




FORMULAE

 Proposal n°	<h1 style="color: red;">1</h1>	COMMISSION	FORMULAE COMMITTEE
Discipline Rule article n° Article subject 2021 Rulebook page	Circuit F2 Blue pages, article 2 Race Format 351	Author of the Rule change proposal	Name/Surname: Pelle Larsson Contact email: F2@uim.sport

Current text

2. RACE FORMAT

1. 2.1. Each F2 race counting towards the Drivers World Championship will include four separate parts to take place over a period of two or three consecutive days in accordance with the full UIM Circuit rules for racing, classification, protests and appeal and by the specific rules listed below.

Each World Championship round shall be organized on a course with a water registration allowing at least 18 boats to start.

2. 2.2. Each Organizer must guarantee to have the permission released by Local Authority for running on the water under fair conditions. In case of force majeure the race may take place in one day.
3. 2.3. If, through Force Majeur, less than 25% of the programmed total timed trial period is run, the grid positions will be established using the current championship order.
4. 2.4. The programme for the event must include:
 1. 2.4.1. Free practice (minimum 1 x 90 minutes);
 2. 2.4.2. Qualifying

- Q1: All boats may run laps at any time during the first 20 minutes of the hour. Timing of the boats will start after the time that the first boat has completed 3 laps. At the end of the first 20 minutes, only the fastest 15 boats will remain in the water, the excluded boats will fill the final grid positions.

- Q2: After a minimum seven minute break, the times will be reset to zero and the 15 remaining boats will then run a further 15 minute session. Timing of the boats will start after the time that the first boat has completed 3 laps. Again the boats may complete as many laps as they want during the 15 minute session. At the end of Q2, the 9 slowest boats will drop out and fill position 7- 15 on the start grid.

- Q3 = The Top 6 boats will run together for 15 minutes, no limit of laps per boat.

Q1, Q2 and Q3: RED and YELLOW FLAG

If a RED FLAG is required during Q1 and/or Q2 and/or Q3, the time is immediately stopped and all boats must return to the pontoon. When the race course is again ready, the UIM Sports Commissioner shows the green FLAG and the time will start again.

If a YELLOW FLAG is required in Q1 and/or Q2 and/or Q3, all boats may stay in on the race course, respect the area with the YELLOW FLAG and must reduce speed. No timing will be taken during the YELLOW flag period, and the time required to clear the course is added on to the remaining time for Q1 and/or Q2 and/or Q3.

If there are 25 boats or more enrolled at the event, the qualifying will be as follows:

FREE PRACTICE

The drivers will be split into two groups = Group A and Group B (The groups will be chosen by alternate race number from the entry list). 90 minutes practice for each group.

QUALIFYING

Q1 = The drivers will be put into three groups: Group A – Group B – Group C (9 + 8 + 8 = 25)

So the groups will be as follows:

GROUP A – 9 drivers

Position = 1-4-7-10-13-16-19-22-25

GROUP B – 8 drivers

Position = 2-5-8-11-14-17-20-23

GROUP C – 8 drivers

Position = 3-6-9-12-15-18-21-24

20 minutes of each group.

Only if two boats of the same Team come into the same group, the UIM Commissioner can change the group for another boat.

Q2 = The top five boats of each group A-B-C go into the Q2 session

Q3 = The Top 6 boats will run together for 15 minutes, no limit of laps per boat.

If for any reason qualifying cannot be completed on the Saturday or take place at all, one of the following alternatives will be used:

a) Use the results from Q1 or jointly from Q1 and Q2.

b) Have 1 hour qualifying session for all boats with unlimited number of timed laps.

c) Use the current World Championship positions, or if the first race of the season, the World Championship positions of the previous season.

NO Q3 session to take place on the race day of the event

If a driver is deemed to have stopped unnecessarily on the circuit or impeded another driver during qualifying, his times may be cancelled.

No refueling allowed during the full qualifying session.

Proposed text

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Each World Championship round shall be organized on a course with a water registration allowing at least 18 boats to start.

- 2.2. Each Organizer must guarantee to have the permission released by Local Authority for running on the water under fair conditions. In case of force majeure the race may take place in one day.
- 2.3. If, through Force Majeur, less than 25% of the programmed total timed trial period is run, the grid positions will be established using the current championship order.
- 2.4. The programme for the event must include:
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 - 2.4.2. Qualifying

- Q1: All boats may run laps at any time during the first 20 minutes of the hour. Timing of the boats will start after the time that the first boat has completed 3 laps. At the end of the first 20 minutes, only the fastest 15 boats will remain in the water, the excluded boats will fill the final grid positions.

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So the groups will be as follows:

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GROUP C – 8 drivers

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20 minutes of each group.

Only if two boats of the same Team come into the same group, the UIM Commissioner can change the group for another boat.

Q2 = The top five boats of each group A-B-C go into the Q2 session

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b) Have 1 hour qualifying session for all boats with unlimited number of timed laps.

c) Use the current World Championship positions, or if the first race of the season, the World Championship positions of the previous season.

NO Q3 session to take place on the race day of the event

If a driver is deemed to have stopped unnecessarily on the circuit or impeded another driver during qualifying, his times may be cancelled.

No additional nor removing weight can be added / removed after the green flag shows for start for qualification.


No refueling allowed during the full qualifying session.

There must be enough of fuel left in fuel tank so it can be taken one A sample and B sample (if needed) of fuel for fuel check when qualification is over.

Justification

It is always a discussing if they are allowed to add or take away weight when qualification starts. Hopefully this will be clear for everyone.

**Rule change to be voted by UIM Council on xx October 2021
Implementation date: 1st January 2022**

 Proposal n°	<h1 style="color: red;">2</h1>	COMMISSION	FORMULAE COMMITTEE
Discipline Rule article n° Article subject 2021 Rulebook page	Circuit Blue pages F2, article 10 F2 Superlicences 359	Author of the Rule change proposal	Name/Surname: Pelle Larsson Contact email: F2@uim.sport

Current text

10. SUPERLICENCES

10.1. The nationality of a driver is the nationality of the N.A. which issued the international racing licence to the driver. Medical and immersion tests can be done in other countries if the issuing N.A. agrees. The flag is the one of the issuing N.A. of the international licence as above. The request for the UIM Superlicence must come from the N.A. which issues the international racing licence.

10.2. Drivers must hold a UIM super licence before entry will be accepted.

A driver who exceeds 50 years of age in the season for which he is applying for a superlicense, must produce the medical certificate including all detailed examinations which will be submitted to a doctor approved by the UIM

10.3. Any new driver must be vetted in practice by the UIM Race Director and the drivers delegate to the UIM.

10.4. The super licence is required for F2 together with the NA international Licence. No other membership is required.

10.5. To obtain a superlicence for the first time, a driver must have participated in the last 2 years in 6 circuit races (classified) using a catamaran type hull (750 cc minimum) or a hydrocat min 500 cc. Definition of a race during a race weekend: even if several heats take place, the race weekend with all heats or races counts as one race only. The National Authorities are fully liable for the sports c.v. that they submit for their drivers. The full race results of each race must be supplied since the drivers must have done at least 6 races with 70 % of the total distance of each race event.

10.6. The superlicence is provisional for the first 6 races and can be withdrawn at any time during the first 6 races by a committee composed by the UIM Race Director, the O.O.D and the Drivers representative. F2 Superlicence will remain as PROVISIONAL status for the first six (6) races. If the drivers cause an accident, then the provisional status will be extended for one more race, with a maximum of two accidents. After causing two accidents between two boats the provisional Superlicence will be withdrawn for the remainder of the current racing season. When a super licence is withdrawn, next application can only take place for the next season.

An anthropometric check of data reported in the Superlicence application may be carried out at any event during the relevant season by a UIM appointed Medical. In case the Driver's data would not be anymore within the mandatory parameters, the Driver shall be immediately disqualified from the Event and his/her the Superlicence shall remain suspended until a new Superlicence is obtained.

10.7. The application for a super licence must be made by the National Authority of the driver and lodged with the UIM 4 weeks before the first event the driver wants to participate in. The superlicence fee of 300 Euro will be doubled for applications received beyond the 4 weeks deadline.

No application will be taken in consideration within one week from the following event.

10.8. The application must be accompanied by:

- The sports career of the driver, mentioning the results obtained in the qualifying events;
- UIM medical documents, as per appendix to these rules, giving the information required by the UIM rules 109.09/ 109.10 / 109.11.

General Recommendation for F2 superlicence holders concerning physical fitness

- Cardiovascular training (endurance training) as jogging, cycling, rowing etc. twice a week - minimum 20 minutes without any interruption. Any sports activity which has "stand still" during the activity such as soccer, tennis or any ball sport is not suitable for the endurance training, but recommended as additional training;
- Training to build up muscles for neck and back at least twice a week;
- The immersion certificate (ref 205.05);
- A photo
- The fees will be fixed by the UIM Council and paid to the UIM Secretariat. Superlicence fee fixed to 300 euro. For late application, the superlicence fee has been fixed to 600 euro and must be paid to the UIM Secretariat;
- Medical expertise fee for drivers over 50 years in the season : 200 euro;
- The digital version of the rulebook is available on the UIM website.

10.9. The National Authorities are responsible for the information given.

10.10. The application will be examined by UIM Office and the appointed medical expert.

10.11. The super licence is valid for 1 year (from January 1st or from the date of issue to December 31st).

10.12. For renewal of the super licences, the National Authorities must, before the end of December, send the UIM a list of the drivers for whom a renewal for the following year is required.

Proposed text

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10.1. The nationality of a driver is the nationality of the N.A. which issued the international racing licence to the driver. Medical and immersion tests can be done in other countries if the issuing N.A. agrees. The flag is the one of the issuing N.A. of the international licence as above. The request for the UIM Superlicence must come from the N.A. which issues the international racing licence.

10.2. Drivers must hold a UIM super licence before entry will be accepted.

A driver who exceeds 50 years of age in the season for which he is applying for a superlicence, must produce the medical certificate including all detailed examinations which will be submitted to a doctor approved by the UIM

10.3. Any new driver must be vetted in practice by the UIM Race Director and the drivers delegate to the UIM.

10.4. The super licence is required for F2 together with the NA international Licence. No other membership is required.

10.5. To obtain a superlicence for the first time, a driver must have participated in the last 2 years in 6 circuit races (classified) using a catamaran type hull (750 cc minimum) or a hydrocat min 500 cc. Definition of a race during a race weekend: even if several heats take place, the race weekend with all heats or races counts as one race only. The National Authorities are fully liable for the sports c.v. that they submit for their drivers. The full race results of each race must be supplied since the drivers must have done at least 6 races with 70 % of the total distance of each race event.

10.6. The superlicence is provisional for the first 6 races and can be withdrawn at any time during the first 6 races by a committee composed by the UIM Race Director, the O.O.D and the Drivers representative. F2 Superlicence will remain as PROVISIONAL status for the first six (6) races. If the drivers cause an accident, then the provisional status will be extended for one more race, with a maximum of two accidents. After causing two accidents between two boats the provisional Superlicence will be withdrawn for the remainder of the current racing season. When a super licence is withdrawn, next application can only take place for the next season.

If you re-apply for a superlicence after at least three years absence from F2 superlicence, the superlicence is provisional for the first 4 races and can be withdrawn at any time during the first 4 races by a committee composed by the UIM Race Director, the O.O.D and the Drivers representative. F2 Superlicence will remain as PROVISIONAL status for the first four (4) races.

If the drivers cause an accident, then the provisional status will be extended for one more race, with a maximum of two accidents. After causing two accidents between two boats the provisional Superlicence will be withdrawn for the remainder of the current racing season. When a superlicence is withdrawn, next application can only take place for the next season.

An anthropometric check of data reported in the Superlicence application may be carried out at any event during the relevant season by a UIM appointed Medical. In case the Driver's data would not be anymore within the mandatory parameters, the Driver shall be immediately disqualified from the Event and his/her the Superlicence shall remain suspended until a new Superlicence is obtained.

10.7. The application for a super licence must be made by the National Authority of the driver and lodged with the UIM 4 weeks before the first event the driver wants to participate in. The superlicence fee of 300 Euro will be doubled for applications received beyond the 4 weeks deadline.

No application will be taken in consideration within one week from the following event.

10.8. The application must be accompanied by:

- The sports career of the driver, mentioning the results obtained in the qualifying events;
- UIM medical documents, as per appendix to these rules, giving the information required by the UIM rules 109.09/ 109.10 / 109.11.

General Recommendation for F2 superlicence holders concerning physical fitness

- Cardiovascular training (endurance training) as jogging, cycling, rowing etc. twice a week - minimum 20 minutes without any interruption. Any sports activity which has "stand still" during the activity such as soccer, tennis or any ball sport is not suitable for the endurance training, but recommended as additional training;
- Training to build up muscles for neck and back at least twice a week;
- The immersion certificate (ref 205.05);
- A photo
- The fees will be fixed by the UIM Council and paid to the UIM Secretariat. Superlicence fee fixed to 300 euro. For late application, the superlicence fee has been fixed to 600 euro and must be paid to the UIM Secretariat;
- Medical expertise fee for drivers over 50 years in the season : 200 euro;
- The digital version of the rulebook is available on the UIM website.

10.9. The National Authorities are responsible for the information given.

10.10. The application will be examined by UIM Office and the appointed medical expert.


10.11. The super licence is valid for 1 year (from January 1st or from the date of issue to December 31st).

10.12. For renewal of the super licences, the National Authorities must, before the end of December, send the UIM a list of the drivers for whom a renewal for the following year is required.

Justification

There is more driver who previously held an F2 superlicense who want to reintroduce in F2. That license will be provisional if they have not held an F2 superlicence for at least three year.

**Rule change to be voted by UIM Council on 21st October 2021
Implementation date: 1st January 2022**

 Proposal n°	<h1 style="color: red;">3</h1>	COMMISSION	FORMULAE COMMITTEE
Discipline Rule article n° Article subject 2021 Rulebook page	Circuit Blue pages F2, article 10 Yellow Cards 361	Author of the Rule change proposal	Name/Surname: Pelle Larsson Contact email: F2@uim.sport

Current text

11. YELLOW CARDS

Yellow cards given in other Formulae Series (F1) will be taken into account on the yellow card listing.

11.1. Yellow cards can only be given for the behaviour on the water.

11.2. A yellow card will be confirmed on a form which will be posted with the results. The Driver has 60 minutes to protest to the jury.

11.3. If the protest is not upheld, he can appeal. Protests and appeals must be lodged according to UIM rules.

11.4. A yellow card can be given by:

the Officer of the Day;

UIM Race Director

11.5. A yellow card or red card can be given according to the following:

11.5.1. Up to two yellow cards at a time for dangerous driving;

11.5.2. Red card for extremely dangerous driving and unsportsmanlike behaviour.

Proposed text

11. YELLOW/ RED/ BLUE CARD

Yellow **or red cards** given in other Formulae Series (F1) will be taken into account on the yellow card listing.

11.1. Yellow cards can only be given for the behaviour on the water.

11.2. ***A yellow or red card will be confirmed on UIM form which will be posted with the results and if it is confirmed it must be included in the commissioner's report. The recipient must be notified privately before a red card or yellow or blue is posted if the recipient is available.***

11.3. If the protest is not upheld, he can appeal. Protests and appeals must be lodged according to UIM rules.

11.4. A yellow card or red card can be given according to the following:

11.4.1. Up to two yellow cards at a time for dangerous driving.

11.5.2. Red card for extremely dangerous driving and unsportsmanlike behaviour.

11.6. A yellow **or red card** can be given by: UIM F2 Race Director and O.O.D

11.7. To be applied to all people in the paddock: A blue card can be given by the UIM F2 Race Director and O.O.D for any offensive, unsportsman, abrasive etc, behavior during any official activity (briefing, race control during event etc.) A second card will immediately remove the offender from that activity. Following the subject activity, the Race Jury will meet and determine if further disciplinary action is justified.

Justification

There must be more clarity about who can give yellow/red/ blue card

Commission Advice

UIM Legal Consultant

**Rule change to be voted by UIM Council on 21st October 2021
Implementation date: 1st January 2022**