

## **JSAF SUPPORT BOAT REGULATIONS**

### **1 General**

1.1 This Support Boat Regulations shall apply for the support boats for 32<sup>nd</sup> Olympic Games (2020 Tokyo) including practicing or participating any events beforehand in the limited period and areas indicated below:

Applied Period: from 9<sup>th</sup> November 2020 to 31<sup>st</sup> August 2021

Applied Area: Area Surrounded by the points below (see appendix)

- ① Left bank side of Hikichi river  
2 chome Kugenuma Kaigan Fujisawa city  
N35 18 53 E 139 28 08  
(GPS : 35.31482N、 139.46884E)
- ② N 35 14 52 E 139 28 12  
(GPS : 35.24779N、 139.46990E)
- ③ N 35 12 58 E 139 32 25  
(GPS : 35.22452N、 139.52583E)
- ④ Right bank side of Matsukoshi river  
2 chome Nagasaka Yokosuka city  
N35 13 10 E 139 37 20  
(GPS : 35.21945N、 139.62223E)

1.2 These regulations apply for support boats to support athletes; technical boats such as gathering weather data; boats for race officers or judges of the events under control of World Sailing and broadcast boats appointed by IOC.

1.3 Each Team including race management team should appoint a leader who will be responsible for the boat(s). Name of the leader and contact email address/phone number must be given to Japan Sailing Federation (JSAF). If there is a change, it must be reported to JSAF.

All procedure will be done thru the team leader and JSAF will provide necessary information to the leader.

1.4 JSAF may inspect support boats at any time to ensure that they comply with these regulations, and the person responsible for the boat shall facilitate such inspection.

1.5 An alleged breach of any of these regulations may be referred to JSAF Disciplinary Committee for a hearing. As a result of the hearing, JSAF Disciplinary Committee may instruct JSAF to withdraw accreditation and

access rights from the driver or person in charge, with or without the option of substitution, either for a specified period or for the remainder of the competition. Note also, action may be taken under RRS 69 or World Sailing Regulation 35.

However, during the Olympic Games, these authorities will be carried out in consultation with the World Sailing and the Tokyo Olympic and Paralympic Games Organizing Committee.

- 1.6 JSAF may change these regulations at any time. Any changes will be posted on JSAF web site and become effective
- 1.7 JSAF may, at its discretion, refuse the use of support boats not deemed to be suitable.
- 1.8 Non-Japanese support boats or designated drivers without holding Japanese boat driver's license must apply to JSAF beforehand. On the first day at the venue, coach boats should be inspected and receive confirmation by JSAF. Drivers should get their operator cards issued by the Japanese Government (MLIT) through JSAF.
  - 1.8.1 Each support boat shall be insured with valid third-party liability insurance with a minimum coverage of €1,500,000 (or equivalent) per incident.
  - 1.8.2 Only those who applied and received operator card or holding Japanese driver's license may be designated drivers.
  - 1.8.3 The team leader registering the coach boat shall confirm that:
    - (a) the coach boat has applied in advance and already got the certificate by JSAF (no needed if the owner of the charter boat is Japanese).
    - (b) a valid insurance certification showing proof of third-party liability coverage as required by 1.8.1 has been obtained.
    - (c) each designated driver has a Japanese motorboat driver license or Operator Card issued by the Japanese Government (MLIT) through JSAF.
    - (d) anyone who will be using a radio has an appropriate radio operation license recognized by JSAF.
- 1.9 Coach boats shall be marked with the applicable national sail letters (RRSG1.1) clearly displayed on both sides of the boat in strongly contrasting colors at all times while afloat. The minimum height for the letters shall be 200mm. The letters will not be provided by JSAF. In addition, the certificate sticker should be displayed on the boat clearly. Other boats related to the event should have identification specified by the rules of the event.

## **2. Certificate Sticker and Operator Card at the restricted area**

- 2.1.1 License, inspection and registration are required for the boats/drivers in Japan. However, for the overseas team who applied in advance, special exemption will be applied in the limited period and navigation area.
- 2.1.2 Regarding 2.1.1, Team leader should submit the application form prepared by JSAF, including specifications of the boat in advance. JSAF will issue a “Certificate Sticker” after checking the boat in Japan.
- 2.1.3 Operator cards which have been issued will continue to be valid under this regulation.
- 2.2.1 In Japan, Japanese boat license is required for driving the boat. However, special exemption will be applied if you get the operator card issued by the Japanese Government (MLIT), through JSAF at the limited period and area written on 1.1.
- 2.2.2 For Operator Card written on 2.2.1, the team leader shall gather the application forms, photos and required documents below:
- Country with driving license system: Copy of the license
  - Country without driving license system: Endorsement from MNA or any institutions delegated by IOC and a copy of passport
- from designated drivers and send to JSAF. Japanese Government (MLIT) will issue Operator Card which is alternative to the driving license.
- 2.2.3 JSAF will require all persons receiving the card should comply with this regulation and ensure the safety of navigation of the support boat.
- 2.2.4 The person who has been issued the Operator Card must keep it on the boat when driving.
- 2.2.5 JSAF will record the name and other information related when the operator card is issued or reissued. In addition, JSAF will keep the copy of the cards issued based on this regulation till 31<sup>st</sup> August 2022.
- 2.2.6 In case of violation of this regulation, the card must be canceled and returned. In addition, the Operator Card will not be reissued.
- 2.2.7 The cards which have been issued will continue to be valid till 31<sup>st</sup> August 2021.
- 2.3 Each time when the certificated support boats come in or go out of the navigation area, it should be reported to JSAF.
- 2.4 Certificated coach boats must be berthed at the harbor within the area

stated in 1.1 and should be reported to JSAF.

- 2.5 JSAF will manage information of 1.3,2.1.2,2.3 and 2.4 and keep till 31<sup>st</sup> Aug.2022.
- 2.6 There are many fishing nets in this area. For any reason, no damages should be caused to the net. JSAF will try to provide the latest information on fishing nets on the website. However even if there's a difference, obligation to avoid the fishing nets won't be exempted.
- 2.7 Even in the period and area stated in 1.1, if the purpose of using the support boat is other than race practice, event, meteorological data collection, race management or broadcasting, Japanese boat inspection and Japanese driving license is required.
- 2.8 If using the support boat out of the period and area stated in 1.1, Japanese boat inspection and Japanese driving license is required.
- 2.9 After using the coach boat, team leader should take it out of Japan by the end of date stated in 1.1.

### **3. Safety**

- 3.1 Support boats shall carry on board:
  - (a) life jackets/aid for all passengers and the driver;
  - (b) first-aid kit;
  - (c) VHF wireless device or communication equipment with GPS (Smart Phone etc);.
  - (d) device for making a sound signal;
  - (e) compass;
  - (f) adequate anchor for conditions and depth;
  - (g) 2 ropes (minimum 15m long and 10mm thick);
  - (h) operational engine kill cord (also known as a safety lanyard or automatic engine immobilizer);
  - (i) hand pump or bailer;
  - (j) knife

It is strongly recommended to use the kill cord when the engine is running.

- 3.2 Support boats must have ISO International Standards.
- 3.3 Life jackets must be worn at all times when afloat.
- 3.4 Navigation time is only between sunrise and sunset.
- 3.5 The maximum plated / certificated passenger limits for the boat shall never exceed.

- 3.6 Team leaders are responsible for overseeing the safe operation of their coach boats on the water, including knowledge of who is afloat and ensuring their safe return to the venue.
- 3.7 Designated drivers of the support boats must follow the order of the person in charge of JSAF. It includes assistance in search and rescue operation. Apply 1.5 during Olympic Period.
- 3.8 Support boats shall comply with local harbor and marina regulations, including speed limits.
- 3.9 In order to be prepared for emergency, team leaders must have contact system to the based harbor. When having trouble to navigate safely, ask for rescue to the harbor immediately. It should be reported to JSAF later.

#### **4. General Restrictions**

- 4.1 The registered driver(s) of the support boat will be responsible for the control of the boat at all times and will be held responsible for any inappropriate behavior, dangerous actions or improper practices, or actions affecting the fairness or safety.
- 4.2 Support boats shall not leave any device, piece of equipment, buoy, marker or similar item permanently in the water. Temporary use of floating objects is allowed for current measurement. These objects shall be removed as soon as the measurement has been taken.
- 4.3 Never throw garbage from the boat. Don't cause damage to environment such as oil spill.
- 4.4 Boat drivers shall not operate the boat while they are under the influence of alcohol, drugs or other chemical agents which are likely to impair in anyway their ability to perform normal operation.
- 4.5 Check the support boat before departure of harbor.
- 4.6 When driving the support boat, please watch carefully. Never go close to swimmers. Avoid a dangerous situation.
- 4.7 Support boats shall take particular care to minimize their wash when transiting the race area during the Event or practicing area of the other teams.