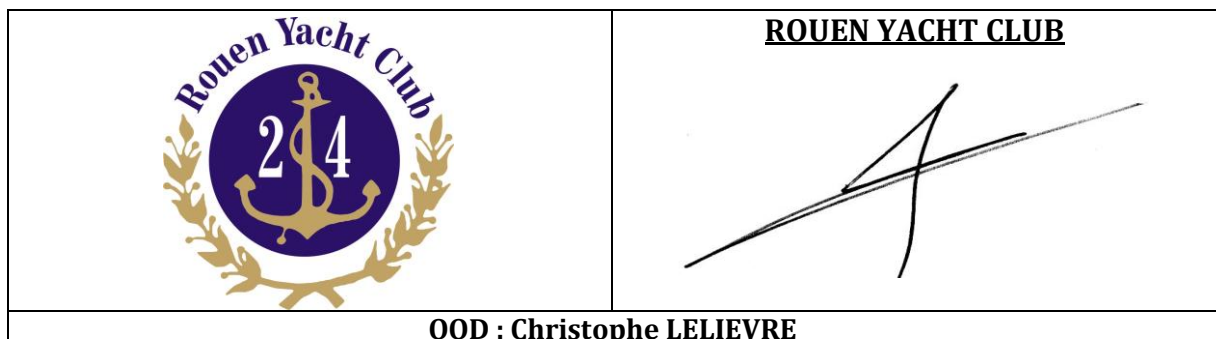


24^H ROUEN

MAY 02 & 03, 2020



WORLD CIRCUIT ENDURANCE SUPPLEMENTARY REGULATIONS



APPROVED BY THE SPORTING COMMISSION OF THE FRENCH MOTONAUTIC FEDERATION

DECEMBER 30, 2019

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1 GENERAL CONDITIONS

Art 1 - INFORMATION OF THE EVENT

The Rouen Yacht Club, founder of the event, organizes on May 2nd and 3rd, 2020, with the assistance of the City of Rouen, of the Department of Seine-Maritime and the Region Normandy, an international motonautique race referred to as the "International 24 Hours of Rouen", included in the calendar of the French Federation and the International Union Motonautique counting towards the World Endurance Championship.

The event is placed under the aegis of the Union Internationale Motonautique (U.I.M.) and the "Federation Française Motonautique" (F.F.M.), contract insurance "AXA France IARD No 7284843104. The " 24HROUEN 2020" will take place in compliance with the requirements of the international regulations of the U.I.M., as well as the present particular regulation, to which the competitors are submitted by the sole fact of their registration.

In addition to the official rules, the Organizer decides to adopt and enforce an "eco-citizen" approach to record the event in accordance with the environmental and sustainable development policy.

The official display board will be placed close to the general secretariat of the event, at the entrance of the boat pits. It will enable the organizer to communicate information to the competitors outside the briefing.

Any communication made on this notice board is official provided that the displayed document includes the date, time and signature of the race director or deputy race director, of the chairman of the race jury and of the official representative of the U.I.M.

It is the responsibility of the teams to consult the display board where they can find rankings, schedules, penalties and the decisions of the Jury (non-exhaustive list)

Art 2 - GENERAL REGULATION

For all the points not addressed in these regulations, refer to Regulation U.I.M 2020 (902).

Summary of penalties UIM Art: 902.38

Problem when refueling: **4 laps.**

Racing offence: **3 laps.**

Offence to light: after two laps without light and information to the team manager **the laps are not counted anymore.**

Offence to craning: **4 laps**

Offence to flags: **3 laps.**

Offence to priority: **5 laps.**

Not attending the briefing: **5 laps.**

Not attending the technical scrutineering: **5 laps.**

*: 2020 UIM Rules modification subject to change

Art 3 - ENTRY FEES AND FINANCIAL CONDITIONS (PER BOAT)

The event will be held over two days for a period of 24 hours. The duration of the event must comply with the advance program.

The timing of the event, previously fixed, will remain effective regardless of the time of the race stoppage. (For example, if the race is stopped for 1 hour, it will finish at 4:00 pm on May 03rd whatever happens).

The minimum age to compete in Rouen is 16 years, subject to permits, license and test.

The entry fee is set as follows (with advertising by the organization):

Category S III	4000.00€ (*)
Category S II	5500.00€ (*)
Category class X	according to its category (*)

Payment by transfer:

Category S III	January 31: 2000 € - February 29: 1000 € - March 31: 1000 €
Category S II	January 31: 2500 € - February 29: 1500 € - March 31: 1500 €
Category X	class Next to category (*)

In case of pre-commitment (before October 4th), the price discount of 500 € is applied :

Category S III	3500.00 € (*)
Category S II	5000.00 € (*)
Category X	class next to category (*)

The balance will be payable on the following dates:

Category S III	January 31: 1000€ - February 29: 1000€ - March 31: 1000€
Category S II	January 31: 1500€ - February 29: 1500€ - March 31: 1500€
Category Class X	according to its category (*)

No check will be accepted.

(*): Where the advertising of the organization is not visible, the entry fees increase by 1000 €.

In addition, a deposit check of 3000.00 € (to join to the registration form) and will be deducted with the amount of possible penalties.

In case of non-respect of these payment terms, a penalty of 1000 € per fortnight will be applied.

The balance of the commitment must be done before the 31 March 2020, otherwise a penalty of 50% on the commitment will be applied.

All payments must be made by bank transfer to the bank account N ° 00020523704
Credit Mutuel Bank: 10278 - Counter: 02149 - Key: 60
IBAN: FR76 1027 8021 4900 0205 2370 460

Will be valid only the entry forms duly completed, sent before March 31st 2020, to
ROUEN YACHT CLUB - 8 rue Edmond Flamand Ile Lacroix 76000 Rouen or by
E-mail : registration@24heuresrouen.com

and accompanied with a deposit check of 3000.00 €, from which will be deducted the amount of any penalties and damage to public infrastructure found by the organizer.

The deposit of foreign teams (3000€) will be paid in cash at the administrative registration and will be returned at the end of the race, minus any possible penalties and degradations caused to public infrastructures noted by the organizer.

Vocabulary: is considered as a “foreign team” a boat registered abroad and led by at least three drivers who do not have the French nationality.

Each team should appoint one reference contact at the time of the registration and provide his phone number and an e-mail address.

In case of cancellation after the closing registration date, the entry fee remains to the R.Y.C.

No modification of the crew will be permitted after the technical scrutineering, regardless of the reasons.

The boats must be in a closed pit area before the final closure. See the event time schedule.

The boats will be allowed to leave the pit area only for the mandatory parade that will be held downtown on Thursday April 30th, 2020 at 18:00 (subject to municipal authorizations).

Art 4 - TEAM

Per boat, the promoter will provide the following passes:

- 1 Team Manager
- 1 Team Manager Assistant
- 1 Radioman
- 1 Radioman assistant
- 3 drivers minimum, 4 maximum – exception: 5 drivers for S 3.
- As much as escorts per drivers (1 additional pass by driver)
- 6 refuellers
- 9 assistants

The promoter will give 10 VIP passes per boat.

Team registration must be done via the website 24Heuresrouen.com before March 31st.

The surname, first name, e-mail address and photo identification are required.

Art 5 - CIRCUIT

The total length of the circuit:

For the S 3: 3 kms 800

For the S 2: 3 kms 600

A two-buoy curve downstream and one-buoy curve upstream for the S 3

A two-buoy curve downstream and one-buoy curve upstream for the S 2

The circuit is divided into three zones:

- The ALPHA zone which extends from the refueling pontoon to the Boieldieu bridge.
- The BRAVO zone that extends from the downstream buoy to the upstream buoy of Lacroix Island.
- The CHARLIE zone, which extends from the upstream buoy to the downstream buoy of Lacroix Island.

Unannounced speed measurement will be applied at any time.

In the ALPHA zone, the speed is always limited to maximum 70km/hour.

In case of excessive speed: **5 penalty laps** will be applied to each infraction.

Safety and towing boats have an absolute priority on racing boats; racing boats must keep at least 10 meters distance from safety boats. Any breach of this rule would result in a penalty of **5 laps** upon report of the Commissioners on the rescue boats, even disqualification in case of endangering people on board these boats.

All infringements concerning the race paths allowed on the circuit (in particular regarding bridge piers) will be penalized **5 Penalty laps**.

At night, if a boat breaks down on the circuit, the driver is obliged to keep the lights on even under towing, and until his return to the pits area. Any breach of these rules will result **5 laps penalty**.

Art 6 - LAYOUT

The layout of pits is composed of:

- Secretariat general
- Stand
- Refueling area (c.f. Art 28 – Refueling)
- Craning area (c.f. 32 – Craning)
- Safety area: an area is provided allowing, in the event of fuel leakage in a boat, to become safe (power failure, emptying of the boat). The wearing of fire protection hoods and gloves is compulsory in this area. In all cases, a boat presenting a risk of explosion must be placed under a bridge in the pit area.
- Closed pit called “Parc Fermé”

Art 7 - RULES IN THE PADDOCK

The pits area is a main place of the event. People inside must behave well and respect each other. Each represents powerboating in front of the public.

The teams must fulfill the obligations defined by the organizer. To do so, please refer to the teams' obligations in the attached document

The wearing of the pass is compulsory.

Each person entering the pits area must wear their pass in a visible way, for the duration of their visit. In case it is not visible, this person will be expelled from the pits area.

Are not allowed in the paddock:

- Children under 14 years old. No derogation.
- The animals even held on a leash.

It is forbidden to smoke in the pits. Any breach of this rule will result in the immediate expulsion of the offender from the pits area, whether it is a driver, an assistant or a guest.

The consumption of alcohol and narcotics is strictly prohibited on the entire paddock (cranes, boat pits, official structures) for the all the actors of the race (drivers, mechanics, volunteers, officials as well as all people having a task onsite).

Unannounced checks will be made (narcotics, alcohol), and any offense will result in the expulsion of the offender.

It is prohibited to use any device with a flame or anything likely to start a fire.

Generators are prohibited in the pits.

No thermal engine will be permitted in the pits (electrical gear authorized). Any breach of this measure will result in the confiscation of the equipment for the duration of the race. The use of bicycles is encouraged and recommended.

Electric vehicles (electric scooters, gyroskates/hoverboards ...) and bicycles will have to drive at low speed on the whole site (maximum at a pedestrian speed).

Priority remains to pedestrians.

Art 8 - ALTERATION OF THE PITS

The ROUEN YACHT CLUB provides you 6-meter long by 4-meter wide locations for the boats. Behind this location, you will have a 9-meter long by 4-meter wide living space.

Up to the teams to set up their own white structures inside these locations and to laterally partition the location of the boat(s).

Are not permitted the trailers of semi-trailer type.

For aesthetic reasons and for the image of the event, it is essential that the material be clean and representative. All teams are required to decorate their stands following the recommendations of the organizer (cf. Appendices).

Any modification requiring drilling of the ground is strictly prohibited.

The installation of a floor covering or any other decoration is authorized if it is made of non-flammable material.

It is imperative that the equipment be in place before closure of the boat pits. After this limit, no entry will be allowed. It is therefore strongly recommended to make all arrangements accordingly.

Stand locations will be allocated by the organizer according to the wishes of the teams and according to the technical constraints of the organization.

Depending on the date of receipt of these same pre-commitments, teams may choose the location of their derrick on the refueling pontoon and radioman in the reserved area.

Lubricant and fuel recovery bins as well as absorbent mats (not supplied) will have to be permanently in place under the engines and evacuations of the boats skates (in case of presence of fuel in the boat). Failure to comply will result in a fine (see eco-citizen charter) for each infraction found by the Commissioners. The Organizer also provides storage bins for oil wastes.

No storage of fuel is allowed in the assistance trucks nor on the grounds of the boating pit. The fuel from a tank drain, unfit for consumption, will be immediately evacuated, to be stored in a dedicated recovery tank, placed at a location to be specified at the briefing. Failure to comply with these instructions will result in a penalty of **5 laps** and will result in disqualification and expulsion from the event in case of recurrence.

Each team must have and set up an appropriate extinguisher at its location, as well as a fire extinguisher on each trailer.

Art 9 - SUSTAINABLE DEVELOPMENT

All used oils must be standard to the EURO 08 norms and the teams must have a recovery or absorbing mat (80 x 80 cm minimum) to be replaced as many times as necessary.

The running of the engine must be carried out with a disc and with an external silencer and only after agreement by the officer on duty and the scrutineer.
Offence: **5 laps** in the event of non-compliance.

The silencers will be mandatory for the duration of the race as the event is located in the city (UIM 505.01).

The environmental care agreement must be signed by each team in competition.

In the event of proven pollution of the boat, first warning of 5 laps penalty with mandatory repair will be applied. If repair is not possible, the boat is disqualified.

Art 10 - GENERAL REGULATION ACCEPTANCE

Each team manager will provide to Rouen Yacht Club :

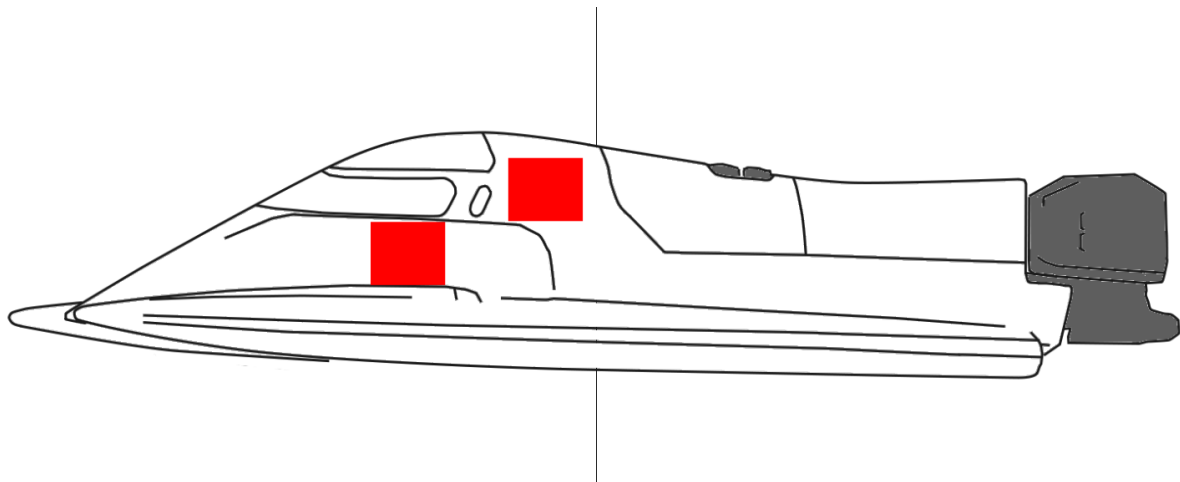
- Signed registration form
- Entry fees payment
- Environmental Care Agreement signed

Otherwise the inscription to 24HROUEN will not be taken into account, but the amounts paid will remain at the Rouen Yacht Club.

2. TECHNICAL REGULATION

Art 11 - RACE NUMBER

The race numbers will necessarily be positioned at the level of the driver (behind his head or on the crash- box) such as on the visual below.



The surface of race number panel needs to be put in place on the boat before technical scrutineering.

The surface of the race number panel needs to correspond to the following measures & characteristics: rectangular shape and size 32 cm (height) x 40 cm (width) must absolutely comply with the colors below:

S 2: Blue pantone 653

S 3: Red pantone 485

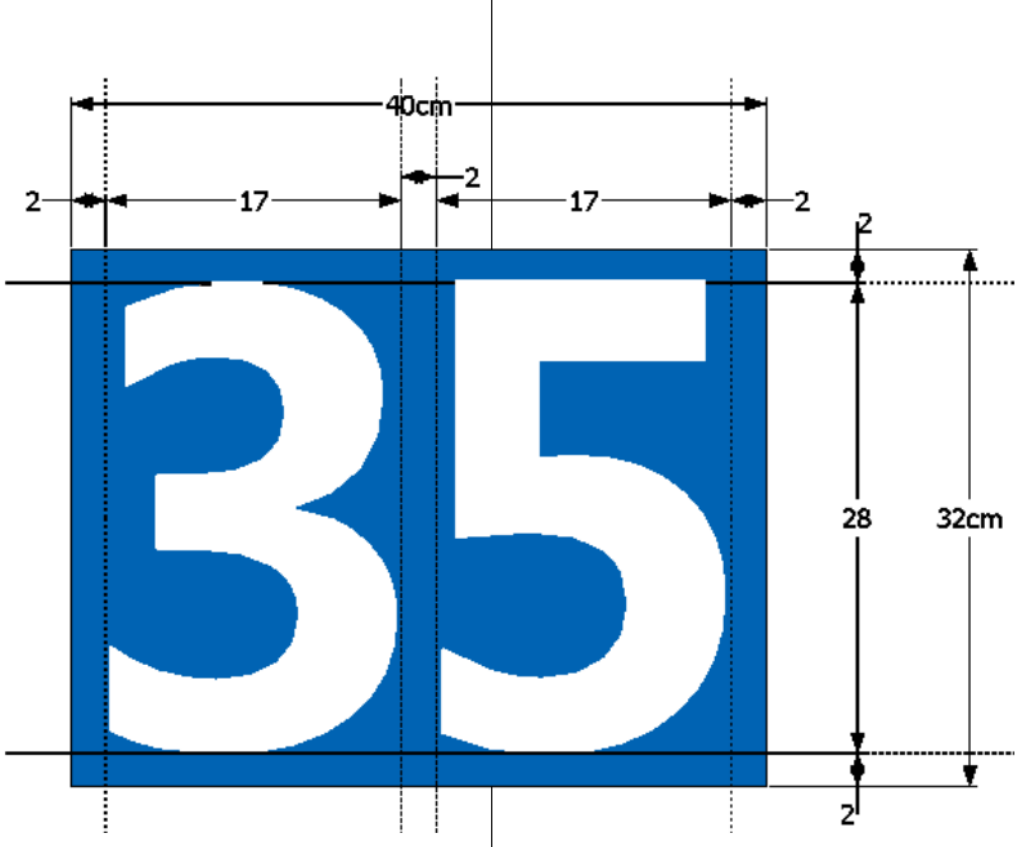
X : Black

The race numbers are written in Titilium bold font. They are white luminescent with a height of 28 cm and 4 cm wide.

If boat identification is impossible through its number (day and night), it will be stopped by the race direction.

The coding of race number is the following:

- S 2: From 1 to 40
- S 3: From 41 to 100
- X : From 101 to 150



Without derogating from article 902-13 of the UIM rules, teams that have several boats and whose hull colors are similar, are allowed to surround the race number (40cmx32cm) with an external 4cm wide band, luminescent yellow color for one boat and luminescent red color for the other boat, in order to facilitate the work of the timing team and to limit errors between two identical boats in all points (see illustration).



Art 12 - PROMOTER ADVERTISING

Advertising of dimension 10 cm height x 30 cm width is provided by the organizer of the event. This organizer advertising will be positioned at the touching end of the race number, either above or below.

Art 13 - LIGHTS ON BOAT

Under Article UIM 902.10, all boats must be equipped with two projectors marine certification (minimum 36 watts or equivalent in led (415 lumens) placed at the front of the boat and two white lights at the back.

Green light & red-light marine certification need to be placed on both sides of the cockpit & not on the roof of the boat. Compliant lights should not be modified with adhesive &/or varnish.

In addition, a white led 360° flashtube of high power and autonomous will be placed at the highest point of the cell (independently of the electrical circuit of the boat and running on battery or batteries only for this lamp)

The power of above lighting must be performing on an autonomous and independent electric circuit, which will remain operational when the General cut-off of the boat is positioned on OFF (engine OFF, Lights ON).

Reminder regarding safety: the boat shall be fitted with a killer switch or battery cut off device, which is accessible at the outside of the hull. In Off position it must stop the engine (circuit of ignition and gasoline).

A waterproof torch must be accessible by the driver in the cockpit of the boat.

The lights will need to be lit:

01 May: from 20:00 until the end of the tests

02 May: from 20:00 until 03 May at 8:30.

Nevertheless, competitors must be able to turn their lights on, upon order of the race director.

Art 14 - U.H.F. RADIO

For safety reasons, it is mandatory to be equipped with radio connections (UHF) on competition boats, so the race direction can communicate directly with the competitors.

If the UIM allows it, a channel for a permanent contact between the competitor and her radioman may be used.

Each team must be in possession of the document regarding the single frequency with the Authority Regulating the Electronic Communication and Post (ARCEP). If this document is not provided, any boat under French flag cannot be admitted to technical scrutineering.

Radiomen area will be made available to the teams (location specified at the briefing). It is mandatory for all competitors to have one team representative: either a radioman or the team manager in this area during the entire race (including during the lap of honor, for the top 3 in each category).

If one Commissioner notes the absence of a team representative, the team will be penalized by **5 laps penalty, for each absence.**

Art 15 - PROTECTION

Protection of team members: the driver must wear his race outfit (race suit, helmet, life vest, high shoes) for the practice and the race.

Similarly, all team members will need to be protected.

Any driver who does not respect the rules, will not be allowed to take part to the race or to the practice sessions.

Team managers must make sure that the propeller is protected by a suitable cover, when the boat is in the pits area or on the way to the cranes.

3. SPORTING REGULATIONS

Art 16 - ELIGIBLE BOATS

The world endurance Championship is open to all following classes and categories :

S 2 2 050 cm³ + 30% for EPA engines

S 3 1 050 cm³ + 30% for EPA engines

S 3 H2

Experimental CLASS

The boats of the experimental class (X) will not be classified in the scratch results of the 24HROUEN nor to the Endurance World Championship but will be classified within their own category.

For all categories, boats will have to comply with U.I.M. rules.

Art 17 - ADMINISTRATIVE CHECKS

The pilots and/or team managers will have to attend in priority to the FFM race secretariat with the following documents:

- *License for each participating driver and written permission from parents or legal representatives for pilots under 18 years old.
- *Current valid immersion test certificate for each pilot.
- *Photocopy of boat driving license on sea and river for each driver (except foreign pilots if non-mandatory in their country).
- *The registration certificate of the boat (for the countries imposing a registration).
- *Permission to leave country and insurance for foreign drivers.
- *Team members license registration will occur during the administrative control.
- *For new drivers, the certificate of capability issued by the FFM.

Following this administrative control, the team manager will receive the document required for technical scrutineering.

During this administrative control, the team manager will have to pay the assistant licenses, except if they can justify they have their own insurance.

Art 18 - TECHNICAL SCRUTINEERING

Scrutineering will take place as defined in the document « provisional technical scrutineering time table ». Specific light check will be applied during night.

Boats shall be submitted to the technical scrutineering with dismantled deformable skate ends and a set of alternative ones must be available. Each boat must be presented with the full race equipment, race suit, safety jacket, helmet, closed high shoes for each driver entered on the scrutineering document and in possession of the following documents:

- Logbook with owners license.
- Homologation sheet of the engine for sport categories.
- Homologation number of the cell fixed on the boat, plate fixed visibly on the cell and guaranteeing the floatability of the boat (U.I.M. 503.02 and 509.01).
- The corresponding cockpit conformity sticker or measurement certificate
- The certificate of registration of the boat
- The certificate of unique frequency
- Compliant security equipment with valid dates of validity

At the end of the control, the official stickers will be affixed to each boat.

All interventions on the boat between inspections and practice shall be transmitted to the scrutineers to check their validity.

Any change of the motor (cylinder and carter) intervening between the free practice and the effective start of the race, will require a new technical control.

Only homologated single engines can be used. The engine block must remain the same from the start. All other parts may be changed. All engine blocks will be marked one hour prior the commencement of the race. More than one engine can be used in practice. For the S2 and S3 classes, a standard ECU box will be allocated to the 2019 winner, second and third podium and the most performer before the free practice, and must be used during the race art: UIM 902.4.

Art 19 - DRIVERS MEETING

The pilot briefing is mandatory. It will take place, most likely, on May 1st, 2020 at 2:00 pm (refer to the document of the schedule of the event).

All drivers, team managers and radiomen will be called individually by the race director, prior the briefing start.

It will be forbidden to leave the room before the end of the briefing.

Sanction due to absence or early departure: **5 penalty laps per absent person**

Art: 902.38 UIM.

Only drivers, team managers and radiomen will be allowed to attend the briefing. Mobile phones will need to be turned off during the meeting.

It will be stated at the briefing, that some persons are authorized by the organization (nominative list displayed on the official secretariat board) to carry out, at any time, inspections and checks on security matters throughout the racing site and structures. (Race direction, the official structures, safety boats, different HQ stands, vehicles on site...) with the exception of the medical HQ (for privacy reasons)

Art 20 - BUOYS

The event takes place on the Seine, in the city center, around the Lacroix island.

Two circuits are arranged each with a double buoy downstream and a double buoy upstream:

- the internal circuit for S. 2
- the external circuit for S. 3.
- Different penalties will be applied according to art.902.38 concerning the buoys.

Art 21 - FREE PRACTICE

The free practice will take place as defined in document 'EVENT TIMETABLE" will be held according to the U.I.M. rules. All regulations regarding the race will also be applicable during free practice.

Any driver who never attended this event (even if he is an experienced one) or a driver changing category must complete 2 laps minimum during free practice. This is to be done during the 1st hour of free practice (under control of the commissioners).

In the morning of May 1st will be organized a race circuit reconnaissance, by group, with an experienced driver.

Safety and towing boats will be provided on the circuit during the sessions of free practice, without navigation interruption. As per U.I.M. regulations the racing suit and equipment is compulsory during the free practice.

The circuit during the free practice & race is the same.

Any docking boat takes priority over a boat that starts from the dock.

Any boat that enters the circuit needs to give priority to boats already on the race circuit.

If a boat in transit passes by during the practice, the same procedure as during the race will be applied (c.f. Art 24).

Penalties during free practice & race are the same, the penalty lap will be deducted during the first hour of race and displayed on the official notice board.

Art 22 - STARTING SESSION 1

Competitors must position themselves in the zone ALPHA between the bridge William the Conqueror (Guillaume le Conquerant) and the bridge Jeanne d'Arc.

A / 5 minutes before departure: radio announcement + red light ON

B / 1 minute before departure: red light ON + starter boat with raised flag

C / At the hour of departure: green light ON + starter boat with French flag dropped.

If a competitor passes the starting line when the red light is still ON, the boat will be sanctioned by **11 penalty laps for S2 – 6 penalty laps for S3**.

If a competitor takes over the starter boat while the French flag is still raised, the boat will be sanctioned by **11 penalty laps for S2 – 6 penalty laps for S3**.

In case of technical problems (on starting lights), the race direction reserves the right to give an update at the drivers briefing.

Art 23 - RACE NEUTRALIZATION

At the end of the first session, all the boats will be placed into security area, except upon special exemption by the commissioners. Any contravention of this regulation will be a disqualification.

Repairs or mechanical acts are prohibited, except for:

- Propeller disassembly
- Radio disassembly

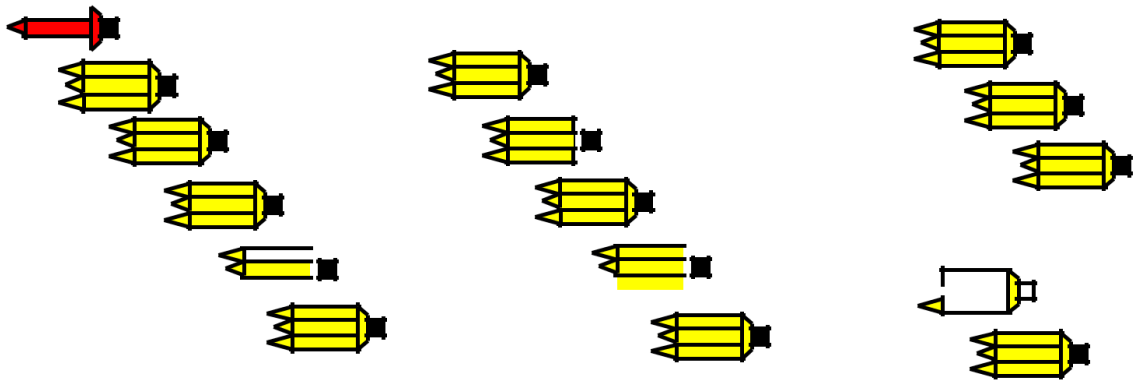
In the morning of the second session, competitors will not leave the closed park until the technical commissioner has given the order. Repairs or mechanical acts are prohibited before departure time of the competitors, except for:

- Test of engine start
- Assembly of the propeller
- Assembly of the radio

Art 24 - START PROCEDURE SESSION 2

The starting procedure of session 2 is exactly the same as the starting procedure of session 1, with the exception of:

- The pace boat is positioned in front of the race leader
- The boats thereafter will be positioned in accordance with the scratch classification of the top 10 at the end of the session 1 with the exception of the S3.
- For the S2 the positioning is the following.



The S3, in accordance with the classification of their category will remain behind competitors of S2. During the start procedure, no S3 boats can be in front of a competitor S2. Non-compliance: **4 penalty laps**.

These positions must be maintained until the effective restart of the race. Non-compliance: **3 laps penalty**.

It will only be possible to refuel after having completed 1 circuit lap.

Art 25 - PACE BOAT PROCEDURE

a/ To stop the race

When the pace boat enters the circuit with the red flashing lights and takes competitors to the zone ALPHA, this means that the race is stopped.

In parallel, the information will be provided to competitors via their radiomen. The traffic lights are red.

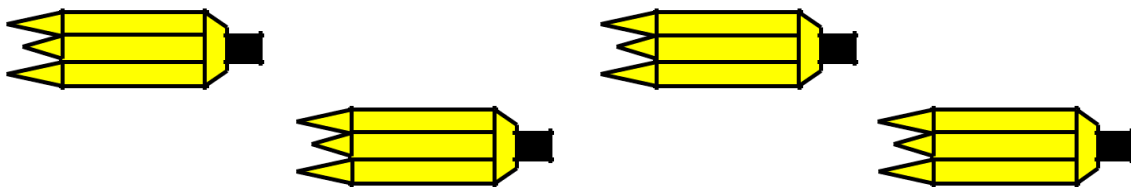
A new start will be given for the remaining time of the race. The driver, responsible for stopping race, can take part of the new start.

If this same driver causes the race stop a second time (pace boat), then the competitor will be disqualified.

b/ Neutralization due to accident or incident

In the case of interrupted race (accident, incident), the pace boat enters the circuit, with flashing yellow lights, in front of the leader of the race.

Other competitors must join the pace boat without haste and position themselves behind the competitor which is in front of them without leaving too much distance (as illustrated below).



The boats must no longer follow the original race circuit, but follow the convoy without any overtaking (except for S 2 that can overtake a S 3). Non-compliance: **7 penalty laps for S2 – 4 penalty laps for S3 and exclusion in case of recidivism.**

Laps completed are recorded during this procedure application.

During this procedure, the refueling is allowed and the cranes are open.

At the end of the procedure, the pace boat switches off the light and leave the circuit by the left. The race leader will take the convoy further on the race circuit.

Art 26 - BOAT IN TRANSIT PRODECURE

Two transit boat procedures will be applied, depending on the nature of the vessel in transit.

- Boat with very strong air draft (exceptional Procedure): application of the pace boat procedure with yellow lights on. The pace boat is positioned in front of the leader of the race, the competitors are sailing at low speed (speed limited to 70 km/h on 2 lanes on the inside circuit (trajectory S 2) with overtaking prohibition. Refueling and craning down are prohibited. Failure to comply with these two measures will result in a **5 lap-penalty**.

- Other commercial vessel in transit: application of a special procedure distinguishing three zones on the circuit:
 - Zone ALPHA which extends from the refueling pontoon to the Boieldieu bridge.
 - Zone BRAVO from the downstream buoy to the upstream buoy of Lacroix Island (Villetard climb).
 - Zone CHARLIE from the upstream buoy to the downstream buoy of Lacroix Island (Eponville descent).

The passage of the commercial boat will be announced by radio, as early as possible to the pilots and the radiomen.

In any event, even without prior notice, the pilots - being responsible persons - will adopt on their own initiative, as soon as they see a commercial boat enter the circuit, the following instructions and provisions.

In Zone ALPHA: the circuit remains green.

In Zone CHARLIE: competitors are sailing at a slow pace (speed limited 70 km/h max) on the indoor circuit (trajectory S 2). Any overtaking is forbidden.

In the event of a speeding or passing infraction, noted by one of the marshals on the look-out boats and/or safety boats, **the offender will be penalized with 3 laps per offense with a possible accumulation of penalties in the event of multiplicity.**

An area of vigilance for competitors will be materialized by a look-out boat positioned on the front of the outer path of the boat in transit. The distance between the watch boat and the boat in transit will be approximately 100 meters.

The look-out boat will show the pilots, in addition to its directional arrow, a blue flag which will also be presented in the space reserved to the radiomen during all the passage of the boat in transit zone CHARLIE.

During this procedure, the S3 will only turn buoys S2 by deviating as far as possible from the buoy so as to leave the interior of the S2, for safety reasons, as buoy S3 is very close to the track of transiting ships.

Refueling and launching are allowed as long as the boat in transit is in zone CHARLIE.

ALPHA zone: as soon as the boat enters the ALPHA zone, the two red lights on the decks on each side of this zone will be lit and will signal the prohibition to enter or leave the zone. (the crane access pontoon and the refueling pontoon), as well as the closing of the refueling during all the passage of the boat in transit.

ART 27 - CHANGE OF DRIVER AND DRIVING TIME

The driver change will exclusively take place at the refueling pontoon for all boats.

Reminder: as soon as the bridge Boieldieu is crossed, the speed is limited to 70 kilometers/hour, in both directions.

The drivers must sign the pilot time management sheet, before and at the end of each relay, headset in hand, at the dedicated "signature" room located at the entrance of the defined area.

They will be submitted to a breathalyzer test at the beginning of each relay.

For all categories, a competitor cannot drive more than 2 hours, the stop time at the booth not being taken into account.

The minimum rest time is 1 hour between each relay (rest time = time between the end of the previous relay and the beginning of the new relay). Driving time recorded: attendance signatures of the driver.

In case a driver is compelled to return to the stand, for whatever reason, he will have to go immediately to the « signature » room, to sign the pilot time management sheet. The driver who will leave the stand must go out and sign the pilot time management sheet before boarding the boat.

In case of the absence of a signature: **5 laps penalty** for the first offense and exclusion of the driver in case of recidivism.

After each refueling and/or pilot change, the pilot will have to go around a white buoy on the left (leave it on his right). This buoy will be located in front of the refueling barge (right bank side). Then he must stay on the same side to reach the downstream buoy and resume the circuit (do not go under the bridge piers).

Reminder: any docking boat takes priority over a boat that starts from the dock.

The absence of bypass of the white buoy will result in a penalty of **3 laps**.

ART 28 - REFUELING

Refueling area is accessible to pilots, team managers, & refuelers with specific pass. Refueling will only be done in a fenced space as defined by the organization, in which it is forbidden to smoke, use any material of communication, such as mobile phone, non ATEX compliant radio, camera or any other electrical or electronic equipment. This space is accessible only to the refueling person, authorized people from the organization and fire safety person.

A mandatory briefing with signature will be organized especially for the refuelers (under the volunteers tent).

Any boat of which a refueler would not have been attending the briefing will not take the departure. Any person present on the pontoon must wear a lifejacket. In addition, the refueler performing everything, must wear fireproof gloves, hood and glasses.

At the refueling station, the team members must be equipped with rubber-soled shoes and cannot wear non-resistant to hydrocarbons and easily flammable clothes (such as – K-way windbreaker, etc...) Long sleeves are highly recommended.

During refueling the possibility is offered to use a flashlight and a standard anti-explosion radio (Atex with CE marking).

Any docking boat has priority on a boat that starts.

The refueling is done by using derricks only. In respect of the environment, any fuel overflow stated by the empowered commissioner during the refueling, will be sanctioned by **4 laps penalty**.

The driver, must be outside the cockpit, 2 persons (drivers or refuelers) maximum are authorized to be on the boat during the tank filling phase. In case of offense: **4 laps penalty**.

If a boat needs a complement of oil, it can be done at the same place as the tank filling, a duct shall be brought on place. Only a funnel will be authorized. The opening of engines hoods remains strictly prohibited.

Fuel and lubricant controls may be performed at any time in the derricks as well as in the fuel tank of the boat if needed. For any breaches on fuel compliancy, the boat is craned and immediately disqualified.

Refueling will be done exclusively at the refueling station, with engine switched off and driver outside of the cockpit.

No repairs of any kind may be done at the refueling point.

First offence **4 laps penalty**. Second offence: **race disqualification**.

Teams will be allowed to bring their own fender to protect the boat against the pontoons. Using tires is prohibited and results in **4 laps penalty**.

The transportation of fuel on the pontoon must be done in anti-static, anti-sparking containers that must be marked of the boat number. These fuel containers stationed on the pontoon must be empty. Metal fuel containers are prohibited.

The metal fuel container – derrick:

Its total volume shall not exceed two times the hourly consumption of the boat. It must be mounted on a stable base solidly docked to the pontoon, using metal cables and clamps, the use of straps is prohibited.

It will comply to the UIM rules and will necessarily include a quarter turn valve screwed or welded to the outlet of the derrick, without interposition of a flexible connector between derrick and valve. Gauge devices placed outside the derricks are prohibited unless fitted with a stopcock at the bottom. The fuel pipe is one single part and will have to be fitted at the outlet of a safety quarter-turn valve or a pistol of an approved design. The use of a booster device of the derrick is prohibited.

Failure to observe these instructions will result in the expulsion of the offender for each infraction

The recommended length of the refueling hose: 8 m (approx).

It is strictly forbidden to take fuel outside the refueling station, except to refuel a boat whose tank would have been emptied or drained after a race incident, 25 liters maximum, and after having obtained the permission of the responsible at refueling area or of the race direction. A fire safety officer SSIAP will assist with carrying fuel outside the park or with any emptying the tank in the boat pit area.

ART 29 - REPAIR AND MAINTENANCE

Any mechanical intervention is prohibited outside the stand allocated to the competitor.

All repairs with tools must be carried out within your designated pit area. Near the crane area, are only allowed the control of locking elements of the boat, or small repairs without tools, just with opened tunnel or cover head.

Any repairs on hulls or engine require validation of the scrutineer prior to release the boat back to the water.

Any breach of these rules may result in a **5 lap-penalty**, which can go as far as disqualification if decided by the race committee, after a written report of commissioners.

ART 30 - INFORMATION AND SIGNALING

Signaling is applicable on the whole circuit and the connection zone (area ALPHA), as follows:

A/ Signal lights positioned at each zone entry:

Red: in one area means: entry in this area is prohibited.

In all areas means: general stop of the race.

Yellow: danger slow down, accident, or pace boat procedure.

Green: open area, free circuit, restart of the race.

B/ flags:

Red: general stop of the race

Yellow: danger on this area, reduced speed - engine speed (4000 RPM) or 70 km/h and no overtaking.

Green: free circuit - restart of the race.

Blue: commercial boat in transit.

Black (with number): return to the pit for the boat whose number is presented (no further laps counting after 3 laps).

The presentation of the black flag results in the obligation to go immediately to the defined technical area as stated during the briefing, for a possible conformity update, under the control of the technical commissioner.

Checkered white/black: arrival

White: Boat in tow (overtaking is authorized)

Orange: circuit markers

ART 31 - TOWING

A boat which broke down on any place of the circuit must NOT refuse towing. If towing is refused: same penalty than section B/ below.

The port of the life jacket and helmet are mandatory, during all towing time; the driver must remain seated in his cockpit.

A / towing a boat across the circuit: towing is done in the opposite direction of the race circuit

B / towing a boat between the Corneille bridge and downstream buoys (competing direction of the circuit): towing is done directly towards the pits. A penalty will be applied:

S 2: 20 laps penalty

S 3: 10 laps penalty

ART 32 - CRANES

Access to the craning area is strictly forbidden to any unauthorized person. 4 people per boat can access the craning area, 3 with a yellow color armband and one leader with red chasuble. He is the only one empowered to give appropriate instructions.

Only 3 people with lifejackets are allowed onto the pontoon. Non-compliance with these rules will result in a **4 lap-penalty** by stated infringement.

The boats will be craned down to the water at the pits area with cranes. Safety hooks will have internal blocking. No craning is allowed with the driver, nor any other person on board under **penalty of disqualification**.

Departure from the dock must be done with nobody else than the pilot on the boat, if not **5 laps penalty**.

The certified slings must be adapted and allow to lift the boat horizontally.

Reminder: in accordance with the article UIM 902.11 all boats will have to keep their slings continuously attached on their lifting points, without interfering with the proper functioning of the airbag.

Each offense found, during craning or refueling in particular, will result in the application of a **penalty of 3 laps**. Any team that refuses to justify to a commissioner the effective presence of the slings on the boat would automatically be penalized.

The boat trailers shall carry the race number of the boat (height 18 cm); the trailers must be removed from the craning area as soon as the boat is on the water and must be brought to the assigned stand, observing the imposed way in and out of the flow. Cranes commissioners and park manager' s advice must be applied.

In the event of serious problems, at any time during the race, the crane committee can interrupt the craning

Craning will be possible up to 10 minutes after the official arrival. The end of it will be announced at the microphone.

Art 33 - FINISH

The arrival will be proclaimed, on May 3rd, 2020 at 4:00 P.M., on the passage of the best classified boat (the finish line: before the Corneille Bridge in the descent of the circuit). It will be designated as the winner of the 24HROUEN 2020.

The checkered flag formalizes the end of the race, but the classification of the race is given by the official timekeeper, who is the only one responsible for the effective time of 24 hours racing.

The first three of each category will have to complete the lap of honor under the following conditions:

- If they wish, they can pick up their teammates (who will be wearing a lifejacket) at the "medical" pontoon at the bottom of the Boieldieu bridge.
- A safety boat will be waiting for the competitors who wish to do this lap of honor.
- This one will necessarily take place behind this safety boat, in the direction of the race. As soon as it enters the circuit the green lights will be on.
- It is strictly forbidden to overtake and turn around this safety boat. The speed must be adapted to the circumstances (crew on board).
- The start of this lap will be given by the race director on the UHF radio frequency.
- During all this period, the pilot has the **obligation** to keep a radio contact (with his radioman and with the race director). The concerned radioman will be near the race director, on the dock near the "medical" pontoon.
- It is strictly forbidden to transport under- 18s, except if they are FFM or UIM licensed drivers.

The first three boats of each class shall be brought immediately after craning to the closed park for technical inspection after the race without passing through their stands. A crane will be exclusively reserved for these boats.

Classifications

The classification of the event will be based on the Endurance regulations from U.I.M., as follows:

20 - 17 - 15 - 13 - 11 - 10 - 9 - 8 - 7 - 6 - 5 - 4 - 3 - 2 - 1 and 1 point to the following ones.

Each pilot is credited with the number of points awarded to the boat. Each pilot name must have been registered (no change will be allowed after the technical scrutineering).

Any driver being enrolled on the inscription sheet must perform a relay, under penalty of disqualification of the boat.

To be awarded, a boat shall have completed 40% of the race winner's distance and pass the finishing line 10 minutes maximum later than the leading boat has taken the checkered flag (Art: 902 UIM 2020)

Any disqualified boats will not return to the water during the race.

In case of race stoppage, the finishing order is the one valid at the end of the lap prior to the stoppage, the scoring system is the following:

25% of distance covered = 25 % des pts.

50% of distance covered = 50 % des points

75% of distance covered = 75 % des points

More than 90 % of distance covered= 100 % des points

Boats with at least 90% of the distance covered by the winner of his category, which do not cross the finish line, will be classified after all boats that will have passed the checkered flag.

In the event of abandonment, a form will be completed and signed by the team manager and the technical/security commissioner. This document will be transmitted to the race direction and timekeeper.

Art 34 - AWARDS CEREMONY

The awards will be at the central podium at 4:45P.M., except in case of a special obligation which could delay the ceremony.

The award-winning drivers must be present.

The podium ceremony is mandatory. Drivers must respect the instructions given regarding the podium ceremony.

Art 35 - INSTRUCTIONS AND COMMUNICATION TO COMPETITORS

During the whole event, the competitors are obliged to consult the messages displayed on the official notice board.

Competitors must be permanently listening to the radio frequency dedicated to the race control during free practice and race.

Competitors must have permanently one team representative, either the team manager or the radioman in the dedicated area 'radiomen'. If a commissioner notes the absence of the team representative, the team will be sanctioned by **5 laps penalty** each time.

Art 36 - EQUIPMENT LOST IN CIRCUIT

In case of loss of a pickle fork, towing part, boat tunnel, engine cover, this must be reported to the pilot of the boat by his team manager or his radioman who will instruct him to return immediately to the pits.

His number will also be displayed by the commissioners according to the regulatory procedure. This display will instruct the driver about the mandatory return to the pit

After three laps, laps will be deducted on simple report of the commissioners.

A boat having lost its pickle forks, or its towing part and not returning to his stand to repair, may be excluded from the race if the driver does not respond to the signal of the commissioners.

Art 37 - SANCTIONS

Article of Regulation UIM 902.38 concerning penalties applies in its entirety to all categories, in addition to the penalties of the specific regulation of the 24HROUEN 2020. Discipline : failure to respect by a driver or a team member towards the race direction members or commissioners, (such as invectives, insults, assaults, violence, etc...) will be reported and the author will be excluded from the event with definitive removal of his badge, with possible sanction to the team up to the race direction's assessment.

If a driver is disqualified during the race, according to any section of the regulations, the rest of the team can continue to compete, under the condition that the minimum required number of drivers is still available.

All penalties will be reported to the team manager and displayed on the official notice board.

Art 38 - PROTEST

You must remember that only the concerned drivers and team managers are entitled to make a claim.

Also, only the concerned drivers and team managers, are entitled to ask for explanations on a claim or a sanction.

Only written complaint forms will be taken into consideration by one of the commissioners, and then submitted to the officer of the day, then eventually to the Jury. Verbal claims will no longer be accepted.

Any complaint must be made on the official printed form, which will be available at the general secretariat and will be written in English.

The amount of the deposit for a claim is set at 150€.

If the claim is related to an engine problem, the deposit will be 380€.

Art 39 - DOPING

The drivers drawn or designated by the doctor for doping controls must go immediately after leaving their boat to the dedicated health bungalow.

4. APPENDICES

Art 40 - ADVERTISING

Any advertising of the sponsors on the boats and vehicles must be carried out in compliance with the regulations in force, including those under restrictions such as adverts of tobacco and alcohol.

Any boat bearing an advertising related to political or religious convictions or that would impair morality, will not be allowed to take part to the race, until complete and definitive removal of the offending adverts.

The same applies for the clothing of the team members and the advertising on the stand.

Art 41 - INSURANCE

Civil liability: in accordance with the legislation, the organizers have insurance covering the consequences of their civil liability, as well as of their attendants to the 24HROUEN race. A justification can be given to any member who would require one.

Art 42 - IMAGE RIGHTS

According to Article L 333-1 of the Sports Code: the sports federations, as well the organizers of sports events, own the right to use the sports events or competitions they organize.

Unless expressly agreed by the organizer Rouen Yacht Club within the framework of the event, each participant agrees to grant the organizer, the right to exploit directly or in derivative form throughout the world - for advertising, the promotion of this event, as well as for any advertising or promotional campaign in favor of the organizer - his name, surname, nickname, image and voice, and this on any medium and by any means of communication known or unknown to date, and for all the term of the protection currently granted to such direct or derived holdings by the laws or regulations, the judicial or arbitral decisions of any country as well as current or future international conventions, including any extensions that may be to this period, including posters, posters, publications or press articles, television, radio, internet, UMTS, CD-rom, video games, clothing, packaging.

Art 43 - CANCELATION

In case of force majeure, natural disasters or for reasons beyond the will of the organization, it reserves the right to cancel the event without competitors being able to claim a refund or a compensation of any kind.

Art 44 - FINAL TEXT

In the event of any dispute about the interpretation of these supplementary regulations, the English version will prevail.

5. RELATED DOCUMENTS

Environmental Agreement

Event timetable

Protocol obligations