in each particular session. The Flag Marshall is in radio contact with ~~other race direction members~~ **Race Direction.**

11.10 PITS AREA COORDINATOR

Prepares the riders for the start and assists at the starting procedure. Ref Art. 2.5.

11.11 TECHNICAL SCRUTINEER

The Technical scrutineer is in charge of technical affairs at the race. Technical check and rider's equipment check is the main task of the Technical scrutineer as well as supervising the service department at each given venue.

11.12 MEDICAL DIRECTOR

The Medical director is authorized to declare a rider fit or unfit for participation in a given session/part of the weekend/whole weekend.

11.13 RESCUE TEAM

The Rescue Team is responsible for operations on the water. There has to be at least one rescuer on the water every time the session is underway. The Rescue Team is in constant contact with the O.O.D.

The Rescue Team can request a session interruption, delay or cancellation in case of emergency. More roles can be carried out by one person in case such person is qualified enough, experienced and capable of executing such role. In case the event scale does not require so, some of the roles may remain unoccupied. The above mentioned circumstances are evaluated and decided by the O.O.D.

11.14 FACILITY DIRECTOR

Facility director is responsible for order in the paddock and in the whole race venue area. Facility director shall be mainly responsible for functional supplies during the event as well as clean environment and proactive environmental approach towards the race venue.


11.15 ~~COMMISSION OF RIDERS~~ **RIDERS' COMMITTEE**

As in Art. 2.8

Justification

Reality check & addition to this rule.

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

 Proposal n°	10	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 12.1 GENERAL DESCRIPTION 32	Author of the rule change proposal	Name/Surname: Martin Jancalek, Member - MSWC Director Contact email: martin.jancalek@motosurfworldcup.com

Current text

12.1 GENERAL DESCRIPTION

The track for the UIM MotoSurf World Championship / Continental Cup is always set up in a square or rectangle zone.

The track is composed of:

- Buoys (minimum 25 – maximum 40),
- balloons
- finish gate or finish buoys (with a checkerboard pattern).

An example of a race course appears in Annex 3

It is necessary that the track is built to contain:

The track & sighting lap track

- left turns (sharp, open, hairpins),
- right turns (sharp, open, hairpins)
- Long lap
- Split section.

General parts of the track are:

Sighting lap track

- part of the track with applicable rules as the track.
- serves as corridor for leading the group of riders into the start area.
- start marshal and to the balloons in the split.

The Track

- starts where the sighting lap track ends
- parts of the track are:
 - o split
 - o long lap
- if riders misses more than 3 (three) buoys in one lap, disqualification from the session is imposed
- after a crash, rider can miss 1 (one) upcoming buoy (buoy is understood also as balloon)
- after a crash, rider can miss 2 (two) upcoming buoys in case of technical difficult part of the track (announced at briefing).

Long Lap

- a section of buoys and is used as an opportunity to execute overtake.
- time for going through the long lap section shall be in between 20 % - 50 % of average laptime of the Stock Class.
- set number of long laps is possible to execute during the whole session after going through the finish gate.
- Long lap can be executed only once in one lap.
- Long Lap serves as compensation of missed buoy. If riders intends to compensate missed buoy, it has to be done at the first possible opportunity. Otherwise, rider will be penalized for announced time for passing the long lap.

Split sections or special corridors on the track are highlighted by green / orange balloons. The split sections can be built of the following types:

Alternating split

Parallel split

Long Lap split

Riding direction on the track is clockwise as well as counter-clockwise, as follows:

Direction of the race is held in opposite way compared to the previous round.

If any race was skipped in the calendar, the last round that took place counts for the opposite direction.

If safety reasons do not allow the track to be built for riding in the opposite direction compared to the last conducted round, Race Direction has the right to change the race course direction.

If a rider is not capable of riding the race track properly and such action could lead to potential danger of the rider and/or other participants, such rider will not be allowed to participate in the event.

Proposed text

12 GENERAL DESCRIPTION

The Motosurf race track shall always be set up within the designated competition zone.

Track Composition

The track shall consist of:

- *25 to 40 buoys,*
- *Balloons,*
- *Finish gate or finish buoys (checkerboard pattern).*

The track should include:

- *Left turns (sharp, open, or hairpin),*
- *Right turns (sharp, open, or hairpin),*
- *A Long Lap,*
- *A Split Section.*

Long Lap

- *An alternate, longer section of the course in distance and/or time.*
- *The passage time of the Long Lap shall be between 20% and 50% of the average lap time in the Stock Class.*
- *A set number of Long Laps may be executed during a session, only after passing the finish gate at the end of the first lap.*
- *A Long Lap may be taken only once per lap.*
- *The Long Lap may serve as compensation for a missed buoy. Compensation must be made at the first possible opportunity; otherwise, the rider will be penalized with the designated Long Lap time.*
- *The Long Lap zone is marked by one or more clearly distinguishable buoys, the first of which must be easily identifiable.*

Split Section

A Split Section divides the course into two possible routes and may be used as a strategic overtaking point.

Split Sections may be:

- a) Alternating split,*
- b) Parallel split,*
- c) Long Lap split.*

Riding Direction

The riding direction may be clockwise or counter-clockwise. The direction is typically opposite to the previous race. If safety conditions do not permit the course to be set in the opposite direction, Race Direction may alter the direction.

Riding Eligibility

If a rider is unable to ride the track properly and poses a potential danger to themselves or others, that rider shall not be permitted to participate in the event.

The track for the UIM MotoSurf World Championship / Continental Cup is always set up in a square or rectangle zone.

The track is composed of:

- Buoys (minimum 25 – maximum 40),
- balloons
- finish gate or finish buoys (with a checkerboard pattern).

An example of a race course appears in Annex 3

It is necessary that the track is built to contain:

The track & sighting lap track

- left turns (sharp, open, hairpins),
- right turns (sharp, open, hairpins)
- Long lap
- Split section.

General parts of the track are:

Sighting lap track

- part of the track with applicable rules as the track.
- serves as corridor for leading the group of riders into the start area.
- start marshal and to the balloons in the split.

The Track

- starts where the sighting lap track ends
- parts of the track are:
 - o split
 - o long lap
- if riders misses more than 3 (three) buoys in one lap, disqualification from the session is imposed
- after a crash, rider can miss 1 (one) upcoming buoy (buoy is understood also as balloon)
- after a crash, rider can miss 2 (two) upcoming buoys in case of technical difficult part of the track (announced at briefing).

Long Lap

- a section of buoys and is used as an opportunity to execute overtake.
- time for going through the long lap section shall be in between 20 % – 50 % of average laptime of the Stock Class.
- set number of long laps is possible to execute during the whole session after going through the finish gate.
- Long lap can be executed only once in one lap.
- Long Lap serves as compensation of missed buoy. If riders intends to compensate missed buoy, it has to be done at the first possible opportunity. Otherwise, rider will be penalized for announced time for passing the long lap. Split sections or special corridors on the track are highlighted by green / orange balloons. The split sections can be built of the following types:

Alternating split

Parallel split

Long Lap split

Riding direction on the track is clockwise as well as counter-clockwise, as follows:

Direction of the race is held in opposite way compared to the previous round.

If any race was skipped in the calendar, the last round that took place counts for the opposite direction.

If safety reasons do not allow the track to be built for riding in the opposite direction compared to the last conducted round, Race Direction has the right to change the race course direction.


If a rider is not capable of riding the race track properly and such action could lead to potential danger of the rider and/or other participants, such rider will not be allowed to participate in the event.

Justification

Make the rule compact, improve clarity of the rule and remove duplicates.

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

Implementation date: 1st January 2026

 Proposal n°	<h1>11</h1>	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 12.3 Finish Gate 36	Author of the rule change proposal	Name/Surname: Martin Jancalek, Member - MSWC Director Contact email: martin.jancalek@motosurfworldcup.com

Current text

12.3 FINISH GATE

The gate consists of inflatable structures, or a pair of specially marked buoys (chequered). The gate is used for the purpose of the qualification, heats and finals, when passing through c. In case of heats and the Final the passing through the gate is considered as a finished lap. In the last lap the rider's passage is waved by the chequered flag drop. Finish Gate is the point on the track where timekeeping starts/stops and where sessions are finished.

A maximum of 4 riders may enter the Finish gate. Breaching this number will lead to the last rider to stand down. If a technical problem arises during the last lap before the finish within two buoys before the finish gate, then the rider may swim with the board to the finish. Otherwise, the rider shall clear the way (for safety reasons) and wait until the end of the ride.

Jumping is forbidden in an area of 10 meters around the gate. This action would lead to a Penalty 1. In case more motorized surfboards will cross the finish line, the better position counts for the front edge of the craft closer to the finish line.

Proposed text

12.3 FINISH GATE

The gate consists of inflatable structures, or a pair of specially marked buoys (checkered). The gate is used for the purpose of the qualification, heats and finals, ~~when passing through c.~~ **A lap is considered completed when a rider passes through the gate.** In case of heats and the Final the passing through the gate is considered as a finished lap. In the last lap the rider's passage is waved by the checkered flag drop. Finish Gate is the point on the track where timekeeping starts/stops and where sessions are finished.

~~A maximum of 4 riders may enter the Finish gate. Breaching this number will lead to the last rider to stand down.~~


If a technical problem arises during the last lap before the finish within two buoys before the finish gate, then the rider may swim with the board to the finish. Otherwise, the rider shall clear the way (for safety reasons) and wait until the end of the ride.

Jumping is forbidden in an area of 10 meters around the gate. This action would lead to a Penalty 1. In case more motorized surfboards will cross the finish line, the better position counts for the front edge of the craft closer to the finish line.

Justification

Remove incomplete sentences to improve clarity of the rule.

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

 Proposal n°	12	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 12.6 Lap Chart 37	Author of the rule change proposal	Name/Surname: Petr Provaznik Contact email: pprovaznik@gmail.com

Current text

12.6 LAP CHART

ELITE

Heats: 8 laps, 2 long laps

F1: 12 laps, 2 long laps

Stock / Stock R / Masters

Heats: 6 laps, 2 long laps

F1: 10 laps, 2 long laps

Women

Heats: 7 laps, 2 long laps

F1: 9 laps, 2 long laps

Juniors

Heats: 4 laps, 1 long lap

F1: 6 laps, 1 long lap

Electric Challenge

Heats: 5 laps, 2 long laps

F1, F2: 6 laps, 2 long laps

The long lap run(s) shall not be conducted in the lap right after the start. The rider is allowed to make his/her long lap run only after passing the Finish Gate at least once. The amount of long lap buoys is different for every category. The number of laps and long laps can be modified by the O.O.D., decision considering the race track length, current weather and safety aspects.

Proposed text

12.6 LAP CHART

ELITE

Heats: 8 laps, 2 long laps

F1: 12 laps, 2 long laps

Stock / Stock R / Masters

Heats: 6 laps, 2 long laps

F1: 10 laps, 2 long laps

Women

Heats: ~~7~~ 6 laps, 2 long laps

F1: ~~9~~ 10 laps, 2 long laps

Juniors

Heats: 4 laps, 1 long lap

F1: 6 laps, 1 long lap

Electric Challenge

Heats: 5 laps, 2 long laps


F1, ~~F2~~: 6 laps, 2 long laps

The long lap run(s) shall not be conducted in the lap right after the start. The rider is allowed to make his/her long lap run only after passing the Finish Gate at least once. The amount of long lap buoys is different for every category. The number of laps and long laps can be modified by the O.O.D., decision considering the race track length, current weather and safety aspects.

Justification

Align count of laps across categories.

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

 Proposal n°	13	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 12.7.4 BUOY CHANGES ITS POSITION DURING THE SESSION 38	Author of the rule change proposal	Name/Surname: Martin Jancalek, Member - MSWC Director Contact email: martin.jancalek@mosurfworldcup.com

Current text

12.7.4 BUOY CHANGES ITS POSITION DURING THE SESSION

The buoy moves in the track in such a way that it significantly affects the next rider or it does not allow safe passing through the track. In practice, this means that the case of individual buoys, a buoy moves by more than one third of its distance from other buoys or if it moves in such a way that it does not allow for safe passage through the track in the opposite side (when this pass is dangerous).

Proposed text

12.7.4 BUOY CHANGES ITS POSITION DURING THE SESSION

A buoy is considered to have changed its position if it moves on the track in a way that significantly affects the next rider or prevents safe passage through the track.

In practice, this occurs when:


- *An individual buoy moves by more than one third of its distance from other buoys.*
- *A buoy shifts in such a way that safe passage becomes dangerous.*

~~The buoy moves in the track in such a way that it significantly affects the next rider or it does not allow safe passing through the track. In practice, this means that the case of individual buoys, a buoy moves by more than one third of its distance from other buoys or if it moves in such a way that it does not allow for safe passage through the track in the opposite side (when this pass is dangerous).~~

Justification

Improve clarity of the rule.

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

 Proposal n°	14	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 14.1 PROPER POSTURE 41	Author of the rule change proposal	Name/Surname: Petr Provaznik Contact email: pprovaznik@gmail.com

Current text

14.1 PROPER POSTURE

Motorized surfboard is designed for riding in a stand up or squat position. It is not allowed to ride lying down or in kneeling position. The competitors must stand up within the first turn buoy (for the off-shore start), or within the second buoy if the competitor falls in the split section. In the case of a fall, the rider must stand up within the next three buoys.

Proposed text

14.1 PROPER POSTURE


Motorized surfboard is designed for riding in a stand up or squat position. It is not allowed to ride lying down or in kneeling position. ***After start from a shore, the competitors must stand up before the first turn buoy. In the case of a rider falls in water, the rider must stand up within the next two buoys.***

~~The competitors must stand up within the first turn buoy (for the off shore start), or within the second buoy if the competitor falls in the split section. In the case of a fall, the rider must stand up within the next three buoys.~~

Justification

Improve clarity of the rule.

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

 Proposal n°	15	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 14.2 PROPER DIRECTION 41	Author of the rule change proposal	Name/Surname: Petr Provaznik Contact email: pprovaznik@gmail.com

Current text

14.2 PROPER DIRECTION

Motorized surfboard is designed for riding in a stand up or squat position. It is not allowed to ride lying down or in kneeling position. The competitors must stand up within the first turn buoy (for the off-shore start), or within the second buoy if the competitor falls in the split section. In the case of a fall, the rider must stand up within the next three buoys.

Proposed text

14.2 PROPER DIRECTION

The official track riding direction is announced during the first Riders' briefing prior to the start of the race weekend and remains unchanged for all sessions throughout the event. Riders must always follow this direction.


Riding in the opposite direction, turning around on the track, or attempting to re-pass a buoy after missing it is strictly prohibited. Any such action constitutes a serious breach of safety regulations and may result in disqualification from the respective session.

~~Motorized surfboard is designed for riding in a stand up or squat position. It is not allowed to ride lying down or in kneeling position. The competitors must stand up within the first turn buoy (for the off-shore start), or within the second buoy if the competitor falls in the split section. In the case of a fall, the rider must stand up within the next three buoys.~~

Justification

Improve clarity of the rule.

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

 Proposal n°	<h1>16</h1>	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 15.3 ANNOUNCEMENT OF THE STARTING METHOD 44	Author of the rule change proposal	Name/Surname: Martin Jancalek, Member - MSWC Director Contact email: martin.jancalek@mosurfworldcup.com

Current text

15.3 ANNOUNCEMENT OF THE STARTING METHOD

The starting method (flying start or starting blocks start) is announced in the advance programme sent to the riders. The decision is made and announced by the O.O.D. prior to the event. The decision depends on natural factors of the race location considering the safety matters are the highest priority. Generally, starting blocks are recommended for Beach Events. Venues lacking beach access are recommended to use the flying start procedure. Final decision on the starting method is always under right of the O.O.D. considering the safety matters first.

Proposed text

15.3 ANNOUNCEMENT OF THE STARTING METHOD


The starting method (flying start or starting blocks start) is determined by the O.O.D. and announced during the riders briefing. The decision takes into account the natural conditions of the race location, with the highest priority given to rider safety. The final decision is always made by the O.O.D., prioritizing safety above all.

~~The starting method (flying start or starting blocks start) is announced in the advance programme sent to the riders. The decision is made and announced by the O.O.D. prior to the event. The decision depends on natural factors of the race location considering the safety matters are the highest priority. Generally, starting blocks are recommended for Beach Events. Venues lacking beach access are recommended to use the flying start procedure. Final decision on the starting method is always under right of the O.O.D. considering the safety matters first.~~

Justification

Make the rule short and clear.

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

 Proposal n°	<h1>17</h1>	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 15.5 Restart 45	Author of the rule change proposal	Name/Surname: Martin Jancalek, Member - MSWC Director Contact email: martin.jancalek@mosurfworldcup.com

Current text

15.5 RESTART

Restart is used during the race when a certain amount of the laps has already been finished and race had to be interrupted. The race restart happens in two options:

1. The riders are getting positioned according to the last valid order and ride to the positioning area. In this case, riders have crossed the final gate just once.
2. Riders are forming according to last lap order. From 2nd to 4th lap in a heat, from 2nd to 6th lap in a race, a maximum of 4 can cross through the gate. .

Proposed text

15.5 RESTART

In the event of a race interruption, the O.O.D. may order a restart. Riders shall resume from the same starting positions as at the beginning of the interrupted race.


~~Restart is used during the race when a certain amount of the laps has already been finished and race had to be interrupted. The race restart happens in two options:~~

- ~~1. The riders are getting positioned according to the last valid order and ride to the positioning area. In this case, riders have crossed the final gate just once.~~
- ~~2. Riders are forming according to last lap order. From 2nd to 4th lap in a heat, from 2nd to 6th lap in a race, a maximum of 4 can cross through the gate.~~

Justification

Improve clarity of the rule.

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

 Proposal n°	18	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 16 General rules for riders' organization 46-47	Author of the rule change proposal	Name/Surname: Martin Jancalek, Member - MSWC Director Contact email: martin.jancalek@motosurfworldcup.com

Current text

16. GENERAL RULES FOR RIDERS' ORGANIZATION

Refer to section 16 of 2025 MotoSurf rulebook

Proposed text

16. GENERAL RULES FOR RIDERS' ORGANIZATION

16.1 GENERAL RULES

Riders shall comply with the O.O.D instructions and strictly follow the provisions of the rulebook. In case of a breach of the rules or not complying with the referees' **Race Direction or Promoter's** instructions the rider may be penalized.

Riders that are planning to take part in the race, must complete the registration within the registration deadline and settle the race entry fee. Registration must be finished within the time announced in the Advance Programme. Late registration will not be accepted.

Each rider has right to request an extra time of arrival to the race and making the registration and technical inspection. This right can be used only once per season. In case it's the first race of a riders, in such case, the exception cannot be granted.

Registration – technical inspection of motorized surfboard, safety equipment inspection, license check, payment of the race entry fee, distribution of the race schedule, receiving distinguishing shorts (obligatory to wear during races throughout the racing weekend).

The riders are obliged to watch the event information table administered by the ~~Race Secretary~~ **Sport Director**. The riders shall check the time schedule and riders groups entry lists to know which group they are part of. According to information from the entry lists, they shall also be aware of receiving **Time Keeping Transponder & Holder**, distinguishing shorts that are usually passed/changed/recollcted during the morning/midday/debrief session.

Registered riders are required to attend all briefings and sessions according to the official event schedule. In case of a rider's unexcused absence, such rider will not be allowed to enter the race track. Each rider is obliged to be ready for the briefing session 15 minutes before it starts. Every rider is obliged to confirm presence.

Riders are required to watch for all flag signals on the track. If a rider does not respect a flag signal, such action may be penalized according to Irresponsible Riding.

Riders are not allowed to enter the track without the Pits Area Coordinator's approval. In case of infringement, the rider will be penalized.

The O.O.D. or ~~Race Secretary~~ **Sport Director** shall inform the riders about the current status of the race, they shall transmit the information necessary for the racing weekend to run smoothly. Afterwards there will be a time space for questions which will be answered by the Race Direction. Any communication between Race Direction and the riders takes place only at the level of the O.O.D. with the ~~"Commission of Riders"~~ **"Riders Committee"**. The decision of the O.O.D. is final.

O.O.D. and ~~Race Secretary's~~ **Sport Director's** tent is closed for all the riders and individuals. All protests need to be submitted via the Protest Judge latest 60 mins after publishing of the unofficial results. The protests will be dealt in the time window announced in the time schedule.

O.O.D. and ~~Race Secretary~~ **Sport Director** may use electronic methods of communication for faster publishing and communication of the results and racing information.

16.2 ANTI-DOPING AND SAFETY MEASURES

16.2.1. PRE-RACE INJURY

Any Rider recovering from injury or rider that has been injured but still intends to participate in the event, has to contact the Sport Director and the Medical Director at least seven days before the event. Medical Director is authorized to request medical reports and evaluate declaration of state – fit / un-fit to race. The final declaration of fit / un-fit shall be stated latest one day before the first official session of the event starts.

16.2.2 ALCOHOL TESTING

For the maximum safety of the event ~~Race Secretary~~ **Sport Director**/Protest Judge or Promoter, through the safety and medical staff, has the right to perform alcohol / drug test on any selected participant of the race.

The alcohol / drug test is administered by the medical staff and In case of a positive test, such participant will be immediately disqualified from the entire event.

The Race Direction of the event sets the time of the test. Values of the tests are valid to the set time.

In case a rider tests positive at a set time, it is understood to be a breach of the event rules.

In case the participant refuses to cooperate with testing, it is understood to be a positive test and such participant will be immediately disqualified from the entire event.

If participant is disqualified from the event more than once per one season, such participant will not be allowed to compete in the remainder of events of the Championship.

16.2.3 ANTI-DOPING MEASURES


The Anti-doping regulations are based upon the world anti-doping Code. The valid Anti-Doping code for the UIM MotoSurf International events is WADA (World Anti-Doping Agency).

List of prohibited methods and substances to be found at: <https://www.wada-ama.org/en/content/what-is-prohibited>

Justification

Reality check & addition to this rule.

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	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 16.2.1 ALCOHOL TESTING 47	Author of the rule change proposal	Name/Surname: Petr Provaznik Contact email: pprovaznik@gmail.com

Current text

16.2.1 ALCOHOL TESTING

For the maximum safety of the event, Race Secretary/Protest Judge or Promoter, through the safety and medical staff, has the right to perform alcohol / drug test on any selected participant of the race. The alcohol / drug test is administered by the medical staff and

In case of a positive test, such participant will be immediately disqualified from the entire event. The Race Direction of the event sets the time of the test. Values of the tests are valid to the set time. In case a rider tests positive at a set time, it is understood to be a breach of the event rules.

In case the participant refuses to cooperate with testing, it is understood to be a positive test and such participant will be immediately disqualified from the entire event. If participant is disqualified from the event more than once per one season, such participant will not be allowed to compete in the remainder of events of the Championship.

Proposed text

16.2.1 ALCOHOL TESTING

The O.O.D., Race Secretary, Protest Judge or Promoter may, through medical staff, require any participant to undergo alcohol testing at any time. Tests are performed by medical staff and results reported to Race Direction.

A positive test or refusal to comply is deemed a breach of the rules and results in immediate disqualification from the event.

If a participant is disqualified for a positive test more than once in a season, they are suspended from all remaining events of the Championship for that season.

~~For the maximum safety of the event, Race Secretary/Protest Judge or Promoter, through the safety and medical staff, has the right to perform alcohol / drug test on any selected participant of the race. The alcohol / drug test is administered by the medical staff and~~

~~In case of a positive test, such participant will be immediately disqualified from the entire event.~~

~~The Race Direction of the event sets the time of the test. Values of the tests are valid to the set time. In case a rider tests positive at a set time, it is understood to be a breach of the event rules.~~


~~In case the participant refuses to cooperate with testing, it is understood to be a positive test and such participant will be immediately disqualified from the entire event.~~

~~If participant is disqualified from the event more than once per one season, such participant will not be allowed to compete in the remainder of events of the Championship.~~

Justification

Resolve incomplete sentences and make it compact and strict.

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

 Proposal n°	<h1>20</h1>	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 16.3 RULES FOR RIDERS AND RACE DIRECTION COMMUNICATION 47	Author of the rule change proposal	Name/Surname: Petr Provaznik Contact email: pprovaznik@gmail.com

Current text

16.3 RULES FOR RIDERS AND RACE DIRECTION COMMUNICATION

The Commission of Riders communicates with the the O.O.D. on behalf of the riders. This Commission communicates with the O.O.D.or the Chief Referee only within the frame of Race Direction. Riders are not allowed to communicate individually with the referees during the racing weekend, except when lodging a protest. A rider shall hand in their protest only to the Protest Judge, within one hour after finishing any session the rider's complaints refer to. After this period other comments or protests will not be considered.

Proposed text

16.3 RULES FOR RIDERS AND RACE DIRECTION COMMUNICATION


The Commission of Riders communicates with the O.O.D. on behalf of all riders. ***Communication with the O.O.D. or Sports Director (Race Secretary) is permitted only within the framework of Race Direction. Riders are not permitted to communicate individually with referees during the race weekend, except when submitting a protest.***

~~This Commission communicates with the O.O.D. or the Chief Referee only within the frame of Race Direction. Riders are not allowed to communicate individually with the referees during the racing weekend, except when lodging a protest. A rider shall hand in their protest only to the Protest Judge, within one hour after finishing any session the rider's complaints refer to. After this period other comments or protests will not be considered.~~

Justification

Remove incorrect sentence and make rule compact and strict by removal of penalty submission description.

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

 Proposal n°	<h1 style="color: red;">21</h1>	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 16.4.1 PROTEST PROCEDURES 48	Author of the rule change proposal	Name/Surname: Petr Provaznik Contact email: pprovaznik@gmail.com

Current text

16.4.1 PROTEST PROCEDURES

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

Joint protests signed by several riders will not be considered.

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

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

All protests must be signed by the rider.

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

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

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

Proposed text

16.4.1 PROTEST PROCEDURES

A protest shall be submitted in writing to the Protest Judge or a designated member of Race Direction within one hour after the conclusion of the session to which it refers. Protests submitted after this period will not be considered.

Only a rider may submit a protest, and only in relation to a race in which he or she has participated. In the case of a blue card, the penalized rider may protest against the penalty.

Joint protests signed by multiple riders will not be accepted.

All protests must be typewritten or handwritten in printed characters in English. They must clearly state the reason for the protest, include any supporting documents or evidence available within the submission time, and be accompanied by the protest fee as defined in the Protest Fee section of this Rulebook.

Each protest must be signed by the rider. The Protest Judge or designated Race Direction member shall, in the presence of the protester, record the official time of receipt.

Any costs incurred in verification shall be borne by the losing party.

A protest may be withdrawn in writing by the protester; in such a case the protest fee is forfeited.

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

~~Joint protests signed by several riders will not be considered.~~

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

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

~~All protests must be signed by the rider.~~

~~The protest must be handed to the Protest Judge who must, in the presence of the protester, record the time of receipt.~~


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

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

Justification

Make rule clear.

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

 Proposal n°	22	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 16.4.2 PROTEST FEE 48	Author of the rule change proposal	Name/Surname: Petr Provaznik Contact email: pprovaznik@gmail.com

Current text

16.4.2 PROTEST FEE

The deposit for examining the protest is set at 150 EUR. If the protest is rejected, the money will be forfeited and will be transferred to the promoter's bank account. If the protest is overturned, the deposit will be refunded to the rider in full.

Proposed text

16.4.2 PROTEST FEE


The protest deposit is fixed at 150 EUR and must accompany the protest at the time of submission. The deposit shall be refunded if the protest is upheld; otherwise, it is forfeited.

~~The deposit for examining the protest is set at 150 EUR. If the protest is rejected, the money will be forfeited and will be transferred to the promoter's bank account. If the protest is overturned, the deposit will be refunded to the rider in full.~~

Justification

Make rule compact, clear and strict.

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

 Proposal n°	23	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 17 Race penalties 58-62	Author of the rule change proposal	Name/Surname: Martin Jancalek, Contact email: martin.jancalek@mososurfworldcup.com

Current text

17. RACE PENALTIES

Refer to page 58 to page 62 of the 2025 MotoSurf rulebook.

Proposed text

17. RACE PENALTIES

~~17.1 INCIDENT PENALTIES~~

The O.O.D may impose any one of the penalties below on any driver involved in an Incident:

1. Time penalty

- a. 100% of announced lap time
- b. 60% of announced lap time
- c. Time of announced long lap time
- d. 15 seconds time penalty**
- e. 10 seconds time penalty
- f. 5 seconds time penalty

2. Position drop (the number of positions depends on the decision of the O.O.D)

3. Disqualification

- a. From the session (in such case, rider won't be awarded points from the session)
- b. From the race day (in such case, rider won't be awarded points from the whole racing day)
- c. From the whole race weekend (in such case, rider won't be awarded points from the whole racing weekend)

4. Financial penalty (the amount of the financial penalty depends on the decision of the O.O.D)

The penalties will be imposed by the O.O.D based on his decision on an incident. The O.O.D has a right do give a different type of penalty than stated in sections below.

~~17.2 DISQUALIFICATION~~

~~If a rider is disqualified from the heat, disqualifying is counted as zero points and the other lower result from heats will not be counted. If a rider is disqualified from Final A, the rider scores no points for this performance.~~

17.1 LONG LAP

- **Time penalty for not passing a Long Laps will be announced by O.O.D. before the heats.**
 - **Time penalty will be awarded for each rule breach.**

- *It is not possible to enter the Long Lap twice in one lap. If a rider enters the Long Lap twice in one lap, it will only be counted as 1 long lap.*
- *Riders are not allowed to go to Long Lap in the first lap of the session. Rider is allowed to go to the Long Lap only after passing through the finish gate at least once.*
- *When a rider is entering the Long Lap, the rider shall indicate such action by raising his/her arm.*

Penalty time instead of Long Lap passing will be announced by O.O.D. before the heats. Riders shall go to Long Lap only once per lap. Riders are not allowed to go to Long Lap in the first lap of the session. Rider is allowed to go to the Long Lap only after passing through the finish gate at least once. When rider is entering the Long Lap, the rider shall indicate such action by raising his/her arm. It is not allowed to take Long Lap after announced number of laps in the section Lap Chart.—

17.2 JUMP START PENALTY

The penalty for a jump start is 100% of lap time earlier announced by O.O.D.

Jump starts will be judged based on a camera recording.

Actions will be judged by the O.O.D.

a) Starting Gate Jump Start

The jump start occurs during the standing start when the rider starts before the flag was dropped or the lights went out.

To evaluate the Jump Start, the Start Gate is marked with a reflex colour tape on it's construction. If the motorized surfboard moves beyond this line before the lights are out or the green flag is out, it is considered as jump start. Moving beyond the reflex line on the gate is understood as visibility of such line by the board sliding down the gate.

The penalty for a jump start is 100% of lap time earlier announced by O.O.D. Jump starts will be judged based on a camera recording.

b) Flying (rolling) start Jump Start

The jump start occurs during the flying (rolling) start when the rider accelerates before the flag was dropped.

The penalty for a jump start equals 100% of lap time earlier announced by O.O.D. Jump starts will be judged based on a camera recording.

In case of a flying (rolling) start, if the jump start is conducted because of a sudden slowdown of the leading rider, the jump start penalty will not be applied.

17.3 MISSED BUOY (A RIDING MISTAKE)

- *15 second time penalty for each buoy missed in the particular session.*
- *If by missing the buoy the rider gains a significant advantage, he will be awarded with a time penalty based on the decision of the O.O.D.*

If the rider misses a buoy, then he/she can repair his/her mistake by taking an extra long lap run by the end of the session. In such case, rider won't receive any penalty.

If the rider misses a buoy and fail to take an extra long lap run, he/she will be penalized with a time penalty of 60% of the announced lap time for each buoy missed in the particular session.

If riders misses the buoy right after the start because of safety reasons, the rider has to drop the position until the end of the first lap.

17.4 FORCED MISSED BUOY (DUE TO NECESSITY OF PASSING AN OBSTACLE IN THE WATER)

If a rider misses a buoy due to an obstacle in the water, safety reasons, or being forced off the track by another rider, the standard penalty for a missed buoy may not apply. The obstacle must be physically present and obstructing the buoy line at the exact time when the rider is approaching or attempting to pass the buoy. A rider may not decide in advance to skip a buoy because of an obstacle observed earlier.

In all cases, the rider must rejoin the course without gaining any advantage in time or position. If an advantage is obtained, a time penalty will be applied.

All such incidents will be reviewed by Race Direction using official camera footage, and the determination of whether the buoy was missed under forced circumstances rests with the O.O.D.

~~If the rider misses a buoy because of an obstacle in the water, safety reasons or was forced out of the track by different rider, the penalty for missed buoy won't be applied. These incidents will be subsequently assessed from the Race Direction camera footage. Whether the missed buoy was forced or not is up to the decision of O.O.D.~~

~~Riders must not get any time advantage from this action. In case the rider gets any advantage, time penalty will be applied.~~

17.5 MISSING MORE BUOYS

If a rider misses more than 3 buoys in the same lap, then the rider is disqualified from the session. This rule does not apply if the rider falls in the water, he/she is allowed to miss 1 buoy (or 2 buoys in the slalom section) and these buoy(s) are not taken as missed buoys.

~~If a competitor misses more than 3 (three) buoys outside the slalom in the same lap, then then the rider is disqualified from the session.~~

~~This rule does not apply if:~~

~~a) If the rider falls, he/she is allowed to miss 1 buoy (or 2 buoys in the slalom section) and this buoy(s) are not taken as missed buoys.~~

~~b) The rider is bypassing the obstacle in the slalom. In such case, the rider must not gain any advantage.~~

17.8 NOT PASSING A LONG LAP

~~If the rider does not pass the Long Lap obligation, he/she will be penalized for 60 % of the announced lap time. If the rider was flagged by a chequered flag and did complete all the laps except the Long Lap(s), the final race time will be balanced for average time going to Long Lap, announced by the O.O.D. before the 1st heat of the weekend.~~

17.6 LATE STAND UP ON THE SURFBOARD

During the start from the starting blocks the rider shall stand up on the motorized surfboard within the first turning buoy.

After falling into the water, the rider is obligated to stand up back on his/her surfboard within two buoys.

If the rider fails to meet this rule, he/she will be penalised by a time penalty of 10 seconds.

~~The competitor shall stand up on the motorized surfboard within the first turning buoy after the start or within the second buoy after falling into the water. If the rider fails to meet this rule, he/she has to conduct an extra long lap run or is penalized by an average time corresponding to a long lap run.~~

17.7 LATE ARRIVAL OR ABSENCE ON THE BRIEFING

All briefings are mandatory for all the riders that are still racing during the particular weekend (not mandatory for riders that abandoned the race).

In case of failing to attend the briefing:

- *1 absence or late arrival = financial penalty of 100€*
- *2 or more absence = disqualification from the event*

If there is a serious reason for not attending the briefing, the penalty won't be applied. In this case, the rider has to contact the race direction before the briefing.

Riders shall attend all announced briefings. In case a rider is not present, a penalty is imposed. In case a rider misses more than one briefing during the whole event, the rider will be disqualified from the entire event. When a rider is disqualified from the entire event, that means that they lose all points collected in sessions before the disqualifying was imposed, such points are equalled to 0 (zero).

17.8 TECHNICAL INFRINGEMENTS

If a rider commits an infringement of the technical rules described in Articles 7 and 8, they may be penalised by disqualification from the session, the entire race day, or the whole race weekend.

The severity of the penalty will be assessed by the Technical Commissioner and the O.O.D.

~~17.11 INFRINGEMENT OF THE TECHNICAL REGULATIONS FOR STOCK / WOMEN CATEGORY~~

~~In case any rider breaches the technical requirements for Stock Category — Art. number 7.4.~~

~~In case any rider breaches the technical requirements for Women Category — Art. number 7.5.~~

~~17.11.1 RULE INFRINGEMENT AT TECHNICAL INSPECTION BEFORE THE RACE — STOCK CATEGORY~~

~~If a breach to the Stock Class Technical Requirements (Art. 7.4.), such rider will not be allowed to the race unless the rider is able to demonstrate the board compliant with the Art. 7.4. by the end of the Technical Inspection. There is no extra time given to anybody who came with a craft not compliant to the rules.~~

~~17.11.2 RULE INFRINGEMENT AT TECHNICAL INSPECTION BEFORE THE RACE — WOMEN CATEGORY~~

~~If a breach to the Women Category Technical Requirements (Art. 7.5.), such rider will not be allowed to the race unless the rider is able to demonstrate the board compliant with the Art. 7.5. rules by the end of the Technical Inspection. There is no extra time given to anybody who came with a craft not compliant to the rules.~~

~~17.11.3 RULE INFRINGEMENT DURING THE EVENT — STOCK CATEGORY~~

~~In case there is a breach of the Rule 7.4., such rider is disqualified from all the session of the current racing day from its beginning until the moment the discrepancy was taken under examination. In case of a second breach, the rider is disqualified from the entire weekend.~~

~~17.11.4 RULE INFRINGEMENT DURING THE EVENT — WOMEN CATEGORY~~

~~In case there is a breach of the Rule 7.5., such rider is disqualified from all the session of the current racing day from its beginning until the moment the discrepancy was taken under examination. In case of a second breach, the rider is disqualified from the entire weekend.~~

~~17.11.5 RULE INFRINGEMENT AT TECHNICAL INSPECTION BEFORE THE RACE — ELITE, JUNIOR, ELECTRIC CHALLENGE~~

~~If a breach to Elite, Junior, Electric Challenge Technical Requirements, such rider will not be allowed to the race unless the rider is able to demonstrate the board compliant with the technical requirements for particular categories~~

in the rules by the end of the Technical Inspection. There is no extra time given to anybody who came with a craft not compliant to the rules.

17.11.6 RULE INFRINGEMENT DURING THE EVENT— ELITE, JUNIOR, ELECTRIC CHALLENGE

In case there is a breach of the Elite, Junior, Electric Challenge Technical Requirements, such rider is disqualified from all the session of the current racing day from its beginning until the moment the discrepancy was taken under examination. In case of a second breach, the rider is disqualified from the entire weekend.

17.11.7 RULE INFRINGEMENT ON NOT WEARING THE MANDATORY SAFETY EQUIPMENT

In case there is a breach on wearing the mandatory safety equipment, the O.O.D. is authorized to disqualify the rider from the session where he/she was not wearing the required safety equipment. In case repeated breach of the weekend, such rider may be disqualified from the entire weekend.

The breach is understood as breach to any rule of the particular category. In case of repeated breach, kind of the breach does not matter and the issue is judged as a repeated breach.

i.e. breach on the fuel rule—first breach—disqualification from the day until the moment the breach was found and proved. Breach on the fins—second breach—disqualification from the entire weekend.

17.9 IRRESPONSIBLE RIDING

Irresponsible riding is understood as riding which is considered dangerous and may lead to injury of the rider herself/himself or injury of others or intends any unsportsmanlike behaviour. The types of irresponsible riding are as following:

- *Knowingly gaining an advantage*
- *Dangerous overtaking manoeuvre*
- *Causing a collision*
- *Forcing another rider of the track*
- *Riding in the wrong direction than stated by the race direction*
- *Disobeying orders from the race direction*

Such actions will be reviewed by the judges or the camera footage. Penalty is imposed by the decision of the O.O.D.

17.12.1 IRRESPONSIBLE RIDING 1

Rider got an advantage and gained a position towards the other rider by missing a buoy or a section of buoys. In such case, the rider has to drop the position/s he/she gained in the current or following lap. In case the position is not dropped, the rider is penalized for a penalty of the 100% announced lap time.

17.12.2 IRRESPONSIBLE RIDING 2

Rider conducted a dangerous overtaking manoeuvre when coming towards the buoy on the inside line whereas the rider riding in front keeps his/her line and had already started turning. In case rider conducts an overtaking move with a potential risk of danger, such action shall be penalized for 60 % of the announced lap time. Such penalty is imposed under the absolute right of the O.O.D. In case of a serious incident with potential danger coming from the manoeuvre, the O.O.D. can impose DSQ from the session.

17.12.3 IRRESPONSIBLE RIDING 3

Is understood as obstruction towards the other riders. For example, if any rider starts blocking the other rider right after the start or any rider causes a crash on another rider on purpose. Such action shall be penalized for 60 % of the announced lap time. Such penalty is imposed under the absolute right of the O.O.D. In case of a serious incident with potential danger coming from the manoeuvre, the O.O.D. can impose DSQ from the session.

17.12.4 IRRESPONSIBLE RIDING 4

~~In case a rider is not able to go through the race course properly as instructed in the advance programme and by the O.O.D. , and causes danger towards him/herself, misses the buoys or other improper riding, such acts will be classified as Irresponsible riding and O.O.D. has right to DSQ such rider from the entire event.~~

17.10 PENALTIES FOR UNSPORTMANLIKE CONDUCT

In case of unfair play behaviour, the O.O.D. has the right to impose any of the card penalties described in 16.6.5.

~~**17.13.1 UNFAIR PLAY BEHAVIOUR DURING A SESSION**~~

~~In case of unfair play behaviour, the O.O.D. has right to impose any of the card penalties described in 16.6.5.~~

~~**17.13.2 UNSPORTSMANLIKE BEHAVIOUR OUTSIDE OF A SESSION**~~


~~In case of unfair play behaviour, the O.O.D. has right to impose any of the card penalties described in 16.6.5.~~

Justification

Section 17. Race Penalties of the UIM Motosurf 2025 Rulebook has been simplified, and duplications have been removed to improve clarity and orientation for both race officials and competitors. We also changed some of the penalties' value because in the past we could see that those stated before were not equitable.

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

Implementation date: 1st January 2026

 Proposal n°	<div>24</div>	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 18.1 SAFE ENTRANCE TO THE RACE TRACK 63	Author of the rule change proposal	Name/Surname: Petr Provaznik Contact email: pprovaznik@gmail.com

Current text

18.1 SAFE ENTRANCE TO THE RACE TRACK

The entrance into the race track is always marked and staked out by buoys. It is not possible to enter the race track from other places. The exact location and direction of the race from the entrance will always be announced before the first practice. The riders' entrance onto the race track will be coordinated by the Track Observer and the Pit Area Coordinator.

Proposed text

18.1 SAFE ENTRANCE TO THE RACE TRACK


Riders may enter the race track only through the designated entrance area. The exact location and direction of entry will be announced before the first session. All rider entry onto the track shall be coordinated by the Pit Area Coordinator.

~~The entrance into the race track is always marked and staked out by buoys. It is not possible to enter the race track from other places. The exact location and direction of the race from the entrance will always be announced before the first practice. The riders' entrance onto the race track will be coordinated by the Track Observer and the Pit Area Coordinator.~~

Justification

Make rule compact and remove regulations that are not applied.

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

 Proposal n°	<div>25</div>	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 18.3 SAFE EXIT FROM THE TRACK DURING THE RACE 63	Author of the rule change proposal	Name/Surname: Petr Provaznik Contact email: pprovaznik@gmail.com

Current text

18.3 SAFE EXIT FROM THE TRACK DURING THE RACE

Safe exit from the race track is understood as such a way out to the shore in which the rider shall not cross the race track. In practice, this means that the rider continues in the direction of the ride outside the race track behind the line of all buoys towards the entrance area to the race track. The rider shall NEVER change the direction of the ride and cross the track. Otherwise, it is considered as a serious breach of safety and the rider receives the Irresponsible Riding penalty.

Proposed text

18.3 SAFE EXIT FROM THE TRACK DURING THE RACE

A safe exit from the race track is defined as leaving the course without crossing the active racing line. The rider must continue in the direction of travel, outside the buoy line, and proceed toward the designated exit area.


A rider shall never change direction or cross the race track when exiting. Any such action is considered a serious breach of safety and will result in a penalty.

~~Safe exit from the race track is understood as such a way out to the shore in which the rider shall not cross the race track. In practice, this means that the rider continues in the direction of the ride outside the race track behind the line of all buoys towards the entrance area to the race track. The rider shall NEVER change the direction of the ride and cross the track. Otherwise, it is considered as a serious breach of safety and the rider receives the Irresponsible Riding penalty.~~

Justification

Make rule compact, clear and strict.

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;">26</h1>	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 18.4 SAFE EXIT FROM THE TRACK AFTER THE RACE 63	Author of the rule change proposal	Name/Surname: Petr Provaznik Contact email: pprovaznik@gmail.com

Current text

18.4 SAFE EXIT FROM THE TRACK AFTER THE RACE

Safe exit from the race track is understood as such a way out to the shore in which the rider shall not cross the race track. In practice, this means that the rider after passing through the gate continues in the direction of the ride outside the line of all buoys (if the entrance point to the race track is before the finish gate) or he/she takes the shortest route to the entrance area (if the entrance point to the race track is behind the finish gate).

The rider shall NEVER block the place in the finish gate, he/she shall not turn around inside it or pass through it into the opposite direction. In this case, it is considered as a serious breach of safety, and the rider will be penalized by Irresponsible Riding.

Proposed text

18.4 SAFE EXIT FROM THE TRACK AFTER THE RACE

A safe exit from the race track is defined as leaving the course without crossing the active racing line.

After passing through the finish gate, the rider must:

- a) if the exit point to the race track is before the finish gate: continue in the direction of travel, outside the buoy line, toward the exit area;***
- b) if the exit point is after the finish gate: take the shortest safe route directly to the exit area.***

A rider shall never block the finish gate, turn inside it, or pass through it in the opposite direction. Such actions are considered a serious breach of safety and will result in penalty.


Safe exit from the race track is understood as such a way out to the shore in which the rider shall not cross the race track. In practice, this means that the rider after passing through the gate continues in the direction of the ride outside the line of all buoys (if the entrance point to the race track is before the finish gate) or he/she takes the shortest route to the entrance area (if the entrance point to the race track is behind the finish gate).

The rider shall NEVER block the place in the finish gate, he/she shall not turn around inside it or pass through it into the opposite direction. In this case, it is considered as a serious breach of safety, and the rider will be penalized by Irresponsible Riding.

Justification

Make rules clear and improve formulations causing confusion.

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;">27</h1>	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 18.5 SIGNALS INDICATING A POTENTIAL INJURY DURING A SESSION 63	Author of the rule change proposal	Name/Surname: Petr Provaznik Contact email: pprovaznik@gmail.com

Current text

18.5 SIGNALS INDICATING A POTENTIAL INJURY DURING A SESSION

If there is a serious situation which could potentially damage the health of the participants or a situation that requires prompt medical attention, there are the following options:

- a. The injured rider is capable of signaling, he/she raises his/her hand from the water, picks up the board's nose from the water (lies down on it)
- b. The injured rider is not capable of signaling, the rider who notices the injured rider immediately raises his/her hand and rides towards the injured.
- c. Other riders who see the injured rider or the raised hand of a rider that goes to help the injured one, raise their hand and interrupt the race.
- d. The Track Referee notices the injured rider and signals to interrupt the race by waving a red flag above his/her head. The riders exit the track safely following the rules. The red and white flag signals.

This signal when given immediately activates rescue forces and emergency services. The rider must undergo medical examination.

Proposed text

18.5 SIGNALS INDICATING A POTENTIAL INJURY DURING A SESSION

If a serious situation occurs which may endanger the health of participants or require immediate medical attention, the following procedures apply:

- a. If the injured rider can signal, he/she shall raise one hand from the water and lift the nose of the board while lying on it.*
- b. If the injured rider is not capable of signaling, the rider who notices the incident shall immediately raise one hand and ride towards the injured rider.*
- c. Other riders who see the injured rider, or the raised hand of a rider providing assistance, shall raise their hand and leave the race track safely.*
- d. If the Track Referee notices an injured rider, he/she shall signal to stop the race by waving a red flag above the head. Riders must exit the track safely following the exit rules. A red flag indicates that rescue and emergency services are immediately activated.*

Any injured rider must undergo medical examination.

~~If there is a serious situation which could potentially damage the health of the participants or a situation that requires prompt medical attention, there are the following options:~~

~~a. The injured rider is capable of signaling, he/she raises his/her hand from the water, picks up the board's nose from the water (lies down on it)~~

~~b. The injured rider is not capable of signaling, the rider who notices the injured rider immediately raises his/her hand and rides towards the injured.~~

~~c. Other riders who see the injured rider or the raised hand of a rider that goes to help the injured one, raise their hand and interrupt the race.~~


~~d. The Track Referee notices the injured rider and signals to interrupt the race by waving a red flag above his/her head. The riders exit the track safely following the rules. The red and white flag signals.~~

~~This signal when given immediately activates rescue forces and emergency services. The rider must undergo medical examination.~~

Justification

Make rules clear and improve formulations causing confusion.

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

 Proposal n°	28	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 19.1 Before the session 65	Author of the rule change proposal	Name/Surname: Martin Jancalek Contact email: martin.jancalek@mosurfworldcup.com

Current text

19.1 BEFORE THE SESSION

The riders put their board on the stands according to their order on the entry list for the upcoming session.

Proposed text


19.1 BEFORE THE SESSION

The riders put their board on the stands according to their order on the entry list for the upcoming session. *The motorized surfboard of the rider has to deactivated.*

Justification

Extension of the rule.

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

 Proposal n°	<h1>29</h1>	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 19.2 After the session 66	Author of the rule change proposal	Name/Surname: Martin Jancalek Contact email: martin.jancalek@mosurfworldcup.com

Current text

19.2 AFTER THE SESSION

After the session the boards will be checked immediately after Heats and Finals sessions. The riders that finished their ride will bring the boards back to the Parc Fermé at earliest possible convenience. It is forbidden to bring the board back to the paddock without going through the Parc Fermé. This procedure will be held for the number of riders announced by the Technical Scrutineer in the morning briefing. The Technical Scrutineer is authorized to take a sample of fuel for further analysis to check compliance with the fuel regulations. Breaching the rule of the equal fuel provided by the organizer will be penalized by O.O.D. based on decision of the Technical Scrutineer. The Technical Scrutineer has right to DSQ the rider from the session after which the discrepancy was found or from the entire event. If there is a breach to rules found during the Parc Fermé After the session check and the Technical Scrutineer announced further action on such board, such

Proposed text


19.2 AFTER THE SESSION

After the session the boards will be checked immediately after Heats and Finals sessions. The riders that finished their ride will bring the boards back to the Parc Fermé at earliest possible convenience. It is forbidden to bring the board back to the paddock without going through the Parc Fermé. ***Within the limit of 6 minutes, the board is inspected. It is decided whether the machine is OK, technically does not meet the given category, or if there are further doubts meaning that the machine must be examined in more detail.*** ~~This procedure will be held for the number of riders announced by the Technical Scrutineer in the morning briefing.~~ The Technical Scrutineer is authorized to take a sample of fuel for further analysis to check compliance with the fuel regulations. Breaching the rule of the equal fuel provided by the organizer will be penalized by O.O.D. based on decision of the Technical Scrutineer. The Technical Scrutineer has right to DSQ the rider from the session after which the discrepancy was found or from the entire event. If there is a breach to rules found during the Parc Fermé After the session check and the Technical Scrutineer announced further action on such board, such

Justification

Simplification of the rule

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

 Proposal n°	30	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject	MotoSurf NEW 19.3 SUPERVISION OF THE BOARD IN CASE OF POTENTIAL TECHNICAL RULES BREACH	Author of the rule change proposal	Name/Surname: Martin Jancalek Contact email: martin.jancalek@motosurfworldcup.com
2025 Rulebook page	66		

Current text

NONE

Proposed text


19.3. SUPERVISION OF THE BOARD IN CASE OF POTENTIAL TECHNICAL RULES BREACH

A motorized surfboard suspected from a potential technical rules breach , which can only be verified only by dismantling, will remain in a protected mode, just like the drawn surfboards, until the end of the race / race day and verification. Subsequently, all repairs and modifications will only be made with the consent and participation of the technical commissioner. At the time window announced by the Technical Commissioner, the motorized surfboard will be dismantled and in case of a violation of the rules, all results from the on-going event will be annuled.

Justification

Extension of the rule.

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

 Proposal n°	<h1>31</h1>	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 20.1 FREE PRACTICE SESSION (FP) 67	Author of the rule change proposal	Name/Surname: Petr Provaznik Contact email: pprovaznik@gmail.com

Current text

20.1 FREE PRACTICE SESSION (FP)

For the practices, riders are sorted into groups according to their championship standings. In the first race of the season, it will be according to the standings from the previous year.

Riders will be sorted into groups and each group will have its own schedule. If a rider does not attend the practice, it will not be possible for the rider to attend a practice session in another group. The Free practice starts with the green flag signal. Based on the green flag signal, riders should enter the race track, it is forbidden to enter the race track from the starting block and getting an advantage of more practice starts. If a rider makes a practice start from the starting block in the Free Practice session, such rider will be penalized for Irresponsible Riding. The session is closed by showing of the chequered flag. When the flag marshal raises the green flag again, another group may enter the race course.

Proposed text

20.1 FREE PRACTICE SESSION (FP)

For practice sessions, riders are divided into groups according to Championship standings or at the discretion of the O.O.D. For the first race of the season, standings from the previous season may be used. Each group shall have its own practice schedule.

A rider who misses his/her assigned practice may participate in another group's session only with prior confirmation from Race Direction.

Free Practice begins with the green flag signal. At this signal, riders may enter the race track. Entry from the starting block is strictly prohibited, and no rider may gain an advantage by performing additional practice starts. Any rider who performs a practice start from the starting block during Free Practice will be penalized.


The session ends with the display of the chequered flag.

For the practices, riders are sorted into groups according to their championship standings. In the first race of the season, it will be according to the standings from the previous year. Riders will be sorted into groups and each group will have its own schedule. If a rider does not attend the practice, it will not be possible for the rider to attend a practice session in another group. The Free practice starts with the green flag signal. Based on the green flag signal, riders should enter the race track, it is forbidden to enter the race track from the starting block and getting an advantage of more practice starts. If a rider makes a practice start from the starting block in the Free Practice session, such rider will be penalized for Irresponsible Riding. The session is closed by showing of the chequered flag. When the flag marshal raises the green flag again, another group may enter the race course.

Justification

Make rules clear and remove overlaps with other sections.

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

 Proposal n°	32	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 20.3.1 QUALIFYING DEFINITION 67	Author of the rule change proposal	Name/Surname: Petr Provaznik Contact email: pprovaznik@gmail.com

Current text

20.3.1 QUALIFYING DEFINITION

The qualification is one of the most important stages of the race.

The best marked laptime means pole position for the fastest rider. Such rider leads the group in case of the flying starts or selects first position at the Starting Gate start in case of the start from the shore.

There are two qualification laps. The direction of the ride depends on the previously announced direction. The riders enter their qualifying in pairs.

Proposed text

20.3.1 QUALIFYING DEFINITION

Qualification is a mandatory stage of the race. Each rider shall complete two timed laps in the announced riding direction.

The fastest recorded lap time determines the pole position. The rider with pole position shall lead the group in case of a flying start or select the first starting position in case of a start from the shore.

In the event of identical lap times, the second-best lap time shall be used to determine the order. If the times remain identical, the affected riders shall draw lots under the supervision of Race Direction.

Riders who fail to record a qualifying lap time shall start from the back of the grid.

~~The qualification is one of the most important stages of the race.~~


~~The best marked laptime means pole position for the fastest rider. Such rider leads the group in case of the flying starts or selects first position at the Starting Gate start in case of the start from the shore.~~

~~There are two qualification laps. The direction of the ride depends on the previously announced direction. The riders enter their qualifying in pairs.~~

Justification

Make rules clear and remove overlaps with other sections.

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

 Proposal n°	33	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 20.3.2.1 QUALIFICATION PAIRS (TWO RIDERS ON COURSE) 67	Author of the rule change proposal	Name/Surname: Petr Provaznik Contact email: pprovaznik@gmail.com

Current text

20.3.2.1 QUALIFICATION PAIRS (TWO RIDERS ON COURSE)

The pairs are made according to the number of points in the championship standings. The riders with the closest point scoring pairs with the other in top to bottom order.

In case of an odd number of riders, the top two riders always start in pair. The last rider can conduct the qualifying alone.

If the pair has not scored any points in the championship yet, the pairs and its' order will be decided by the Time Keeping referee.

The two riders enter the race track at the same time based on the instructions of the Track Marshal.

First rider gets ready for her/his qualifying laps and waits in the marked area and watches out for the green flag signal to start the qualifying. The rider shall not cause any intended delays, shall not pass the gate before starting his/her qualifying run. Time keeping starts immediately as soon as the nose of the board crosses the line. Generally, the flying lap start should be started within 30 seconds. Causing any delays will be penalized.

Time keeping starts when the rider passes through the gate. The rider shall not enter the gate unless he/she is signalled to do so by the green flag. After passing through the gate the time keeping starts. If a rider falls into the water, or because of another riding mistake, rider does not want to resume the qualifying lap, he/she signals his/her decision by raising his/her hand, subsequently a green flag signals to him/her that he/she may start the second qualification lap.

The time keeping begins by crossing the gate and finishes after crossing the gate and completing the amount of laps. In case of Heats and Finals, the amount of laps for lapped riders are ruled according to the leader/winner of the session.

The second rider gets ready in the marked area and watches out for green flag signal to start his/her qualifying. After passing approximately 50 % of the first rider flying lap, the green flag signal is given for the second rider to start his/her qualifying run.

Every pass through the gate is signalled by green flag giving a signal to the rider that he/she can continue in his/her qualifying run or by a chequered flag ending the qualifying run.

After finishing the qualifying run the rider goes to the track exit point as soon as possible to make the course clean for another pair of qualifiers.

Every rider has up to 3 qualifying laps based on following:

- The riders that are affected by a crash into racing line by other falling rider or other obstacles in the racing line, will be given up to one more qualification lap. Every rider can have up to 3 (three) qualification laps. The exception for extension of the qualification run can be granted only once per session to a particular rider. Decision about granting extra lap is made by the O.O.D. based on the Time Keeping Referee.

Proposed text

20.3.2.1 QUALIFICATION PAIRS (TWO RIDERS)

Pairs are determined according to Championship standings or at the discretion of the O.O.D., with riders of closest points forming pairs in top-to-bottom order. In the case of an odd number of riders, the top two riders shall start together, and the last rider may qualify alone.

The two riders enter the track simultaneously under the direction of the Track Marshal.

The first rider positions in the designated waiting area and starts upon the green flag signal. The rider shall not pass the start gate before the signal, nor cause intentional delays. Any delay will be penalized. Timekeeping begins when the rider passes through the start gate and ends after crossing it again. If the rider falls or chooses not to resume the lap, he/she shall raise one hand. A green flag will then signal authorization to attempt the second qualification lap.

The second rider positions in the designated area and starts upon the green flag signal, approximately when the first rider has completed 50% of the lap.

Each pass through the gate is signaled by a green flag (continue) or a checkered flag (end of run). After finishing, riders shall exit the track immediately via the designated exit point to clear the course for the next pair.

Each rider may complete up to two qualification laps. In the event of obstruction caused by another rider's fall or by an obstacle on the racing line, one additional lap may be granted, up to a maximum of three laps. Any further exception may be granted only by the O.O.D.

~~The pairs are made according to the number of points in the championship standings. The riders with the closest point scoring pairs with the other in top to bottom order.~~

~~In case of an odd number of riders, the top two riders always start in pair. The last rider can conduct the qualifying alone.~~

~~If the pair has not scored any points in the championship yet, the pairs and its' order will be decided by the Time Keeping referee.~~

~~The two riders enter the race track at the same time based on the instructions of the Track Marshal.~~

~~First rider gets ready for her/his qualifying laps and waits in the marked area and watches out for the green flag signal to start the qualifying. The rider shall not cause any intended delays, shall not pass the gate before starting his/her qualifying run. Time keeping starts immediately as soon as the nose of the board crosses the line. Generally, the flying lap start should be started within 30 seconds. Causing any delays will be penalized.~~

~~Time keeping starts when the rider passes through the gate. The rider shall not enter the gate unless he/she is signalled to do so by the green flag. After passing through the gate the time keeping starts. If a rider falls into the water, or because of another riding mistake, rider does not want to resume the qualifying lap, he/she signals his/her decision by raising his/her hand, subsequently a green flag signals to him/her that he/she may start the second qualification lap.~~

~~The time keeping begins by crossing the gate and finishes after crossing the gate and completing the amount of laps. In case of Heats and Finals, the amount of laps for lapped riders are ruled according to the leader/winner of the session.~~

~~The second rider gets ready in the marked area and watches out for green flag signal to start his/her qualifying. After passing approximately 50 % of the first rider flying lap, the green flag signal is given for the second rider to start his/her qualifying run.~~

Every pass through the gate is signalled by green flag giving a signal to the rider that he/she can continue in his/her qualifying run or by a chequered flag ending the qualifying run.

After finishing the qualifying run the rider goes to the track exit point as soon as possible to make the course clean for another pair of qualifiers.


Every rider has up to 3 qualifying laps based on following:

–The riders that are affected by a crash into racing line by other falling rider or other obstacles in the racing line, will be given up to one more qualification lap. Every rider can have up to 3 (three) qualification laps. The exception for extension of the qualification run can be granted only once per session to a particular rider. Decision about granting extra lap is made by the O.O.D. based on the Time Keeping Referee.

Justification

Make rule clear, remove ambiguity and wrong references.

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;">34</h1>	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 20.3.2.1 QUALIFICATION TRIO (THREE RIDERS ON COURSE) 69	Author of the rule change proposal	Name/Surname: Petr Provaznik Contact email: pprovaznik@gmail.com

Current text

20.3.2.1 QUALIFICATION TRIO (THREE RIDERS ON COURSE)

The trios are made according to the number of points in the championship standings. The riders with the closest point scoring line up with the other in order from bottom to the top.

If the total amount of riders is not divisible by three, one rider enters the qualification alone or in pair based on number of the riders.

If there are riders that have not scored any points in the championship, such riders pair other riders based on decision of the Time Keeping referee.

The three riders enter the race track at the same time based on the instructions of the Track Marshal. First rider gets ready for her/his qualifying laps and waits in the designated area and watches out for the green flag signal to start the qualifying. The rider shall not cause any intended delays, shall not pass the gate before starting his/her qualifying run. Generally, the flying lap start should be started within 20 seconds. Causing any delays will be penalized.

Time keeping starts when the rider passes through the gate. The rider shall not enter the gate unless he/she is signalled to do so by the green flag. After passing through the gate the time keeping starts. If a rider falls into the water, or because of another riding mistake, rider does not want to resume the qualifying lap, he/she signals his/her decision by raising his/her hand. Such rider cannot enter the race course until a green flag signals to him/her that he/she may start the second and third qualification lap. The riders that are affected by a crash into racing line by other falling rider, will be given one more qualification lap.

The second and third rider gets ready in the designated area and watches out for green flag signal to start his/her qualifying. After passing approximately 20 seconds of the first rider flying lap, the green flag signal is given for the second rider to start his/her qualifying run.

Every pass through the gate is signalled by green flag giving a signal to the rider that he/she can continue in his/her qualifying run or by a chequered flag ending the qualifying run.

After finishing the qualifying run the rider goes to the track exit point as soon as possible to make the course clean for another pair of qualifiers.

Every rider has up to 3 qualifying laps based on following:

- The riders that are affected by a crash into racing line by other falling rider or other obstacles in the racing line, will be given up to one more qualification lap. Every rider can have up to 3 (three) qualification laps. The exception for extension of the qualification run can be granted only once per session to a particular rider. Decision about granting extra lap is made by the O.O.D. based on the Time Keeping Referee.

Proposed text

20.3.2.2 QUALIFICATION TRIO (THREE RIDERS) – numbering require update

Trios are determined according to Championship standings or at the discretion of the O.O.D., with riders of closest points forming groups of three in top-to-bottom order. If the number of riders does not allow forming full trios, the last session may consist of two riders or a single rider qualifying alone.

The three riders enter the track simultaneously under the direction of the Track Marshal.

The first rider positions in the designated waiting area and starts upon the green flag signal. The rider shall not pass the start gate before the signal, nor cause intentional delays. Timekeeping begins when the rider passes through the start gate and ends after crossing it again. If the rider falls or chooses not to resume the lap, he/she shall raise one hand. A green flag will then authorize the start of the next lap.

The second rider positions in the designated area and starts upon the green flag signal, approximately when the first rider has completed 33% of the lap.

The third rider positions in the designated area and starts upon the green flag signal, approximately when the second rider has completed 33% of the lap.

Each pass through the gate is signaled by a green flag (continue) or a checkered flag (end of run). After finishing, riders shall exit the track immediately via the designated exit point to clear the course for the next group.

Each rider may complete up to two qualification laps. In the event of obstruction caused by another rider's fall or by an obstacle on the racing line, one additional lap may be granted, up to a maximum of three laps. Any further exception may be granted only by the O.O.D.

The trios are made according to the number of points in the championship standings. The riders with the closest point scoring line up with the other in order from bottom to the top.

If the total amount of riders is not divisible by three, one rider enters the qualification alone or in pair based on number of the riders.

If there are riders that have not scored any points in the championship, such riders pair other riders based on decision of the Time Keeping referee.

The three riders enter the race track at the same time based on the instructions of the Track Marshal. First rider gets ready for her/his qualifying laps and waits in the designated area and watches out for the green flag signal to start the qualifying. The rider shall not cause any intended delays, shall not pass the gate before starting his/her qualifying run. Generally, the flying lap start should be started within 20 seconds. Causing any delays will be penalized.

Time keeping starts when the rider passes through the gate. The rider shall not enter the gate unless he/she is signalled to do so by the green flag. After passing through the gate the time keeping starts. If a rider falls into the water, or because of another riding mistake, rider does not want to resume the qualifying lap, he/she signals his/her decision by raising his/her hand. Such rider cannot enter the race course until a green flag signals to him/her that he/she may start the second and third qualification lap. The riders that are affected by a crash into racing line by other falling rider, will be given one more qualification lap.

The second and third rider gets ready in the designated area and watches out for green flag signal to start his/her qualifying. After passing approximately 20 seconds of the first rider flying lap, the green flag signal is given for the second rider to start his/her qualifying run.

Every pass through the gate is signalled by green flag giving a signal to the rider that he/she can continue in his/her qualifying run or by a chequered flag ending the qualifying run.

After finishing the qualifying run the rider goes to the track exit point as soon as possible to make the course clean for another pair of qualifiers.


Every rider has up to 3 qualifying laps based on following:-

—The riders that are affected by a crash into racing line by other falling rider or other obstacles in the racing line, will be given up to one more qualification lap. Every rider can have up to 3 (three) qualification laps. The exception for extension of the qualification run can be granted only once per session to a particular rider. Decision about granting extra lap is made by the O.O.D. based on the Time Keeping Referee.

Justification

Make rule clear, remove ambiguity.

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;">35</h1>	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 20.4 DIVISION OF RIDERS INTO GROUPS (ELITE, WOMEN, MASTERS, STOCK, STOCK R, JUNIORS GIRLS, JUNIORS BOYS, ELECTRIC CHALLENGE) 70	Author of the rule change proposal	Name/Surname: Petr Provaznik Contact email: pprovaznik@gmail.com

Current text

20.4 DIVISION OF RIDERS INTO GROUPS (ELITE, WOMEN, MASTERS, STOCK, STOCK R, JUNIORS GIRLS, JUNIORS BOYS, ELECTRIC CHALLENGE)

Riders are divided into groups according to the total number of registered riders. i.e. the number of riders is concluded on the day of the registration and no additional increase is possible.

For Heat 1 & Heat 2, Riders are divided into groups according to their official qualifying results. The qualifying winner is group A leader, runner up in the qualifying leads group B and so on. For Heat 3 & Heat 4, riders are divided into groups according to current point scoring of the racing weekend after Heat 1 & Heat 2. In case there are two riders tied on points, the rider with better qualifying laptime is advantaged in the current standings. In case the group is not complete because of a qualified rider's absence, riders who did not qualify for this particular session cannot replace or complete the session riders' field.

Proposed text

20.4 DIVISION OF RIDERS INTO GROUPS

Riders are divided into groups based on the total number of registered riders, as determined on the day of registration. No additional entries shall be accepted after registration is closed.

Groups are formed according to the official qualifying results. The qualifying winner shall lead Group A, the second-place rider shall lead Group B, and so on. The detailed logic of group assignment is specified in the next section of this Rulebook.


~~Riders are divided into groups according to the total number of registered riders. i.e. the number of riders is concluded on the day of the registration and no additional increase is possible.~~

~~For Heat 1 & Heat 2, Riders are divided into groups according to their official qualifying results. The qualifying winner is group A leader, runner up in the qualifying leads group B and so on. For Heat 3 & Heat 4, riders are divided into groups according to current point scoring of the racing weekend after Heat 1 & Heat 2. In case there are two riders tied on points, the rider with better qualifying laptime is advantaged in the current standings. In case the group is not complete because of a qualified rider's absence, riders who did not qualify for this particular session cannot replace or complete the session riders' field.~~

Justification

Simplify the rule, align it with the best practice and remove overlaps with other sections.

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

 Proposal n°	36	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 20.7.1 THE SCORING OF THE QUALIFICATION 72	Author of the rule change proposal	Name/Surname: Petr Provaznik Contact email: pprovaznik@gmail.com

Current text

20.7.1 THE SCORING OF THE QUALIFICATION

The qualification is awarded with the maximum number of points corresponding to the number of riders, men and women separately. The winner of the qualification will have as many points as there are riders, the person who ranks second receives one point less, etc. The last rider will have one point. Such scoring is done only for reason of determination of positions in case of tied points in the heats.

Proposed text

REMOVE ENTIRE PARAGRAPH


~~20.7.1 THE SCORING OF THE QUALIFICATION~~

~~The qualification is awarded with the maximum number of points corresponding to the number of riders, men and women separately. The winner of the qualification will have as many points as there are riders, the person who ranks second receives one point less, etc. The last rider will have one point. Such scoring is done only for reason of determination of positions in case of tied points in the heats.~~

Justification

Simplify the rules and remove overlaps with other sections.

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;">37</h1>	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 20.7.2 SCORING OF THE HEATS 73	Author of the rule change proposal	Name/Surname: Petr Provaznik Contact email: pprovaznik@gmail.com

Current text

20.7.2 SCORING OF THE HEATS

The scoring of the heats will be included in the overall scoring of the Championship and the Overall Racing Weekend, with the best 3 (three) heats out of 4 (four). If any competitor is disqualified in any heat, such heat is awarded with zero points and is not omitted. All riders who finish a particular heat are awarded with points (the chequered flag drop is recognized as the finish). In case that the rider (though in the first position) does not receive the chequered flag drop, he/she is not entitled to any points from the heat and is marked as a DNF (did not finish – status). If there are two riders tied on points after the counting the best 3 heats out of 4, the better qualifying result puts the particular riders ahead.

+ TABLE with points

Proposed text

20.7.2 SCORING OF THE HEATS

Heat results count toward both the Overall Racing Weekend classification and the Championship standings. For scoring purposes, the best three (3) heats out of four (4) are considered.

A rider disqualified in any heat shall receive zero (0) points for that heat; such a result cannot be omitted. All riders who finish a heat are awarded points, with the drop of the checkered flag recognized as the official finish. A rider who does not receive the checkered flag, regardless of position on the course, shall be classified as DNF and receive zero (0) points. If two riders are tied on points after applying the “best 3 of 4” rule, the higher qualifying result determines the ranking.

The ranking established under this rule defines the starting positions for the Final Session.


~~The scoring of the heats will be included in the overall scoring of the Championship and the Overall Racing Weekend, with the best 3 (three) heats out of 4 (four). If any competitor is disqualified in any heat, such heat is awarded with zero points and is not omitted. All riders who finish a particular heat are awarded with points (the chequered flag drop is recognized as the finish). In case that the rider (though in the first position) does not receive the chequered flag drop, he/she is not entitled to any points from the heat and is marked as a DNF (did not finish – status). If there are two riders tied on points after the counting the best 3 heats out of 4, the better qualifying result puts the particular riders ahead.~~

+ TABLE with points (KEEP)

Justification

Simplify the rule, make it clear, remove contradicting statements with other sections and remove overlaps with other sections.

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

 Proposal n°	38	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 20.7.4 FORMING THE POINTS BEFORE THE FINAL 73	Author of the rule change proposal	Name/Surname: Petr Provaznik Contact email: pprovaznik@gmail.com

Current text

20.7.4 FORMING THE POINTS BEFORE THE FINAL

Starting position into the finals is the sum of the three best heats (out of four). If two or more riders are tied on points the qualifying, the better last valid heat determines the better position for the finals. If there are same positions of such riders, better qualifying result determines more advanced position.

Proposed text

REMOVE ENTIRE SECTION


~~20.7.4 FORMING THE POINTS BEFORE THE FINAL~~

~~Starting position into the finals is the sum of the three best heats (out of four). If two or more riders are tied on points the qualifying, the better last valid heat determines the better position for the finals. If there are same positions of such riders, better qualifying result determines more advanced position.~~

Justification

Simplify the rules and remove overlaps with other sections.

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

 Proposal n°	39	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 20.7.5 THE WINNER & PODIUM CEREMONY 73	Author of the rule change proposal	Name/Surname: Petr Provaznik Contact email: pprovaznik@gmail.com

Current text

20.7.5 THE WINNER & PODIUM CEREMONY

The winner of the race is the one who has the highest number of points from the Final F1. If there is a tie, The Final (F1) is the base to determine positions for the Podium Ceremony.

Proposed text

20.7.5 THE WINNER & PODIUM CEREMONY


Each race concludes with a winners' podium ceremony. The top three riders in all categories shall be awarded on the podium.

~~The winner of the race is the one who has the highest number of points from the Final F1. If there is a tie, The Final (F1) is the base to determine positions for the Podium Ceremony.~~

Justification

Simplify the rule and remove overlaps with other sections.

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;">40</h1>	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 20.7.6 RACE OVERALL SCORING 73	Author of the rule change proposal	Name/Surname: Petr Provaznik Contact email: pprovaznik@gmail.com

Current text

20.7.6 RACE OVERALL SCORING

Every race is closed by the winners podium ceremony. Top three racers of the Elite, Stock, Women, Junior Boys, Juniors Girls and Electric challenge class are awarded on the podium.

Overall race standings are sum of 3 (three) best heats out of 4 (four) and the Final (F1). In the case of two riders being tied on points, the last valid session determines the final position – higher position in last valid session determines who gets a higher position in overall standings.

Proposed text

20.7.6 RACE OVERALL SCORING

The overall standings for the top twelve (12) riders are determined by their finishing positions in the Final session (F1). The standings for all remaining riders are determined by the ranking established in Section SCORING OF THE HEATS.


~~Every race is closed by the winners podium ceremony. Top three racers of the Elite, Stock, Women, Junior Boys, Juniors Girls and Electric challenge class are awarded on the podium.~~

~~Overall race standings are sum of 3 (three) best heats out of 4 (four) and the Final (F1). In the case of two riders being tied on points, the last valid session determines the final position – higher position in last valid session determines who gets a higher position in overall standings.~~

Justification

Align scoring logic with best practice, simplify the rule and remove overlaps with other sections.

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

 Proposal n°	<div>41</div>	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 21 Event schedule 74-76	Author of the rule change proposal	Name/Surname: Martin Jancalek Contact email: martin.jancalek@motosurfworldcup.com

Current text

21. EVENT SCHEDULE – MOTOSURF WORLD CHAMPIONSHIP

21.1 WEDNESDAY + THURSDAY

WEDNESDAY				
START	END	DURATION	TIME GAP	MSWC RACE
10:00	17:00	7:00	0:00	Track building
10:00	17:00	7:00	0:00	Paddock building
THURSDAY				
START	END	DURATION	TIME GAP	MSWC RACE
9:00	19:00	10:00	0:00	Track building
9:00	19:00	10:00	0:00	Paddock building
16:00	20:00	4:00	0:00	REGISTRATION
16:00	20:00	4:00	0:00	TECHNICAL CONTROL

21.1 FRIDAY 2025

FRIDAY				
START	END	DURATION	TIME GAP	EVENT
7:00	7:55	0:55	0:05	REGISTRATION
8:00	8:30	0:30	0:00	BRIEFING
8:30	8:45	0:15	0:00	FP1 - ELECTRIC CHALLENGE
8:45	9:00	0:15	0:00	FP1 - STOCK - GROUP A
9:00	9:15	0:15	0:00	FP1 - STOCK - GROUP B
9:15	9:30	0:15	0:00	FP1 - STOCK R
9:30	9:45	0:15	0:00	FP1 - MASTERS - GROUP A
9:45	10:00	0:15	0:00	FP1 - MASTERS - GROUP B
10:00	10:15	0:15	0:00	FP1 - WOMEN - GROUP A
10:15	10:30	0:15	0:00	FP1 - WOMEN - GROUP B
10:30	10:45	0:15	0:00	FP1 - JUNIORS - GROUP A
10:45	11:00	0:15	0:00	FP1 - JUNIORS - GROUP B
11:00	11:15	0:15	0:00	FP1 - ELITE - GROUP A
11:15	11:35	0:20	0:00	QP - ELECTRIC CHALLENGE
11:35	12:05	0:30	0:00	LUNCH TIME
12:05	12:50	0:45	0:00	QP - STOCK
12:50	13:15	0:25	0:00	QP - STOCK R
13:15	13:55	0:40	0:00	QP - MASTERS
13:55	14:25	0:30	0:00	QP - WOMEN
14:25	14:55	0:30	0:00	QP - ELITE
14:55	15:25	0:30	0:00	QP - JUNIORS
15:25	15:45	0:20	0:00	HEAT 1 - ELECTRIC CHALLENGE (5 LAPS, 2 jokers)
15:45	16:10	0:25	0:00	HEAT 1 - WOMEN - GROUP A (7 laps, 2 jokers)
16:10	16:35	0:25	0:00	HEAT 1 - WOMEN - GROUP B (7 laps, 2 jokers)
16:35	17:00	0:25	0:00	HEAT 1 - JUNIORS - GROUP A (5 laps, 1 joker)
17:00	17:25	0:25	0:00	HEAT 1 - JUNIORS - GROUP B (5 laps, 1 joker)
17:25	17:50	0:25	0:00	HEAT 1 - ELITE (8 laps, 2 jokers)

21.2 SATURDAY

SATURDAY				
START	END	DURATION	TIME GAP	EVENT
7:20	7:35	0:15	0:15	BRIEFING
7:50	8:15	0:25	0:00	HEAT 1 - STOCK - GROUP A (6 laps, 2 jokers)
8:15	8:40	0:25	0:00	HEAT 1 - STOCK - GROUP B (6 laps, 2 jokers)
8:40	9:05	0:25	0:00	HEAT 1 - STOCK R (6 laps, 2 jokers)
9:05	9:30	0:25	0:00	HEAT 1 - MASTERS (6 laps, 2 jokers)
9:30	9:55	0:25	0:00	HEAT 1 - MASTERS (6 laps, 2 jokers)
9:55	10:10	0:15	0:00	HEAT 2 - ELECTRIC CHALLENGE (5 LAPS, 2 jokers)
10:10	10:30	0:20	0:00	HEAT 2 - WOMEN - GROUP A (7 laps, 2 jokers)
10:30	10:50	0:20	0:00	HEAT 2 - WOMEN - GROUP B (7 laps, 2 jokers)
10:50	11:10	0:20	0:00	HEAT 2 - JUNIORS - GROUP A (5 laps, 1 joker)
11:10	11:30	0:20	0:00	HEAT 2 - JUNIORS - GROUP B (5 laps, 1 joker)
11:30	11:50	0:20	0:00	HEAT 2 - ELITE (8 laps, 2 jokers)
11:50	12:20	0:30	0:00	LUNCH BREAK
12:20	12:40	0:20	0:00	HEAT 2 - STOCK - GROUP A (6 laps, 2 jokers)
12:40	13:00	0:20	0:00	HEAT 2 - STOCK - GROUP B (6 laps, 2 jokers)
13:00	13:20	0:20	0:00	HEAT 2 - STOCK R (6 laps, 2 jokers)
13:20	13:40	0:20	0:00	HEAT 2 - MASTERS - GROUP A (6 laps, 2 jokers)
13:40	14:00	0:20	0:00	HEAT 2 - MASTERS - GROUP B (6 laps, 2 jokers)
14:00	14:15	0:15	0:00	HEAT 3 - ELECTRIC CHALLENGE (5 LAPS, 2 jokers)
14:15	14:35	0:20	0:00	HEAT 3 - WOMEN - GROUP A (7 laps, 2 jokers)
14:35	14:55	0:20	0:00	HEAT 3 - WOMEN - GROUP B (7 laps, 2 jokers)
14:55	15:15	0:20	0:00	HEAT 3 - JUNIORS - GROUP A (5 laps, 1 joker)
15:15	15:35	0:20	0:00	HEAT 3 - JUNIORS - GROUP B (5 laps, 1 joker)
15:35	15:55	0:20	0:00	HEAT 3 - ELITE (8 laps, 2 jokers)
15:55	16:15	0:20	0:00	HEAT 3 - STOCK - GROUP A (6 laps, 2 jokers)
16:15	16:35	0:20	0:00	HEAT 3 - STOCK - GROUP B (6 laps, 2 jokers)
16:35	16:55	0:20	0:00	HEAT 3 - STOCK R (6 laps, 2 jokers)
16:55	17:15	0:20	0:00	HEAT 3 - MASTERS - GROUP A (6 laps, 2 jokers)
17:15	17:35	0:20	0:00	HEAT 3 - MASTERS - GROUP B (6 laps, 2 jokers)
17:35	17:55	0:20	0:00	HEAT 4 - ELITE (8 laps, 2 jokers)
17:55	18:15	0:20	0:00	HEAT 4 - JUNIORS - GROUP A (5 laps, 1 joker)
18:15	18:35	0:20	0:00	HEAT 4 - JUNIORS - GROUP B (5 laps, 1 joker)

21.3 SUNDAY

SUNDAY				
START	END	DURATION	TIME GAP	EVENT
8:00	8:20	0:20	0:10	BRIEFING
8:30	8:45	0:15	0:00	HEAT 4 - ELECTRIC CHALLENGE (5 LAPS, 2 jokers)
8:45	9:05	0:20	0:00	HEAT 4 - WOMEN - GROUP A (7 laps, 2 jokers)
9:05	9:25	0:20	0:00	HEAT 4 - WOMEN - GROUP B (7 laps, 2 jokers)
9:25	9:45	0:20	0:00	HEAT 4 - STOCK - GROUP A (6 laps, 2 jokers)
9:45	10:05	0:20	0:00	HEAT 4 - STOCK - GROUP B (6 laps, 2 jokers)
10:05	10:25	0:20	0:00	HEAT 4 - STOCK R (6 laps, 2 jokers)
10:25	10:45	0:20	0:00	HEAT 4 - MASTERS - GROUP A (6 laps, 2 jokers)
10:45	11:05	0:20	0:00	HEAT 4 - MASTERS - GROUP B (6 laps, 2 jokers)
11:05	11:20	0:15	0:00	F1 - JUNIORS BOYS (6 laps, 1 joker)
11:20	11:35	0:15	0:00	F1 - JUNIORS GIRLS (6 laps, 1 joker)
11:35	11:45	0:10	0:00	F1 - ELECTRIC CHALLENGE (6 laps, 2 jokers)
11:45	12:30	0:45	0:00	LUNCH BREAK
12:30	12:50	0:20	0:00	F1 - MASTERS (9 laps, 2 jokers)
12:50	13:10	0:20	0:00	F1 - STOCK R (10 laps, 2 jokers)
13:10	13:30	0:20	0:00	F1 - STOCK (10 laps, 2 jokers)
13:30	13:50	0:20	0:00	F1 - WOMEN (9 laps, 2 jokers)
13:50	14:10	0:20	0:00	F1 - ELITE - (12 laps, 2 jokers)
14:10	14:40	0:30	0:00	FINAL CEREMONY

Proposed text

21. EVENT SCHEDULE – ~~MOTOSURF WORLD CHAMPIONSHIP~~

The entire race takes place over 4 days (1 day for technical controls and 3 race days) – most often from Thursday to Sunday. An example of the race weekend schedule is shown below, but it may change depending on the circumstances. The exact schedule will be published before the respective race.

21.1 DAY 1 – TECHNICAL CONTROLS

Thursday					
START	END	DURATION	TIME GAP	EVENT	
10:00	11:00	1:00	0:00	ENGINES DRAWING (WOMEN & STOCK CLASS)	
10:00	11:00	1:00	0:00	TECHNICAL CONTROL - ELITE	
11:00	12:30	1:30	0:00	ENGINES ASSEMBLY (WOMEN & STOCK CLASS)	
11:00	13:00	2:00	0:00	TECHNICAL CONTROL - MASTERS	
13:00	14:00	1:00	0:00	LUNCH BREAK	
14:00	15:00	1:00	0:00	STOCK & WOMEN ENGINES TEST SESSION	
14:00	15:30	1:30	0:00	TECHNICAL CONTROL - JUNIORS	
15:30	17:00	1:30	0:00	TECHNICAL CONTROL - WOMEN	
17:00	18:30	1:30	0:00	TECHNICAL CONTROL - STOCK + STOCK R	
19:00	20:00	1:00	0:00	BRIEFING	

21.1 WEDNESDAY + THURSDAY

Including the current picture

21.2 RACE DAY 1

Friday					
START	END	DURATION	TIME GAP	EVENT	
9:00	9:10	0:10	0:00	FP1 - STOCK + STOCK R - GROUP A	
9:10	9:20	0:10	0:00	FP1 - STOCK + STOCK R - GROUP B	
9:20	9:30	0:10	0:00	FP1 - WOMEN - GROUP A	
9:30	9:40	0:10	0:00	FP1 - WOMEN - GROUP B	
9:40	9:50	0:10	0:00	FP1 - MASTERS - GROUP A	
9:50	10:00	0:10	0:00	FP1 - MASTERS - GROUP B	
10:00	10:10	0:10	0:00	FP1 - JUNIORS	
10:10	10:20	0:10	0:00	FP1 - ELITE - GROUP A	
10:20	10:35	0:15	0:00	TECHNICAL BREAK	
10:35	10:45	0:10	0:00	FP2 - STOCK + STOCK R - GROUP A	
10:45	10:55	0:10	0:00	FP2 - STOCK + STOCK R - GROUP B	
10:55	11:05	0:10	0:00	FP2 - WOMEN - GROUP A	
11:05	11:15	0:10	0:00	FP2 - WOMEN - GROUP B	
11:15	11:25	0:10	0:00	FP2 - MASTERS - GROUP A	
11:25	11:35	0:10	0:00	FP2 - MASTERS - GROUP B	
11:35	11:45	0:10	0:00	FP2 - JUNIORS	
11:45	11:55	0:10	0:10	FP2 - ELITE - GROUP A	
12:05	13:05	1:00	0:00	LUNCH BREAK	
13:05	13:50	0:45	0:00	QP - WOMEN	
13:50	14:10	0:20	0:00	QP - JUNIORS BOYS	
14:10	14:25	0:15	0:00	QP - JUNIORS GIRLS	
14:25	15:35	1:10	0:00	QP - MASTERS	
15:35	15:50	0:15	0:00	QP - ELITE	
15:50	16:55	1:05	0:50	QP - STOCK + STOCK R	
17:45	18:30	0:45	0:00	BRIEFING	

21.1 FRIDAY 2025

Including the current picture

21.3 RACE DAY 2

Saturday						
START (LT)	RT (C)	END (LT)	ID (C)	DURATION	TIME GAP	EVENT
8:30		8:50		0:20	0:00	HEAT 1 - JUNIORS - BOYS (5 laps, 1 joker)
8:50		9:10		0:20	0:00	HEAT 1 - JUNIORS - GIRLS (5 laps, 1 joker)
9:10		9:30		0:20	0:00	HEAT 1 - WOMEN - GROUP A (7 laps, 2 jokers)
9:30		9:50		0:20	0:00	HEAT 1 - WOMEN - GROUP B (7 laps, 2 jokers)
9:50		10:10		0:20	0:00	HEAT 1 - MASTERS - GROUP A (6 laps, 2 jokers)
10:10		10:30		0:20	0:00	HEAT 1 - MASTERS - GROUP B (6 laps, 2 jokers)
10:30		10:50		0:20	0:00	HEAT 1- ELITE (8 laps, 2 jokers)
10:50		11:10		0:20	0:00	HEAT 1 - STOCK + STOCK R - GROUP A (6 laps, 2 jokers)
11:10		11:30		0:20	0:00	HEAT 1 - STOCK + STOCK R - GROUP B (6 laps, 2 jokers)
11:30		11:45		0:15	0:00	HEAT 2 - JUNIORS - BOYS (5 laps, 1 joker)
11:45		12:00		0:15	0:00	HEAT 2 - JUNIORS - GIRLS (5 laps, 1 joker)
12:00		12:15		0:15	0:00	HEAT 2 - WOMEN - GROUP A (7 laps, 2 jokers)
12:15		12:30		0:15	0:00	HEAT 2 - WOMEN - GROUP B (7 laps, 2 jokers)
12:30		12:45		0:15	0:00	HEAT 2- ELITE (8 laps, 2 jokers)
12:45		13:45		1:00	0:00	LUNCH BREAK
13:45		14:00		0:15	0:00	HEAT 2 - STOCK + STOCK R - GROUP A (6 laps, 2 jokers)
14:00		14:15		0:15	0:00	HEAT 2 - STOCK + STOCK R - GROUP B (6 laps, 2 jokers)
14:15		14:30		0:15	0:00	HEAT 2 - MASTERS - GROUP A (6 laps, 2 jokers)
14:30		14:45		0:15	0:00	HEAT 2 - MASTERS - GROUP B (6 laps, 2 jokers)
14:45		15:00		0:15	0:00	HEAT 3 - ELITE (8 laps, 2 jokers)
15:00		15:15		0:15	0:00	HEAT 3 - WOMEN - GROUP A (7 laps, 2 jokers)
15:15		15:30		0:15	0:00	HEAT 3 - WOMEN - GROUP B (7 laps, 2 jokers)
15:30		15:45		0:15	0:00	HEAT 3 - STOCK + STOCK R - GROUP A (6 laps, 2 jokers)
15:45		16:00		0:15	0:00	HEAT 3 - STOCK + STOCK R - GROUP B (6 laps, 2 jokers)
16:00		16:15		0:15	0:00	HEAT 2 - JUNIORS - BOYS (5 laps, 1 joker)
16:15		16:30		0:15	0:00	HEAT 2 - JUNIORS - GIRLS (5 laps, 1 joker)
16:30		16:45		0:15	0:00	HEAT 3 - MASTERS - GROUP A (6 laps, 2 jokers)
16:45		17:00		0:15	0:45	HEAT 3 - MASTERS - GROUP B (6 laps, 2 jokers)
17:45		18:30		0:45	0:00	BRIEFING

21.2 SATURDAY

Including the current picture

21.4. RACE DAY 3

Sunday						
START		END		DURATION	TIME GAP	EVENT
9:00		9:15		0:15	0:00	HEAT 4 - JUNIORS - BOYS (5 laps, 1 joker)
9:15		9:30		0:15	0:00	HEAT 4 - JUNIORS - GIRLS (5 laps, 1 joker)
9:30		9:45		0:15	0:00	HEAT 4 - ELITE (8 laps, 2 jokers)
9:45		10:00		0:15	0:00	HEAT 4 - WOMEN - GROUP A (7 laps, 2 jokers)
10:00		10:15		0:15	0:00	HEAT 4 - WOMEN - GROUP B (7 laps, 2 jokers)
10:15		10:30		0:15	0:00	HEAT 4 - STOCK + STOCK R - GROUP A (6 laps, 2 jokers)
10:30		10:45		0:15	0:00	HEAT 4 - STOCK + STOCK R - GROUP B (6 laps, 2 jokers)
10:45		11:00		0:15	0:00	HEAT 4 - MASTERS - GROUP A (6 laps, 2 jokers)
11:00		11:15		0:15	0:00	HEAT 4 - MASTERS - GROUP B (6 laps, 2 jokers)
11:15		12:15		1:00	0:00	LUNCH BREAK
12:15		12:30		0:15	0:05	F1 - JUNIORS GIRLS (6 laps, 2 joker)
12:35		12:50		0:15	0:05	F1 - JUNIORS BOYS (6 laps, 2 joker)
12:55		13:10		0:15	0:05	F1 - MASTERS (10 laps, 2 jokers)
13:15		13:30		0:15	0:05	F1 - STOCK R (10 laps, 2 jokers)
13:35		13:50		0:15	0:05	F1 - STOCK (10 laps, 2 jokers)
13:55		14:10		0:15	0:05	F1 - WOMEN (9 laps, 2 jokers)
14:15		14:30		0:15	1:30	F1 - ELITE - (12 laps, 2 jokers)
16:00		17:00		1:00	0:00	FINAL CEREMONY

21.3 SUNDAY


Including the current picture

Justification

First of all we deleted the label MotoSurf World Championship from the name of the rule because this schedule is most likely to be used for all MotoSurf events. With the first paragraph we specify that this is on an example of the schedule and that the exact schedule will be published in an advanced program before the race. We also changed the pictures of the schedule example because they are more accurate.

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

Implementation date: 1st January 2026

 Proposal n°	42	COMMITTEE	MOTOSURF COMMITTEE
Discipline Rule article n° Article subject 2025 Rulebook page	MotoSurf 22.1 Minimum requirements of the event schedule 77	Author of the rule change proposal	Name/Surname: Martin Jancalek Contact email: martin.jancalek@mososurfworldcup.com

Current text

22.1 MINIMUMAL REQUIREMENTS OF THE EVENT SCHEDULE

- a. Minimum number of FP: 1
- b. Qualifying is obligatory part of the event
- c. Minimum number of heats per class: 2
- d. Minimum number of Finals: 1

Proposed text

22.1 MINIMUM REQUIREMENTS OF THE EVENT ~~SESSIONS~~ SCHEDULE

In order to claim the event valid and to award points to the championship, the event has to fulfill minimum these sessions:

- a. Minimum number of FP: 1*
- b. Qualifying: 1 (obligatory part of the event)*
- c. Minimum number of heats per class: 0*
- d. Minimum number of Finals: 0*

In case conditions do not allow and only the qualification is completed, the race winners will be declared based on the qualification results, and no championship points will be awarded.

- ~~a. Minimum number of FP: 1~~
- ~~b. Qualifying is obligatory part of the event~~
- ~~c. Minimum number of heats per class: 2~~
- ~~d. Minimum number of Finals: 1~~

Justification

There might be a situation when we under any circumstances cannot race in the heats and finals. For this reason we would like to change the minimum requirements needed for the race to be valid after only qualifying. If that happens, no points won't be awarded.

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

Implementation date: 1st January 2026