



## 1. Basic Services

### a. Transport,

(will not be included in the rules but in the instructions) Precise location including the GPS coordinates, a map, a recommended nearest international airport. Otherwise, we arrange the transport only for 6 factory-backed riders and the organizing team. The flight tickets for the top 10 riders will be purchased from the promoter, and in the case of Europe diesel will be reimbursed.

### b. Catering,

(will not be included in the rules but in the instructions) The Organizer does not provide catering for competitors and their crew. In the instructions there will be restaurants recommended.

### c. Accommodation,

(will not be included the rules but in the instructions) The Organizer does not provide accommodation for competitors and their crew. In the instructions there will be hotels of various price ranges recommended. The accommodation will be provided for the riders of the TOP10 (in case of a request for a private double room the rider pays half of the price). Accommodation will be provided for Thursday, Friday and Saturday.

### d. Pit Stops,

For the top 10 riders (or their team colleagues) there will be permanent facilities prepared at the race .

### e. Service Center,

#### i. Service of Boards,

(at each race there will be a mechanic from the MSR present)

#### ii. Sale of Spare Parts,

(the MSR will deliver the spare parts only within Europe; USA and Asia are serviced by a dealer in the racing venue)

#### iii. Sale of the Apparel,

(MSR will bring the apparel only within Europe; USA and Asia are serviced by a dealer in the racing venue)

### f. The area for cleaning of the boards,

Specified in the instructions and marked in the map

### g. The area for handling of gasoline,

Specified in the instructions and marked in the map

### h. The area for the overnight boards storage,

Specified in the instructions and marked on the map. It shall be under surveillance.

### i. The area for the board packing

#### i. Material for the board packing

#### ii. Material for the board treatment

### j. Fuel

#### i. Fuel shall only be 95 or 98 octane.

- ii. Fuel may be checked even during the race.
- iii. If it is possible the Promoter will provide the pre-mixed fuel for a remuneration. In case the organizer does not secure the fuel, riders will be told in advance.

k. Oil

- i. There is no rule for specific recommended. However, the organizer recommends environmentally friendly, full synthetic oils for water crafts (f.e. Motorex Ocean 2T BIO).
- ii. The oil will be provided for a consideration by the factory-backed mechanics while stocks last.

## 2. Technical Control

Technical check is carried out during Thursday's registration. All Jetsurfs and riders have to undergo a technical inspection. After successfully passing the technical inspection and security features check the rider receives a sticker (label) on the helmet and Jetsurf which is valid for the period of a one race. A rider who does not have a sticker on the helmet and Jetsurf will not be allowed to the race track. Technical check has to check the preparedness and safety of the individual JetSurfs and consists of two parts:

- Technical inspection of the Jetsurf,
- Inspection of the security features.

### a. Inspection of the Board

Technical inspection is performed by a factory-backed technician or by a person authorized by him. Technical inspection focuses on the following tasks:

- float frame check, there shall be no visible cracks and damage of the integrity,
- handle and throttle cable check, testing the handle in salt water (against spontaneous turning on),
- magnet check,
- fins check – there must not be any visible carbon burrs and cracks,
- fueling system check (complete tank and fueling system shall be EPA certified)
- starting check
- boards weighting – the maximum weight of the Jetsurf is 20 kg.
- In 2017, women are allowed to use the RaceTitanium board at their own risk. As of 2020, women and children will not be allowed to use the RaceTitanium with the exception of the RaceTitaniumProInj with reduced performance.

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### b. Inspection of security features.

Inspection of security features may be conducted by the Jury or by a person authorized by him. The inspection is focused on the following tasks:

- helmet check – its intactness and integrity, the helmet has to be of an integral type with a jaw protection (motocross, down hill), a visor is recommended.



- life vest check, for some races it is important that the vest was certified in the particular country (look out for the USA and Japan).
- Neck brace from foam material is recommended, obligatory for riders under 18
- Goggles recommended
- Back protector recommended

### **3. License**

#### **a. Insurance**

Each rider has to have a private medical insurance for extreme sports. The rider should have the liability insurance.

The riders shall pass a medical examination in their country. Riders under 18 years of age shall pass a sports doctor examination.

The Organizer's liability insurance – shall be secured by the promoter (except for the USA where it is AJ Handler's responsibility). At the formal inspection it has to be checked that everyone have their insurance. Find out which companies still provide insurance directly for jetsurfing. Recommend these companies to the riders in advance and inform them that they have to have their insurance.

#### **b. FIDSM License**

### **4. Race Entry Fee**

For each race there is the entry fee of 100 EUR for men; there is no entry fee for women in 2017.

### **5. Generally Applicable Rules**

The race is supervised by the Race Director, the Chief Referee, the Time Referee, the Track Referee, the Race Marshal, the Guards Officer.

The Race Director – checks whether everything is carried out in accordance with the rules of the race. He has the main decision-making right, he may change the schedule, cancel the race, he communicates with the representatives of the Association of Riders.

The Chief Referee – carries out the inspection of the time measuring of the qualification, checks whether everything is carried out in accordance with the rules of the race, he may cancel the heat or the finale.

The Time Referee – carries out the time measurement of the qualification and all heats and finales, performs a manual recording of the qualification and all heats and finales (he may also serve as the Chief Referee).



The Track Referee – monitors the riders on the track whether they ride the race in conformity with the FIDSM rules, he signals competitors' individual mistakes, he may cancel the heat or the finale.

The Race Marshal — carries out the starting procedure; he may cancel the heat or the finale.

Guards Officer — checks whether the riders are ready for the start, he assists at the starting procedure. He is authorized to let the riders enter the track. Also for the purpose of the testing of the boards.

The riders have the right to set up the board (pit stop), these pit stops are determined by the order in the World Cup, for the first race of the 2017 season the order from the 2016 season will be applied.

The rider has the right to use the board washing area including the fresh water; it will be marked at each track.

The rider has the right to store the board overnight at the venue of the race; the place will be marked at each track.

Riders have the right to purchase the available spare parts at the race venue.

Riders shall comply with the referees' instructions and strictly follow the FIDSM rules. After the breach of the rules or not complying with the referees' instructions the rider will be fined according to the scale of fees of the FIDSM rules

The riders who want to participate in the race have to register on either Thursday or Friday of the racing weekend by 19:00. Later registration will be subject to a one-off fee of EUR 100.

Registration – drawing for position in the qualification, technical inspection of the Jetsurf, safety equipment inspection, license check, payment of the starting fee, distribution of the race schedule, receiving distinguishing shorts (obligatory to wear during races throughout the racing weekend) as of 2018. During the 2017 season. the riders may choose several colour combinations of distinguishing shorts which they will use during the 2018 season. Each rider is entitled to choose two possible combinations that will be used so as not to confuse the riders at the race. In the case of selecting matching colours, the rider with a higher number of points has the right to choose and keep his colour combinations. If the colour combinations of two riders are the same, the Jury has the right to allocate the rider with fewer points the colour combination at his own discretion.



	white	black	red	blue	green	orange	pink	yellow	
white	X	X	X	X	X	X	X	X	
black		X	X	X	X	X	X	X	
red			X	X	X	X		X	
blue				X		X		X	
green					X	X	X		
orange						X		X	
pink							X		
yellow								X	
	1	2	3	4	4	6	4	6	30

Every rider has to take part at every briefing and all testing procedures at the track. If the riders is not excused and misses the procedure, the rider will not be allowed to enter the track.

The riders are obliged to check and follow the flag signalisation during the whole racing weekend. Otherwise, the rider will be penalized by a fine: Penalty 1.

The riders shall not enter the water without the permission from the Jury or authorised persons; disobedience will be penalized by a fine: Penalty 1.

The Jury has right to ask any rider for the rules test any time during the racing weekend. If riders fails, has another chance on the following day. Failing even the second try gives jury a right to disqualify rider from the racing weekend.

Every rider has right to receive immediate health care emergency service. In case the organizer is not able to secure this service, Jury shall interrupt the event. Riders shall claim the cost reimbursement from the event organizer.

The Race Director or the Chief Referee shall inform the riders about the current state of the race, they shall transmit the information necessary for the racing weekend to run smoothly. Afterwards there will be a space for questions which the Jury will answer. The discussion shall not be allowed. Any communication between the Jury and the riders takes place only at the level of the Race Director or the Chief Referee with the "Commission of Riders.

**a. VIP Card**

For marketing purposes the promoter of the race reserves the right, if necessary, to issue a VIP card. This card is issued to the important participants of the race who passed the

tests, the qualification and the heats. This person qualifies for the finale W1, W2, and A1, A2, even if he did not achieve the required number of points. In practice, this means that of the B finals only three (3) riders along with the VIPs qualify for the final top 12.

The VIP card can be issued only once per race in each category. The VIP card cannot be issued to licensed riders.

If the local organizers would like to issue a VIP card, they have to apply for it at least one month before the race itself so that its use can be published in the instructions for riders.

**b. The Rules of Communication between Riders and the Jury:**

“The Commission of Riders” communicates with the Jury on behalf of riders (see the rules section 18).

This Commission only within the frame of the Jury communicates with the Race Director or the Chief Referee. Riders are not allowed to communicate individually with the referees during the racing weekend, except for filing a protest. A rider may file a protest only to the Chief Referee within 15 minutes after finishing the qualification, heat or finals. After this period other comments or protests shall not be considered.

**c. Deposit**

The deposit for solving rider’s complaint is in 2007 set at 200 EUR. If the protest is rejected, the money will be forfeited and will be transferred to the FIDSM Federation’s bank account. In the case of the positive decision, the deposit will be repaid in full.

**6. Drawing for Position in Qualification**

The drawing for position is relevant only for the qualification. Both men and women draw one drawing token from the drawing box at the registration. They will transmit the information about the position to the Race Marshall, and keep the token.

**7. Track**

The track for the MotoSurf World Cup is always located in a square, with the maximum 500 m length of the edge. The track can also be of a rectangular shape so that no edge will be longer than 500 m. The track is composed of buoys and the finish gate or finish buoys (with a checkerboard pattern). The riding direction on the track is clockwise as well as counterclockwise, as follows:

- Qualification is always in the opposite direction to the direction in the last race’s qualification.
- Heat 1 and 2 are in the same direction as the qualification,
- Heat 3 and 4 are in the opposite direction to the direction of the qualification,
- Finale B is in the same direction as the qualification,
- Finale A1, W1 is in the same direction as the qualification,

- Finale A2, W2 in the opposite direction to the direction of the qualification,

The track is built so that it is possible to ride in both directions, the position of the white buoy with black stripes (joker buoy) may change when the direction is changed or there are two of these buoys placed in the track (**the invalid buoy is white without marking**) so as to prevent time gaps. If there is only one joker buoy at the track, can be without white marking.

**a. Change Of The Track Profile During The Ride**

**i. The Buoy Disappears From The Water Surface**

If the buoy suffers such damage that it disappears from the surface (it has sunk).

**ii. The Buoy Is Laid On The Water Surface**

If there is a shift of the balancing weights or the balancing material in the buoy shifts in such a way that the buoy is horizontally on the surface of the water for a period longer than the duration of one lap.

**iii. The Distinguishing Stripe Is Removed From The Buoy**

The distinguishing stripe which clearly identifies the main direction (i.e. the direction which is the main for the entire race, it is the colour of the buoy bypassing according to the qualification) of bypassing is removed from the buoy or damaged.

**iv. The Buoy Changes Its Position During The Ride**

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

**v. The Finish Gate Changes Its Rotation Angle**

The finish gate or finish buoys create an imaginary line between the final buoys and determine the area of the qualification or race finish. If this line is rotated by more than forty-five degrees from its default position, it is considered as a change of the rotation angle of the finish gate.

**vi. All Other Cases**

Not listed above

## **b. Improper Track**

### **i. What Is The Improper Track**

Improper track is a track that does not allow the rider to pass it safely or clearly without endangering other rider's ride by his doings.

If a buoy disappears from the water surface, it can be considered as an improper track. If the race or heat has been completed from at least  $\frac{3}{4}$  inclusive, then the results from the last known passing through the finish are recognised, otherwise the race or the heat is repeated. In case of the qualification, the qualification lap is repeated.

It is not possible to consider a track improper if the buoy is lying and at least  $\frac{1}{4}$  of it remains on the water surface. If at least  $\frac{1}{4}$  of the lying buoy does not remain on the water, the buoy is considered as lost and the previous provisions apply.

It is not possible to consider a track improper if the buoy loses the distinguishing stripe after the first lap. It is not possible to consider a track improper if there is a missing distinguishing stripe and the Promoter does not have any spare left and but he has informed the riders before the heat itself or before the finale.

The track can be declared improper if three successive buoys are without the distinguishing stripe. If the race or heat has been completed from at least  $\frac{3}{4}$  inclusive, then the results from the last known passing through the finish are recognised, otherwise the race or the heat is repeated. In case of the qualification, the qualification lap is repeated.

*If the Organizer fails to secure safe and clear differentiation between the buoys, the race is cancelled. Only the finished heats or finale will be included in the overall scoring of the championship.*

The track can be considered as improper if there is such a shift of the buoy or buoys that passing them is dangerous for other riders in the opposite direction or in the direction of the rider. If the race or the heat are finished from at least  $\frac{1}{2}$  inclusive, then the results from the last known passing through the finish are recognised, otherwise the race or the heat is repeated. In case of the qualification, the qualification lap is repeated.

The track can be considered as improper if the finish gate rotates in such a way that passing it is dangerous for the rider, see the rotation angle. If the race or heat is completed from at least  $\frac{1}{2}$  inclusive, then the results from the last known passing through the finish are recognised, otherwise the race or heat is repeated. In case of the qualification, the qualification lap is repeated.



## ii. Who Has The Right To Declare The Track Improper

The Jury has the right to declare the track improper and cancel the heat or the race by waving a red flag.

The rider has the right to declare the track improper and cancel the race if the buoy has sunk, if the distinguishing stripe of three successive buoys was removed, if the buoy has been laid down and not at least  $\frac{1}{4}$  of the buoy is visible above the water or if there has been a dangerous shift of the buoy. The rider signals in the finish area to the Jury that the track is improper by repeatedly and visibly moving his free hand up and down below the level of the waist when reducing the speed. The Jury then immediately stops the heat or the race. Each stop is individually assessed. It is up to Jury's consideration to stop the session.

## c. Buoys

The buoys are inflatable or made from the foam material of a cylindrical or conical shape. They are anchored in such a way that the binding material does not stretch into the racing area and does not cause the rider's fall. The color of buoy or distinguishing suit determines the function and the use of the buoy and is always marked for the principal direction (principal direction means direction of qualifying, heats 1 and 2, final B, final A1, W1). In opposite direction, the distinguishing stripes are not changed and their function is opposite compared to the principal direction, i.e. in opposite direction, red stripe works as a blue stripe in the principal direction, etc.

### i. Red,

The red buoy is designed to mark the track so that the rider makes a left-hand turn and passes it on the left side.

### ii. Blue,

The blue buoy is designed to mark the track so that the rider makes a right-hand turn and passes it on the right side.

### iii. Yellow,

The yellow buoy is designated to indicate the beginning of a track separation (it used in pairs). After passing through it the rider may choose one of two tracks which he follows up to the merging point (it is again marked by a pair of yellow buoys). The yellow buoy is also used for marking the point of return from the white buoy. When turning around it depends on the direction from which the rider returns. The turn around the yellow buoy is always in such a way to prevent the crossing of the entrance and exit paths. If the rider is coming from the left, then the yellow buoy is considered as the red and the yellow buoy must be bypassed from the left. If the rider is coming from the right, the yellow buoy is considered as the blue, and the rider must bypass it from the right.

### iv. White with Black Stripes (formerly black),- "JOKERBUOY"

The white buoy with black stripes (formerly black) is designated for setting the turning point of the penalty ride (if a buoy is missed) or tactical ride "JOKERLAP" (at least once during the heats or twice during the finale). The buoy is always negotiated in such a way so as to prevent the crossing of the entrance and exit paths. The ride to the joker buoy with black stripes starts from the designated red or blue buoy, alternatively the yellow buoy is used as an entering point. When riding in clockwise direction, the rider rides at the white buoy with stripes from the left, the buoy is considered as the blue buoy and the rider turns around it to the right. When riding in counterclockwise direction, the rider rides at the white buoy with black stripes from the right, the buoy is considered as the red buoy and the rider turns around it to the left.

A rider returning from the white buoy with black stripes gives way to the riders riding on the standard circuit.

Riders can pass the joker buoy after crossing the gate at least once in the current session.

**v. The White Buoy**

White buoy without marking is a buoy which is not used in the given direction. For the ride in the opposite direction this buoy is changed into the white one with black stripes. The original white one with black stripes is changed into the white one.

**vi. The Checkered Buoy**

The checkered buoys are used when there is no finish gate at the track. These buoys are used instead the gate to indicate the finish.

**vii. Changing the Colors in Opposite Direction**

The track is always marked in the principal (main) direction, i.e. the direction that is dominant for the qualification, heats 1, 2, finale B and finale A1, W1. After finishing the heat 2 and A1 for time constraints reasons the buoys are not relabeled. Only the white buoy is changed in order to prevent crossing the exit lane when riding towards it.

**viii. Right of way of riders in crossing of more directions**

If riders are going to cross the lines from different directions (end of split, joker buoy return), right of way has the rider who is visibly in front of the other rider or on the in-side line of the corner.

**d. The Gate**

The gate consists of inflatable structures, or a pair of **specially marked buoys**. The gate is used for the purposes of the qualification when passing through it starts the time measuring. The second and the third passage ends the measuring of the first or more precisely of the second measured lap. In case

of the heats and the finale the passing through the gate is considered as a recognized and finished lap. In the last lap the rider's passage is waved by the checkered flag drop.

Maximum of **4** riders may enter the gate. **Breaching of this number will lead to the last rider to stand down.**

**If a technical problem arises during the last lap before the finish into 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 in the gate is prohibited. The gate is passed between the staked out pylons or buoys. Gate cross is a process the bow of jetsurf crosses between marked points. In case of more jetsurfing crossing the gate together, the results is decided according to front edge of jetsurf.**

**e. The Flags**

**i. Green,**

The green flag is used for starting purposes or for signaling a doctor in the track. During the qualification a green flag signals to the rider that he may start his qualification lap. In the case of a flying start, the green flag signals to the leading rider that he may start the heat or the race.

The Start Marshal uses it for signaling "ready"- flag (**flagpole**) is horizontally to the surface of water, stretched out sideways, the "steady"- the flag is placed vertically, "go" downward movement of the flag. After the white flag signalisation and after the starting procedure has begun, it cannot be interrupted.

Green flag signals to the Start Marshal that the riders are ready for the start. This flag is used to signal the water entry. Must be used every time if the water was previously closed by red flag.

**ii. Red,**

The immediate interruption of the race, heat or training. The Referees waving the red flag signal the immediate interruption of the activity, the riders head off to safely exit the track at the shore.

This flag is also used for the closing of the entrance into the water. If the flag is raised up, there is a ban on entering the water. Breaching is subject to penalty 1.

**iii. Black,**

The black flag together with the rider's number indicates an immediate cancellation of the particular rider's ride. The rider shall immediately leave the racing track via the safe path and head towards the shore.

**iv. Blue,**

The blue flag together with the rider's number inform the particular rider that he should clear the way for a faster rider (who has already overtaken him by one lap previously) as soon as possible. No later than three buoys after the signalization. The flag is also used for signaling to vacate a position, if the Track Referees assess that the rider has gained an unfair advantage during his ride. In case of implementing an audio communication device, this message is announced to all riders.

Signalization of the "clear the position for the faster one" will be tested during the 2017 season; its poor execution does not entitle the riders to file a protest.

**v. Yellow,**

Yellow flag is used to signal danger on the track (it may be an accident of a rider or a floating object on the water). After this signalization overtaking is not allowed until once again the waving of a green flag signalizes that the track is free.

**vi. Checkered,**

Waving of the checkered flag announces the end of the race or training. The riders who already received the flag drop continue along the outer perimeter of the track so that other riders behind them can finish their last lap, and then he returns, based on the direction of the arrival, to the return point. If the rider has received the flag drop but he is still missing laps of the total number, he will not be finishing the missing laps.

By the marked buoy (penultimate buoy, before the closest to the enter and off water point on the shore, rider signalizes leaving the track keeping his arm raised up. Raised arm is not understood as retirement due to injury issue.

**f. The Ride**

**i. The Right Posture**

JetSurf is designed for riding in stand up or squat position. It is not possible to ride in lying or kneeling position (exception for the disabled). The competitors must stand up within the first turn buoy (for the off-shore start), or within the third buoy if the competitor fell in the slalom. Handles on a jetsurf are intended for the board transportation only or can be used only by handicapped riders. In all different cases, the handles can not be used during the ride.

**ii. The Right Direction**

The direction effective for the particular heat or finale is always known. The rider shall NEVER ride in the opposite direction, turn around or try to bypass the buoy again when missing it. Such actions directly contradict the safety rules and the rider is immediately disqualified from the ride, see penalty 2.

**iii. The Driving Direction during the Qualification,**

The qualification is always in the opposite direction to the direction in the qualification in the last race.

*The qualification ride starts with the departure from the shore on the Guards Officer's command from the waiting point. The rider shall not pass through the gate. The rider shall not delay the race, and on the green flag's command the rider heads off via the shortest way to the gate and starts his first measured lap. After passing through the gate, the rider rides the second measured lap and after finishing it he immediately makes way for another rider.*

**iv. The Direction of the Ride during the Heats,**

Heats 1, 2 are in the same direction as the qualification. Heats 3 and 4 are in the opposite direction to the direction in the qualification.

**v. The Direction of the Ride during the Finale B,**

Finale B is in the same direction as the qualification.

**vi. The Direction of the Ride during the Finale A1, A2, W1, W2**

vii. Finale A1, W1 are in the same direction as the qualification. Finale A2, W2 are in the opposite direction to the direction in the qualification.

**viii. The Rolling Start**

The leading rider is obliged to monitor the flag signalisation. He may begin his own starting procedure after the signalisation by the white flag. Must watch the flags before the riders enters start area.

The start procedure begins on the shore by positioning the riders based on their order after the qualification or after the second heat (if it has been already finished). The riders line up one beside the other from best to worst and in one single file; there can be up to 6 riders at most. If any rider cannot line up at the time of the start, he has one (1) minute to solve the problem. After that the starting procedure resumes. If the leading rider encounters a problem and even within one minute he is not able to line up for the start, his function is taken over by the rider in the following position, the group will not rearrange, i.e. there will be five riders in the first line.

Afterwards the riders enter the water and in the area for positioning they line up. The leading rider rides with a hand above his head so that all the other competitors clearly see who is leading the group.

If the competitors line up and maintain the **designated spaces** (the arm's length between each other, 1/2 board length behind themselves). The competitors ride to the starting area, the moment the leading rider passes the designated starting inflatable balloon he starts the race by moving his hand downwards. If the rider is not happy with other riders start formation, he leads them cruising out of the start area according to race direction (if the session is run counterclockwise, leads the group to the left, if the session is run clockwise, the riders leads the group to the right from the start direction).

During the ride to the starting buoy area the leading rider shall not radically change the speed (strategizing), he must try to maintain constant spaces. The riders next to him and behind him shall not overtake the leading rider. Otherwise, they will be forced to make way for the rider behind them. The riders shall not intentionally cross the lane to hinder other from starting.

A competitor who did not line up for the race due to a technical problem may enter the race again if the first rider did not pass through the gate. It is his duty is to safely negotiate the corridor to the positioning area and negotiate the same course as the riding group (and avoids the gate)

**ix. The Off-shore Start**

The off-shore start procedure begins with the riders lining up next to the starting blocks. The winner of the qualification or the winner after the second heat (if it has been already finished) may choose first, followed by the riders according to their order after the qualification or after the second heat (if it has been already finished). The Guards Officer checks whether all riders are ready and are signaling to the Main Referee that they are ready by a raised green flag. Then a whistle and a board signal the "engine check" to the riders. The competitors are responsible for starting up the Jetsurf and testing whether it can turn on and off. If the rider has a technical problem he indicates it by raising a hand. The Guards Officer then using a red flag signals a delay to the management. The rider shall start up within thirty (30) seconds. If he manages to start up the board within the time limit, the Guards Officer signals with a green flag. If he fails to repair the board, the Main Referee resumes the starting procedure.

The board is shown to the competitors ten (10) seconds before the start. The Start Marshal stretches the white flag sideways horizontally with the surface (the command to get ready). At this moment, the riders are starting up the boards and are waiting for further commands from the Start Marshal. The starting procedure is not interrupted even if any rider has a technical problem. The rider may join the race as long as the track is not closed by the leading rider passing through the gate.

Before reaching the period of twenty seconds the Start Marshal hoists the white flag (the command to get set). The race is started by dropping the white flag. Dropping is understood as the movement of the arm downwards.

**x. The Traffic Lights Start**

The traffic light start is executed the same way as the standing start, except that the white flag start is replaced by the traffic lights with three lights. The Guards Officer checks whether all riders are ready and are signaling to the Main Referee that they are ready by a raised green flag. Then a whistle and a board signal the "engine check" to the riders. The competitors are responsible for starting up the Jetsurf and testing whether it can be turned on and off. If the rider has a technical problem, he indicates it to the management by raising a hand. The Guards Officer then using a red flag signals a delay to the management. The rider shall start up within thirty (30) seconds. If he manages to start up the board within the time limit, the Guards Officer signals with a green flag. If he fails to repair the board, the Main Referee resumes the starting procedure.

Subsequently, the lights one by one come on from left to right. The moment the lights go down the start occurs.

**xi. The Practice Start**

The practice start is used to teach the starting procedure that will be used during the ongoing races. The practice start is always indicated by a board "TEST". The board is kept for the entire period of the practice start to prevent from confusing it with the real start. The riders are obliged to perform the mock start when it is signalled. The practice start is always performed twice. After performing his own start, the leading rider raises his hand to signal to all competitors to "slow down and follow me".

The practice start may be executed before the Friday's tests but at latest before the first Saturday's heat.

**xii. The Real Start**

Signaling of the real start is used only if the practice start was performed before the first heat. Signaling is carried out through the "RACE" board. **The signalization board is held for the whole start procedure long before the first real start.**

**xiii. Repeated start – Restart**

Restart is used during the race when a certain amount of the laps has already been finished and race had to be interrupted. When restarting the race, following options may happen:

- a) Riders are coupled according the positions from the beginning of the session. (session within two non-completed laps, max. one lap through the main gate).

- b) Riders are coupled according to last finished lap (from second to fourth non-finished lap, max. three laps through the main gate) for heats.
- c) Riders are coupled according to last finished lap (from second to six non-finished lap, max. five laps through the main gate) for final.

In case of a) riders take their positions from the beginning of the session and head to start area (in case of flying start). In case of b) riders are entering the track behind each other. Leading rider signalizes with raised arm he is the guard officer for the session and continues to the area where the start procedure is done. Other riders are forming the positions behind him and keep the distance at least half of the board long. In the moment, when the leading rider crosses the start marked area, the rider restarts the race using the arm gesture like in the case of the previous start.

#### **xiv. Acknowledgement of last result after the session interruption**

In case the full four laps were conducted, or six in case of the Final, there is no session restart and results are valid according to the last pass of the main gate.

#### **g. The Penalty**

##### **i. Disqualification**

If the rider was disqualified in a heat, then when omitting, the worst result the disqualification (zero points) is not omitted and only the lowest point score is omitted.

If the rider was disqualified from the finale B, he automatically loses the possibility of advancement to the group A.

If the rider was disqualified from the finale A, he will not be awarded any points.

##### **ii. The Jump Start,**

The jump start, or "jumping the gun", occurs when during the standing start, the rider starts before the flag was dropped or the lights have gone out. During the flying start, the rider overtook the riders on the left or on the right based on the direction of the ride.

The penalty for the jump start is the addition of 50% of the time of one average lap of the given group. The assessment of the jump start is done using camera recordings. If it is proved that the rider performed the jump start due to the sudden deceleration of the leading rider and the rider did not gain any advantage from the jump start, he will not receive the time penalty. The time penalty is added to the time of arrival in the finish.

##### **iii. The Voluntary Missed Buoy (Riding Mistake),**

If the competitor missed a buoy then he is obliged in this case to negotiate to the white buoy in the next lap. This course does not mean that the requirement of one, more precisely, two courses to the white buoy has been



met. If the rider misses the buoy in the last lap when he does not have the possibility to negotiate to the white buoys, then upon his arrival he receives time penalty corresponding to the average time of the course to the white buoy with black stripes.

**iv. Involuntarily Missed Buoy (due to the necessary bypassing of an obstacle in the water)**

If a rider missed the buoy involuntarily, i.e. there was an obstacle in the water or bypassing the buoy would be a huge safety risk, then the rider may miss the buoy (max. of two buoys in the slalom) without the penalty course to the white buoy. These incidents will be subsequently assessed from the rider's camera.

**v. Missing More Buoys (Slalom),**

If the competitor misses more buoys (max. of two) in the slalom, he is obliged in this case to negotiate to the joker buoy in the next lap. This course does not mean that the requirement of one, more precisely, two courses to the joker buoy has been met. If the rider misses the buoy in the last lap when he does not have the possibility to negotiate to the joker buoys, then upon his arrival he receives time penalty corresponding to the average time of the course to the joker buoy with black stripes.

**vi. Missing More Buoys Outside the Slalom,**

If a competitor missed more buoys (two or more) outside the slalom then he is disqualified from the race.

This rule does not apply if:

1. The rider fell during the slalom race where the buoys are close-coupled.
2. The rider is bypassing the obstacle in the slalom

**vii. Late Positioning,**

The competitors must stand up on the Jetsurf by the first turn buoy after the start, or by the second buoy in case of individual buoys or by the third buoy (in the slalom) after falling into the water.

If the rider fails to comply with the stipulated conditions, he is penalized by an average time corresponding to the course to the white buoy with black stripes.

**viii. More than Four Riders Passing through the Gate**

The competitors shall maintain the basic awareness of the situation around them. Simultaneous passing through the finish gate is for safety reasons allowed to max. of four (4) riders. The fifth one shall line up behind the first four. The fifth in the order is the rider who in the last buoy before the gate was the fifth out of the five riders. If the rider passes through the gate at the same time as the other

four, he will be receive, after assessing whether he complied with the stipulated conditions, the penalty 1 to 3 according to the seriousness.

**ix. The Late Arrival to the Qualification, Heat or Finale,**

1. All competitors are required to check and follow the time schedule.
2. In case of the qualification, the riders shall be prepared at the start the moment the previous rider is on the track and the next rider is waiting at the shore. In practice, this means that three riders will be always ready, one of them in the water. If the rider is unable to start due to a technical problem, then after technician's assessment he may be put at the end or anywhere as needed by the referees. If the delay is assessed as strategizing, the rider will not be allowed to the qualification and places last.
3. During the heats the whole group of riders shall get ready. As soon as they are in the water, another group is getting ready so that after the previous group's arrival they can immediately get ready for the start. In case of technical problems the riders have the period of thirty (30) seconds to solve the problem. After this period, the starting procedure resumes.
4. During the finale the whole group of riders gets ready. From the announcement of the order the rider have one minute to solve any technical problems. Afterwards the start takes place without them if they were not able to solve the problems. The rider who missed the regular start may still join the race unless the first rider has already passed through the finish gate.

## 8. Safety,

### a. Safe Entrances into the Water

The entrance into the water is always marked and staked out by the flags or a tape. It is not possible to enter into the water from other places. The exact location and direction of the race from the entrance will be always announced before the first training. The riders' entrance into the water will be coordinated by the Track Referee.

### b. The Safe Ride

Safe ride is the only way to achieve good sports performance and to minimize injuries during races. Therefore, all riders shall comply with the safety principles. It is not acceptable for the riders to ride dangerously (deliberately closing the course to the buoy despite the fact that is apparent from their ride that they will not be able to turn appropriately), it is not acceptable to roughly push the riders riding next to them, to intentionally drive into the opponent's board etc. In the case of the incidents not listed above the incident will always be assessed with the help of the camera and witnesses. *Dangerous riding can be penalized financially, by changing of the order, taking away the points, or disqualification from the race, based on its seriousness.*

**c. Safe Exit from the Track during the Race**

Safe exit from the track is understood as such a way out to the shore in which the rider shall not cross the track. In practice, this means that the rider continues in the direction of the ride outside the track behind the line of all buoys towards the entrance area to the water. 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 penalty 3.

If the rider wants to exit the track, then needs to exit the track the closest possible to enter point of the track. Penultimate buoy, before the closest to the enter and off water point on the shore, rider signalizes leaving the track keeping his arm raised up. Raised arm is not understood as retirement due to injury issue.

**d. Safe Exit from the Track after the Race**

Safe exit from the track is understood as such a way out to the shore in which the rider shall not cross the 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 into the water is before the finish gate) or he takes the shortest route to the entrance area (if the entrance point into the water is behind the finish gate).

The rider shall NEVER block the place in the finish gate, he 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 penalty 3.

**e. Signaling an Injury during the Race**

If there is a serious injury during the race that requires prompt medical attention, then there are two options:

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

The signalization immediately activates the rescue and emergency services. The rider must undergo medical examination and if possible immediately inform the main director of the race.

**f. Signaling a Serious Technical Problem that Requires an Interruption of the Race**

In the event of such a technical problem that requires immediate pick up of the rider and the interruption of the race, the rider raises his hand as if signaling the injury and rotates his hand above his head.

## 9. The Qualification

- a. The qualification is one of the most important stages of the race. In the case that more riders have the same number of points it determines their order. The best time, it means the winner of the qualification, receives the number of points equal to the number of riders, the person who ranked second receives one points less than the winner etc. These points are used in the event of a tie of more riders so that the points for the qualification are added to their total number of points. The last one in the qualification receives one point. The final sum then differentiates between the individual riders.
- b. There are two qualification laps. The direction of the ride depends on the announced direction. The direction of the qualification as well as of the first two heats, the B and A1 finale changes every race to the opposite one. The 2017 season begins in the counter clockwise direction (the last race in China in 2016 was in the clockwise direction).
- c. The rider enters the qualification on the basis of the Track Marshal's permission. The **red** flag means do not enter the gate, the **green** flag allows the riders to enter the track.
- d. Time measuring begins after passing through the gate. The rider shall not enter the gate unless he was signaled to do so by the **green** flag. After passing through the gate the time measuring starts. If a rider fell into the water, or because of other riding mistake he does not want to resume the measured lap, he signalizes his decision by raising his hand, subsequently a green flag signals to him that he may start the second qualification lap.
- e. If the rider must withdraw due to a technical problem and did not enter his first qualification lap, then he may be allowed to participate the qualification lap at the end of the qualification.
- f. If the rider did not enter the qualification due to a technical problem, he has the option of one qualification lap at the end of the qualification or at the discretion of the referees.
- g. The result of the qualification is the order of the riders from the best to the worst. The groups are created based on the number of riders, see the table "Sorting the riders into groups".  
The winner of the qualification is the leader of the group A, the second in rank is the leader of the group B, etc. If all groups are used up then the riders are added to the groups A, B, C, or D.

## 10. The Heats

### a. The Division of Riders into Groups

The riders are divided into groups according to their number during the registration, i.e. the number of riders is concluded on the day of the registration and no additional increase is possible anymore. The number of riders simultaneously determines the number of received points for the individual heats. According to the following table. For example, if there are 23 riders, they are split into three groups of 8, 8, 7, for the 39 riders 10, 10, 10, 9. At the same time, if the number of riders is less than 13, then only half of the points will be allocated in the championship. The maximum number of riders for the season 2017 is 48 riders, i.e. four groups of twelve riders.

The riders' division system is in annex 1

### a. The Heat 1, 2

The Heats 1 and 2 are in the same direction as the qualification. The heat consists of five (5) or six (6) laps with one compulsory course to the joker buoy. The heats are ridden according to the groups that were created after the riders' qualification. The leader (the best rider according to the qualification in the group) leads and influences the starting procedure. See chapter **ride, flying start and off-shore start**. If the rider misses the buoy, he shall negotiate to the white buoy in the following lap (it is not considered as an obligatory course to the white buoy). At least once per heat each rider must negotiate to the white buoy. However, it is only up to him in which lap he decides to do so.

The race ends by passing through the gate and dropping the checkered flag, only then the rider is awarded the points for the heat for the overall scoring. If no flag is dropped for the rider then he is marked as a DNF and receives zero (0) for the heat.

As soon as the first rider passes through finish and receives the flag drop, all the other riders receive the flag drop as well. That means the riders who were overtaken by one lap will not be completing the missing laps and after the flag drop they will safely exit the track, see section "Safety", safe exit from the track after the race.

After finishing the second heat, all competitors' points are re-counted and a new division into groups is carried out based on the same key as in the case of the qualification.

### b. The Heat 3

The heat 3 is in the opposite direction to the direction in heats 1 and 2. Everything else remains the same as in the previous point. In case of not favorable weather the race might be forced to be shortened and the number of heats may be reduced to three. In this case, no result of the heat is omitted. Adequate portion of the points will be included in the overall scoring of the championship.

The third and the fourth heat change the group of riders based on the achieved points in the first and second heat. If there is a tie, the points for the qualification are added in.

### c. The Heat 4

The heat 4 is in the opposite direction to the direction in heat 1 and 2. Everything else remains the same as in the previous point.

After the finishing the fourth heat, the worst result is omitted. The adequate part of points from all heats is included in the overall scoring of the championship.

After the last heat, the points from the individual heats are counted, the worst result is omitted (if four heats were executed) and subsequently the position of the riders is created based on their score. If there is a tie regarding the points, the points from the qualification are added, leading to the point division.

The first eight riders qualify for the finale A, the following twelve (12) riders qualify for the finale B. If any of the 12 rider cannot continue, the rider who has placed next is added to the final group.

For women in 2017 there will be no finale B, therefore the first twelve (12) qualify for the finale A1, A2.

## 12. The Finale B

- a. The finale B is in the same direction as the qualification. Finale B consists of five (5) or six (6) laps with two compulsory courses to the joker buoy. The leader (ranked at the ninth place after the heats) leads and influences the starting procedure. See chapter **ride, flying start and off-shore start**.

The positions of the riders is determined by the total number of points from the heats, alternatively from the qualification if there is a tie regarding the points.

The first four competitors in the finish qualify for the group of twelve competitors for the finale A1, A2.

The results of the finale B are not included into the scoring of the Championship.

## 13. The Finale A1 and A2

### a. The Finale A1

The finale A1 is in the same direction as the qualification. The winner of the heats is the leading rider who influences the starting procedure. See chapter **ride, flying start and off-shore start**. Finale A1 consists of eight (8) or nine (9) laps with two compulsory courses to the joker buoy.

The points in the finale will always be included in the overall scoring, even if the rider does not receive a checkered flag drop he is assigned the twelfth place. If there are more riders who did not finish the race, then they are assigned the position based on the placings from the last lap they negotiated or based on the fact who has more laps.

### b. The Final A2

The finale A2 is in the opposite direction to the direction in the qualification. Everything else remains the same as in the finale A1.

**c. The Winner of the Race**

The winner of the race is the one who has the highest number of points from the finale A1, A2 and the three best heats (provided the rider was not disqualified).

If there is a tie, the points for the qualification will be included.

**14. The Scoring**

**a. 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.

**b. The Scoring of the Heats**

The scoring of the heats will be included in the overall scoring of the Championship, with points of the three best heats added to the scoring to the points from finale W1, W2, or rather A1, A2. If any competitor is disqualified in any heat, such heat is awarded with zero points and is not omitted. The points are designed to motivate the riders to participate in all heats even if they have already received enough points to directly qualify for the final. The second reason is the effort to partially eliminate the loss of points caused by e.g. a technical problem during the race.

All riders who finish a particular heat are awarded with points (the checkered flag drop is recognized as the finish). In case that the rider (though in the first position) does not receive the checkered flag drop, he is not entitled to any points from the heat and is marked as a DNF.

Scoring is dependent on the number of riders in the groups, with the maximum difference in the number of riders in the groups being 1, see table 1. The riders based on their number and the order receive points according to the table 2.

If the number of competitors in the World Championship is less than 13, then all points are divided by two, this also applies to the finale A1, A2.

Every competitor who passes through the finish and gets the flag drop receives **XXX** points for the overall championship and the points will be included in the finale A1 and A2 scoring.

**c. The Scoring of the Finale B,**

Finale B does not award points, it is only used to complete the final group of racers for the finale A1, A2. Finale B consists of up to 12 riders, and if the World Championship's race is joint with the local race, then the group consists of 11 riders from World Championship and the winner of the local race completes the final top 12. If the number of the World Championship's riders is less than 11, then it is possible to add more competitors from the local race based on their position from the best so that the final top 12 is completed.

**d. The Scoring of the Finale A1 and A2**

The finale A1 and A2 is awarded three times as much points as in the case of the heat consisting of 48 riders, see table 3. These points are calculated also for the riders who do not finish (did not receive the checkered flag drop). If the riders did not receive the flag drop, their order, and thus the allocated number of points depends on the last finished lap (i.e. in the case of multiple disqualified competitors in one lap it is not assessed who finished farther).

The order of the riders is determined by the final number of points from the heats, alternatively from the qualification if there is a tie (for the first eight, the rest are according to the order from the finale B).

**e. The Scoring of the Teams**

The year 2017 is a transition year when the factory and the Federation sponsor the 10 best riders. This year, also the formed teams may consist of any number of riders. Their participation in the Championship will be based on their results so that it is not possible for more than 48 men and 24 women to start in the heats.

Each team will be awarded the sum of points of the man and women with the highest number of points achieved in a given race. Based on these points the top 5 teams will be announced at the end of the year 2017. These teams will get any selected two (2) riders sponsored.

**f. The Conversion of Points to Money**

Each point in the Championship has a value of 4 EUR and EUR 1 for the points from the best three heats. The points for the top three heats and two finale A1, A2 are converted. The money is paid only to men. In 2017 women do not receive any money, however they do not pay the starting fees. The money will be paid at the registration of the next race. If the rider, who is to receive the prize, is absent in the next race, then the money will be transferred to his bank account within fourteen days from the date of the end of the next race.

**15. The Penalty**

- a. Unsportsmanlike behavior during the race
  - i. Vulgar manifestations – Penalty 1
  - ii. Aggressive behavior – Penalty 4
  - iii. Dangerous overtaking maneuver – individual assessment, penalty 2-3
  - iv. Deliberate damage to the opponent's equipment – Penalty 4
  - v. Deliberate driving into the opponent - Penalty 3
- b. Unsportsmanlike behavior outside the race
  - i. Vulgar manifestations – Penalty 1
  - ii. Vulgar manifestations against other rider – Penalty 2
  - iii. Aggressive behavior – Penalty 4,



- iv. Vulgar and aggressive behavior towards the jury – Penalty 4,
- v. Damage to other rider's equipment – Penalty 4,

#### **16. Technical security**

- a. The system for communication with riders
- b. GPS tracker,
- c. Surveillance helmet camera

#### **17. Solving protests - penalty**

The jury resolves the protests individually taking into account the opinion of the Commission of Riders, on the basis of the seriousness of the situation the jury decides on the penalty level, and the penalty is determined in four levels. It is not possible to appeal against this decision and it enters into force immediately after the verdict's announcement.

Classification of penalty

Penalty 1 - 100 EUR fine

Penalty 2 - 200 EUR fine

Penalty 3 - disqualification from the heat and 200 EUR fine

Penalty 4 - disqualification from the race and 500 EUR fine

#### **18. The Commission of Riders**

At the first briefing (always on Thursday) of each racing weekend the riders elect the "Commission of Riders", three persons, this Commission communicates within the Jury only with the Race Director or the Chief Referee. In practice this means that the riders in case of any problem, comments on the safety of the track, slalom in the track, etc. must decide together and the Commission presents the result of their discussion to the Jury. The jury is not obliged to comply with these comments. Convening the riders is the task of the "Commission of Riders".

#### **19. Race format**

The race contains tests, qualifying, heats, final B and two rounds of final A1 and A2. In case of the women class, there is no final B. Just 12 fastest women go directly to finals W1 and W2. Tests are intended for track learning, practice of joker buoy and start procedure. Qualification belongs to very important part of the weekend. Its results sort riders to groups for first two heats and determine placements of the riders during all sessions in case riders are equaled on points. In case of the same amount of points scoring between two or more riders, the rider with better qualification result will always be placed in front of the rider with worse qualification result.

- Qualification is run for two laps, is done individually so the rider has clean track for his qualification hot laps. Qualification is influenced by weather and other climatic conditions, not by ride of other riders.
- Riders enter the qualification according previous drawing
- If rider faces any technical issues proved by event technical staff, rider may be put to the end of the startlist for his qualification run.
- Qualification time keeping is conducted by at least two jury members or the time keeping system.

- Rider enters the water after green flag signalization from the marshall.
- After signalization of the white flag, rider has up to 1 minute to start his qualification run unless jury decides for other solution and posts green or red flag. If riders does not listen to jury instructions and does not start his qualification run, rider is disqualified and placed to the last spot. That prevents from better conditions speculations.
- Only properly lapped laps without mistakes are valid and counted.
- In case there are more riders with no valid lap or disqualified riders, they are all put to the end of the list and their placement is determined by their current position in the Championship.
- If rider is forced to retire from the qualification due to a technical issue, rider has right to repeat his run after his board is checked by event technical staff that confirm the technical issue to jury.
- Qualification is run in the principal direction that is declared in the beginning of the racing weekend and that determines also two heats and Final B
- Heats serve to compare riders in group ride
  - There will be three or four heats
  - In case of three heats, all three heats results are counted. In case of four heats, the worst result of each rider is not counted.
  - All finished and valid heats are counted to the Championship standings.
  - If rider is disqualified from the heat, disqualification is not considered as the worst result as is counted as a zero. Other lowest performance will not be counted.
  - For each heat, rider scores points according to number of people in the biggest group (as per table attachment)
  - Finished heat is understood as a heat when rider crosses the chequered flag.
  - After two heats, the current points standings is made as well as new groups that will compete in opposite direction.
- After finishing all heats, the points are recounted (in case of four heats, the worse scoring is not counted as per above).
- In case of the same points scoring, qualification determines the final placement.
- The results is a table with 8 fastest riders that advance straightly to Final A and a table of 12 rider heading to Final B.
- In women class, there is no Final B, fastest 12 women make it straightly to Final W
- Final B serves to fill the Final A 12 riders line-up.
  - In Final B, more twelve riders placed from 9<sup>th</sup> to 20<sup>th</sup> spot start in this final according to current points standings.
  - Leader of final B is 9<sup>th</sup> in current riders standings.
  - Riders start in two rows of six riders.

- Final B is run for five or six laps. Number of laps is set by jury according to length of the course. Course with lap time under 50 seconds runs six laps, longer than 50 seconds five laps.
  - Riding direction is the same to the qualification
  - There are no points transferred from Final B, first four riders advance to Final A, or first three riders in case the VIP card had been announced for the race.
- Final A1, W1 is the main event for men and women category in domination direction (direction same to the qualification)
  - Twelve riders take part in this race, leader is the one with highest current points scoring.
  - The race is run for eight or nine laps (jury sets according to course length, course under 50 seconds – 9 laps, course with lap time longer than 50 seconds – 8 laps).
  - For each position in the race, rider scores points no matter if finishes the race or not. The only condition for scoring the points is to make at least one complete lap (cross the main gate at least once).
  - The points for the final are quadruple of values from the group of 12 riders. That means the winner will get 18x4, second 14x4, etc. as per annex. points in the finals.
  - If more riders are not able to finish the race, their results are set based on the number of laps they had conducted, or according the position in the last valid lap.
- Final A2, W2 – second main event of men and women category, run in opposite direction (opposite to the qualification).
  - All points are equaled to final A1, W1.
- Amount of points for the whole race weekend
  - In case of four valid heats, three best of those in case of three valid heats of those three.
  - If rider is disqualified from any of the heats, a zero will be counted to his scoring and the next one with the lowest scoring will not be counted (just in case of four heats).
  - Points from final A1, A2 / W1, W2 for the women class will be added to these points.
  - The riders standings will be made according to the points scoring from the highest. In case of tie points, the placement will be decided according to qualification.
- Points conversion to prize money
  - All points of three best heats are 1 € prized.
  - All points of A1, A2 are 1 € prized.
- Points mark to current championship standings
  - All points from all heats are counted to the championship overall ranking.
  - All points from the main events A1, A2 / W1, W2 are counted to the championship overall ranking.



- Ceremony for WorldCup Race
  - The top three women class riders are invited for the podium ceremony.
  - The top three men class riders are invited for the podium ceremony.
  
- Championship overall ceremony
  - In case of five races, the worst result (lowest point scoring) is not counted, if rider was not disqualified.
  - In case of four races, all results are counted.
  - Top three scoring riders of both classes are awarded in the Championship overall ceremony.

**Annex 1**

Table 1 Riders divided into groups according to their number.

1 - 1A	2 - 2A	3 - 3A	4 - 4A	5 - 5A	6 - 6A	7 - 7A	8 - 8A
9 - 5A 4B	10 - 5A 5B	11 - 6A 5B	12 - 6A 6B	13 - 7A 6B	14 - 7A 7B	15 - 8A 7B	16 - 8A 8B
17 - 6A 6B 5C	18 - 6A 6B 6C	19 - 7A 6B 6C	20 - 7A 7B 6C	21 - 7A 7B 7C	22 - 8A 7B 7C	23 - 8A 8B 7C	24 - 8A 8B 8C
25 - 7A 6B 6C, 6D	26 - 7A 7B 6C, 6D	27 - 7A 7B 7C, 6D	28 - 7A 7B 7C, 7D	29 - 8A 7B 7C, 7D	30 - 8A 8B 7C, 7D	31 - 8A 6B 8C, 7D	32 - 8A 8B 8C, 8D
33 - 9A 8B 8C, 8D	34 - 9A 9B 8C, 8D	35 - 9A 9B 9C, 8D	36 - 9A 9B 9C, 9D	37 - 10A 9B 9C, 9D	38 - 10A 10B 9C, 9D	39 - 10A 10B 10C, 9D	40 - 10A 10B 10C, 10D
41 - 11A 10B 10C, 10D	42 - 11A 11B 10C, 10D	43 - 11A 11B 11C, 10D	44 - 11A 11B 11C, 11D	45 - 12A 11B 11C, 11D	46 - 12A 12B 11C, 11D	47 - 12A 12B 12C, 11D	48 - 12A 12B 12C, 12D

The yellow marking indicates half of the championship's points.

## Annex 2

### Points according to the maximum number of riders in the group

#### Up to 32 riders

1. 14 points	2. 10 points	3. 7 points	4. 5 points	5. 4 points	6. 3 points	7. 2 points	8. 1 point
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#### Up to 40 riders

1. 16 points	2. 12 points	3. 9 points	4. 7 points	5. 6 points
6. 5 points	7. 4 points	8. 3 points	9. 2 points	10. 1 point

#### Up to 48 riders

1. 18 points	2. 14 points	3. 11 points	4. 9 points	5. 8 points	6. 7 points
7. 6 points	8. 5 points	9. 4 points	10. 3 points	11. 2 points	12. 1 point

### Scoring of the finale A1, A2, W1, W2

#### Twelve riders

1. 72 points	2. 56 points	3. 44 points	4. 36 points	5. 32 points	6. 28 points
7. 24 points	8. 20 points	9. 16 points	10. 12 points	11. 8 points	12. 4 points