

Rooster International Topper World Championships 2017

Loctudy, France
Saturday 22nd to Friday 28th July 2017

Sailing Instructions

Version 1
Published 8th July 2017

**Organized by the International Topper Class Association (ITCA) in conjunction with
Cercle Nautique Loctudy**

1 Rules

- 1.1 The championships will be governed by the rules as defined in the Racing Rules of Sailing (RRS).
- 1.2 The prescriptions of the French sailing Federation (FFVoile) that apply are stated in full in Appendix A.
- 1.3 [DP] The International Topper Class Rules apply. These are amended for this event as follows: Add "7.15 Boats shall display event advertising on the lowest white panel of the mainsail. On 5.3 sails such event advertising shall be placed 45mm in from the leech of the sail, parallel to the upper seam of the sail panel. On 4.2 sails such event advertising shall be placed centrally between the national letters and the mast sleeve, parallel to the upper seam of the sail panel. Any competitor advertising shall be clearly separated from such event advertising."
- 1.4 The following documents apply (and rank as rules under the Racing Rules of Sailing):
 - a) [DP] The ITCA World Championship 2017 Equipment Regulations
 - b) [DP] The ITCA World Championship 2017 Competitor and Support Team Regulations.
- 1.5 [NP] [DP] The rules and byelaws of Cercle Nautique Loctudy apply. All visiting competitors and their supporters will be temporary members of Cercle Nautique Loctudy for the duration of the event and shall abide by all club rules and byelaws.

- 1.6 In all rules governing this event:
- a) A boat may not protest another boat or request redress for any breach of a rule marked [NP]. This changes rule 60.1.
 - b) For breaches of rules marked [SP] the race committee may apply a standard penalty without a hearing. This changes rules 63.1 and A5.
 - c) For rules marked [DP] the penalty for each breach is at the discretion of the protest committee. This changes rule 64.1.
- 1.7 In case of conflict with the Notice of Race these Sailing Instructions shall prevail. This changes rule 63.7.
- 1.8 If there is a conflict between languages the English text will take precedence.
- 1.9 All times stated are local times (Central European Summer Time = UTC+2).

2 Notices to Competitors and Communication with Competitors

- 2.1 Notices to competitors will be posted on the official notice board inside the marquee.
- 2.2 There will be a welcome and briefing for all competitors and their supporters, which all competitors should attend, in front of the podium at the end of the opening ceremony on Sunday 23rd July.
- 2.3 There will be a daily briefing for all competitors in front of the podium at 11.30am on Monday 24th July and each day thereafter, time to be confirmed
- 2.4 Communication with competitors (including BFD notification under rule 30.4 and Rule 42 penalty signalling under rule P1) will be by championship number.

3 Changes to Sailing Instructions

- 3.1 Any change to the sailing instructions will be posted at least two hours before the scheduled start time on the day it will take effect, except that any change to the schedule of races will be posted by 18:00 or the end of the protest time limit (whichever is the later) on the day before it will take effect.

4 Signals made Ashore

- 4.1 Signals made ashore will be displayed on top of the flagpole beside the boat launch area.
- 4.2 When flag AP is flown ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.
- 4.3 One or more class or fleet flags displayed beneath flag AP indicate that the start of the next race for those particular fleets has been postponed.
- 4.4 [NP] [DP] Boats shall not go afloat until flag D is displayed. If one or more class or fleet flags are displayed beneath flag D only boats in the relevant class or fleet(s) may go afloat at that time.

5 Format of Championships

5.3 class

- 5.1 The International Topper 5.3 World Championship will consist of a Qualification Series followed by a Final Series. Nine races are scheduled for the Qualification Series and six for the Final Series.
- 5.2 The Qualification Series is scheduled to run from Monday 24th July to the end of Wednesday 26th July. If fewer than four races have been completed within that time however, the Qualification Series will continue until at least four races have been completed.

- 5.3 For each day of the Qualification Series the Championship entry will be divided into three fleets of as near as possible equal size: Yellow, Blue and Red. The allocation of boats to fleets – which will likely change from day to day – will be displayed on the official notice board from at least two hours before the start of the first race on each day.
- 5.4 Following completion of the Qualification Series, the results of the Qualification Series will be used to divide the Championship entry into three fleets for the Final Series: Gold, Silver and Bronze.
- 5.5 The boats with the best Championship score at the end of the Qualification Series will be assigned to the Gold fleet. The minimum number of boats assigned to the Gold fleet will be 33% of the number of boats entered in the Championship, rounded up. In addition, all boats with the same Championship score as the last boat assigned to the Gold fleet in this way will also be assigned to the Gold fleet.
- 5.6 The remaining boats will be assigned to the Silver and Bronze fleets in a similar way, with at least 50% of those remaining boats being assigned to the Silver fleet.
- 5.7 The allocation of boats to Final Series fleets will be displayed on the official notice board from at least two hours before the start of the first race of the Final Series.
- 5.8 Any recalculation of Qualification Series scores after boats have been assigned to Final Series fleets will not affect those assignments, except that a redress decision before the Final Series races commence may promote a boat into a higher fleet.

4.2 class

- 5.9 The International Topper 4.2 World Championship will consist of a single Championship series. A total of 15 races are scheduled.

6 Schedule of Racing

- 6.1 Racing is scheduled for both classes on each day from Monday to Friday as follows:

<i>Date</i>	<i>First Warning Signal</i>	<i>Number of Races</i>
Monday 24 th July	14:00	3 races back to back
Tuesday 25 th July	TBA	3 races back to back
Wednesday 26 th July	TBA	3 races back to back
Thursday 27 th July	TBA	3 races back to back
Friday 28 th July	TBA	3 races back to back

- 6.2 To alert boats that a race or sequence of races will begin soon the orange starting line flag will be displayed on the race committee signal vessel with one or more sound signals at least five minutes before a warning signal is made.
- 6.3 The warning signal for any subsequent start in a sequence will be made not less than 1 minute after the starting signal for the previous start in the sequence.
- 6.4 [NP] If the 5.3 class entry is divided into fleets, the intended order of starts for each race is as follows, but the final order will be as signalled, by the race committee (fleet flag warning signals).
 - a) First start of sequence: Yellow / Gold fleet
 - b) Second start of sequence: Blue / Silver fleet
 - c) Third start of sequence: Red / Bronze fleet.
- 6.5 On the last day of the event no starting signal for any fleet will be made after 15:00.

7 Class / Fleet Flags

- 7.1 The 5.3 class flag is flag T. If the 5.3 class entry is divided into fleets, the class flag for each fleet will be as follows:
- a) Yellow fleet / Gold fleet – Yellow flag
 - b) Blue fleet / Silver fleet – Blue flag
 - c) Red fleet / Bronze fleet – Red flag.
- 7.2 The 4.2 class flag is flag T defaced with '4.2'.

8 Racing Area

See Appendix 2.

9 The Courses

- 9.1 The courses to be sailed, including the order in which the marks are to be passed and the side on which each mark is to be left, are shown in Appendix 3 for the 5.3 class and Appendix 4 for the 4.2 class.
- 9.2 No later than the warning signal, the race committee signal vessel may display the approximate compass bearing of the first leg.
- 9.3 When one of two gate marks is missing the remaining mark shall be left to port.

10 Marks

- 10.1 For the 5.3 class, marks will be Yellow Inflatable marks
- 10.2 For the 4.2 class, marks will be Orange Inflatable marks

11 Areas that are obstructions

- 11.1 A support vessel in close attendance to a boat, vessel or person in difficulty is an obstruction.

12 The Start

- 12.1 The starting line will be between the mast displaying an orange flag on the committee vessel at the starboard end of the line and at the port end either;
- the mast displaying an orange flag on another committee vessel, or
 - the course side of a buoy with an orange flag.
- 12.2 If a buoy with an orange flag is used, the race committee may position a vessel outside the port end of the starting line to sight the line. When that vessel is in position, or manoeuvring to hold position, a boat that touches it shall take a one-turn penalty as described in rule 44.2 (this changes rule 44.1).
- 12.3 [NP] [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other fleets and races.
- 12.4 A boat that has not started within 4 minutes of her starting signal will be scored 'Did Not Start' without a hearing. This changes rule A4.
- 12.5 If a start under rule 30.4 (Black Flag Rule) is recalled or abandoned after the starting signal, the championship numbers of the boats that have been disqualified from the race under that rule will be displayed on the race committee signal vessel for a minimum of 3 minutes. A repeated sound signal will be made as the numbers are first displayed. (Competitors are reminded that any boat so notified must not sail in any restart or resail of that race - see rule 30.4).

13 Change of the Next Leg of the Course

13.1 To change the next leg of the course the race committee will move the original mark (or the finishing line) to a new position.

14 The Finish

14.1 The finishing line will be between the mast displaying a BLUE flag on the committee vessel at the port end of the line and at the starboard end either:

- the mast displaying a BLUE flag on another committee vessel, or
- the course side of a buoy with a BLUE flag.

14.2 When finishing, boats should make every effort to show their championship number clearly to the finish line committee vessel(s).

14.3 [NP] [DP] After finishing and clearing the finishing line, boats shall keep clear of the finishing area and of all boats not yet finished.

14.4 [NP] Boats re-crossing the finishing line in the direction of the course from the last mark will be scored for their final crossing.

14.5 [NP] In addition to the procedure for shortening course in rule 32, the race committee may also award a finishing position to a boat that is still racing by displaying to her from a committee vessel (which may be in motion) flag W with one sound signal. A boat so notified is no longer required to sail the course (changing rule 28.1), shall stop racing and return to the starting area, or return ashore if there is no more racing. A boat's finishing position under this sailing instruction will be the position she would have received had she sailed the course and finished within any time limit, without gaining or losing any place. However, when two or more boats that are overlapped are notified, they will be scored as if they were tied.

15 Policing of Rule 42

15.1 Appendix P will apply as changed by SI 15.2.

15.2 Rule P2.3 will not apply and rule P2.2 is changed so that it will apply to any penalty after the first one.

16 [NP] Target Time and Time Limits

16.1 The target time for each race is 45 minutes.

16.2 If no boat has passed Mark 1 within 30 minutes of the start the race will be abandoned.

16.3 If no boat finishes within 90 minutes, the race will be abandoned.

17 Retirement and Penalty Declaration; Exoneration Penalty

17.1 [NP] [DP] A boat that retires before finishing or takes a one-turn penalty or a two-turn penalty under rule 44.2 shall record the details on a declaration form at the tally board before the end of tally time.

17.2 A boat that may have broken a rule of Part 2 or rule 31 and did not take a penalty at the time of the incident may, in certain circumstances, accept an Exoneration Penalty as an alternative to retirement. See Appendix 4 for details.

18 Protests and Requests for Redress

18.1 Boats intending to protest or request redress for an incident on the race course shall inform one of the race committee vessels at the finishing line upon finishing the race, or if they do not finish, inform either a jury vessel or a support vessel as soon as practicable after they retire. This adds to the requirements of rule 61.1 for a protest or request for redress to be valid.

- 18.2 Protests forms will be available at the tally board. Protests and requests for redress or reopening shall be returned to jury office (place to be confirmed) within the time limit.
- 18.3 The protest committee will decide and post the protest time limit for each fleet or class. It will normally be 30 minutes after the last competitor comes ashore after the last race of the day. This time limit is extended by 30 minutes for a protest by the Race Committee or Protest Committee concerning an incident they observed in the racing area.
- 18.4 A notice will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. This is the notification required by rules 61.1(b) and 63.2. Arbitration hearings and protest hearings may begin without a notice and within protest time when the parties are available and have had sufficient time to prepare.
- 18.5 On the last day of the Qualification Series for the 5.3 class and of the event for both classes, a request for re-opening a hearing shall be delivered:
- within the protest time limit if the party requesting re-opening was informed of the decision on a previous day;
 - no later than 15 minutes after the party requesting re-opening was informed of the decision on that day.
- This changes rule 66.
- 18.6 On the last day of the Qualification Series for the 5.3 class and of the event for both classes, a request for redress based on a protest committee decision shall be delivered no later than 15 minutes after the decision was posted. This changes rule 62.2.
- 18.7 Arbitration will be available as an alternative way of resolving protests. See Appendix 4 for details.
- 18.8 Decisions of the International Jury will be final as provided in rule 70.5.

19 Outside Help

- 19.1 Rule 41(a) is changed to include help to recover after a capsized from the race committee or registered support vessels.
- 19.2 [DP] No boat shall be towed by any support vessel at any time whilst afloat, unless the boat is disabled, or permission has been given by the course safety lead or race officer. This includes towing to or from the race area.

20 Scoring

- 20.1 The event will be scored in accordance with Appendix A using the Low Point System, except as amended below.
- 20.2 Ties on total points will be broken by rule A8 only for the purpose of awarding trophies and prizes, in which case rule A8.2 will be applied (if necessary) considering only those races in which the tied boats sailed against each other.

Scoring for the Topper 5.3m2 Championship

- 20.3 A total of 15 races are scheduled – nine races in the Qualification Series and six races in the Final Series. At least four races must be completed in the Qualification Series prior to the fleet being split into Final Series fleets. One race must be completed by the Gold fleet in the Final Series to constitute the Championship.
- 20.4 In the Qualification Series:
- For each race, each fleet will first be scored separately. The scores from all the fleets will then be combined to produce the overall result for the race, so that there will be three firsts, three seconds, etc. Rule A7 will not be applied to these tied race scores.

- b) When a race is postponed, recalled or abandoned for one or more fleets, that race will not be completed and scored for any fleet until at least one boat in each fleet has started, sailed the course in compliance with rule 28 and finished within the time limit, and the race has not subsequently been abandoned.

20.5 For the Final Series, each fleet will be scored separately. There is no requirement for the separate fleets to sail the same number of races.

20.6 A boat's Championship score will be the total of her race scores excluding her worst race scores as follows:

- a) When three or fewer races have been completed, no race score will be excluded;
- b) When four to nine races have been completed, one race score will be excluded;
- c) When ten or more races have been completed, two race scores will be excluded;
- d) At most one of the excluded race scores may be a Final Series race score, but only if at least two Final Series races have been completed.

20.7 In the final Championship results, all boats assigned to the Gold fleet will rank ahead of all boats assigned to the Silver fleet which will rank ahead of all boats assigned to the Bronze fleet.

20.8 In the Qualification Series, a boat that did not start, did not finish, retired or was disqualified, shall be scored points for the finishing place one more than the largest number of boats assigned to any fleet for that race (changing rule A4.2). Scoring penalties will also be based on the largest number of boats assigned to any fleet for the relevant race (changing rule 44.3 (c)).

20.9 In the Final Series, a boat that did not start, did not finish, retired or was disqualified, shall be scored points for the finishing place one more than the total number of boats assigned to her Final Series fleet (changing rules A4.2). Scoring penalties for the Final Series will similarly be based on the total number of boats assigned to the relevant Final Series fleet (changing rule 44.3 (c)).

Scoring for the Topper 4.2m2 Championship

20.10 15 races are scheduled. Three races must be completed to constitute the Championship.

20.11 A boat's Championship score will be the total of her race scores excluding her worst race scores as follows:

- a) When three or fewer races have been completed no race score will be excluded;
- b) When four to nine races have been completed one race score will be excluded;
- c) When ten or more races have been completed two race scores will be excluded.

21 [NP] [DP] Safety

21.1 Each competitor shall wear a personal flotation device of at least CE50 Newton standard or equivalent at all times when afloat, except briefly while changing or adjusting clothing or personal equipment. This changes rule 40.

21.2 When a member of the race committee or its designated official considers that a boat, its equipment, or a competitor may not be adequate for the current or expected conditions, or for any other reason associated with safety, he or she may stop the boat launching, or require it to return ashore, or go to a designated location.

21.3 Boats and competitors shall comply with all reasonable support vessel crew instructions.

21.4 A boat that wishes to leave the racing area before the end of racing shall request permission from the race committee or a support vessel before doing so, and shall obey any instruction given in response.

22 [NP] [SP] Tallying

- 22.1 Each competitor shall, in person, tally out before launching and tally in on returning ashore.
- 22.2 The time for a boat to tally out ends when the boat is launched. The penalty for failing to tally out is a 10% Scoring Penalty calculated as stated in rule 44.3(c), as amended by SI 20.8 or 20.9 if relevant, applied without a hearing to the first race that she starts after the incident.
- 22.3 A boat that fails to tally out must request and receive permission to remain afloat from a safety official before starting any race. A boat in this situation that starts a race before receiving such permission will be scored DNC for that race without a hearing. This changes rules 35 and A4.
- 22.4 The time for a boat to tally in finishes ten minutes after the last boat in her class is ashore. The penalty for failing to tally in is a 10% Scoring Penalty calculated as stated in rule 44.3(c), as amended by SI 20.8 or 20.9 if relevant, applied without a hearing to the last race that she started before the incident.
- 22.5 If a competitor fails to tally in or out three times during the event, on the third time the penalty will be disqualification from the relevant race without a hearing.
- 22.6 An announcement will be made when boats may tally out.

23 [DP] Equipment Inspection and Sail Changes

- 23.1 In addition to measurement before the first day of racing, an official measurer or an equipment inspector may inspect or measure a boat before or after she races. A boat selected for inspection or measurement shall comply with the instructions of the measurer or inspector. In addition to any protest lodged by the technical committee, a boat that a measurer or equipment inspector decides does not comply with class rules shall not race without the prior written consent of the technical committee, until she is re-inspected and found to comply.
- 23.2 Each boat shall use only one sail during the event, except that in the case of damage that it is impossible to repair in time for a race, the technical committee may authorise the use of an alternative sail in one or more races. Such authorisation shall be sought at the first reasonable opportunity, ideally before the alternative sail is used.

24 Waste

- 24.1 Trash may be placed aboard support and race committee boats.

25 Radio Communication

- 25.1 A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

26 Risk Statement

- 26.1 Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."
- 26.2 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:
 - a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
 - b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
 - c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
 - d) Their boat is in good order, equipped to sail in the event and they are fit to participate;

- e) The provision of a race management team, support vessels and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- f) The provision of support vessel cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any competitor briefing held for this event.

27 [NP] [DP] Insurance

- 27.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or equivalent.

FFV Prescriptions

(* FFVoile Prescription to **RRS 64.3** (*Decisions on protests concerning class rules*):

The jury may ask the parties to the protest, prior to checking procedures, a deposit covering the cost of checking arising from a protest concerning class rules.

(* FFVoile Prescription to **RRS 67** (*Damages*):

Any question about or request of damages arising from an incident involving a boat bound by the Racing Rules of Sailing or International Regulation to Prevent Collision at Sea depends on the appropriate courts and cannot be dealt by the jury.

(* FFVoile Prescription to **RRS 70.5** (*Appeals and requests to a national authority*):

The denial of the right of appeal is subject to the written authorization of the Fédération Française de Voile, received before publishing the notice of race. This authorization shall be posted on the official notice board during the event.

(* FFVoile Prescription to **RRS 78.1** (*Compliance with class rules; certificates*):

The boat's owner or other person in charge shall, under his sole responsibility, make sure moreover that his boat complies with the equipment and security rules required by the laws, by-laws and regulations of the Administration.

(* FFVoile Prescription to **RRS 86.3** (*Changes to the racing rules*):

An organizing authority wishing to change a rule listed in RRS 86.1(a) in order to develop or test new rules shall first submit the changes to the FFVoile, in order to obtain its written approval and shall report the results to FFVoile after the event. Such authorization shall be mentioned in the notice of race and in the sailing instructions and shall be posted on the official notice board during the event.

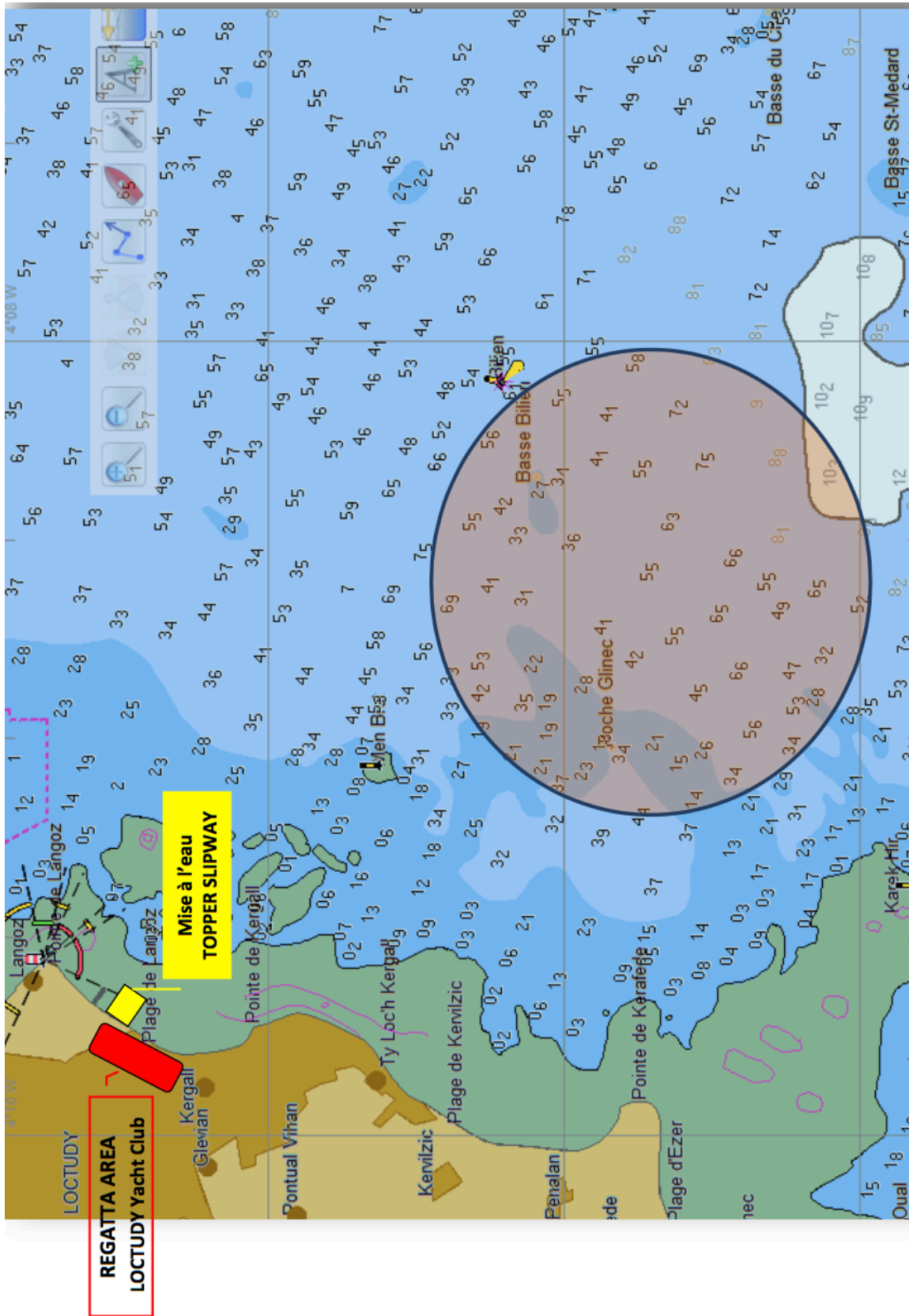
(* FFVoile Prescription to **RRS 88** (*National prescriptions*):

Prescriptions of the FFVoile shall neither be changed nor deleted in the notice of race and sailing instructions, except for events for which an international jury has been appointed. In such case, the prescriptions marked with an asterisk (*) shall neither be changed nor deleted in the notice of race and sailing instructions. (The official translation of the prescriptions, downloadable on the FFVoile website www.ffvoile.fr, shall be the only translation used to comply with RRS 90.2(b)).

(* FFVoile Prescription to **RRS 91(b)** (*Protest committee*):

The appointment of an international jury meeting the requirements of Appendix N is subject to prior written approval of the Fédération Française de Voile. Such authorization shall be posted on the official notice board during the event.

Race Area

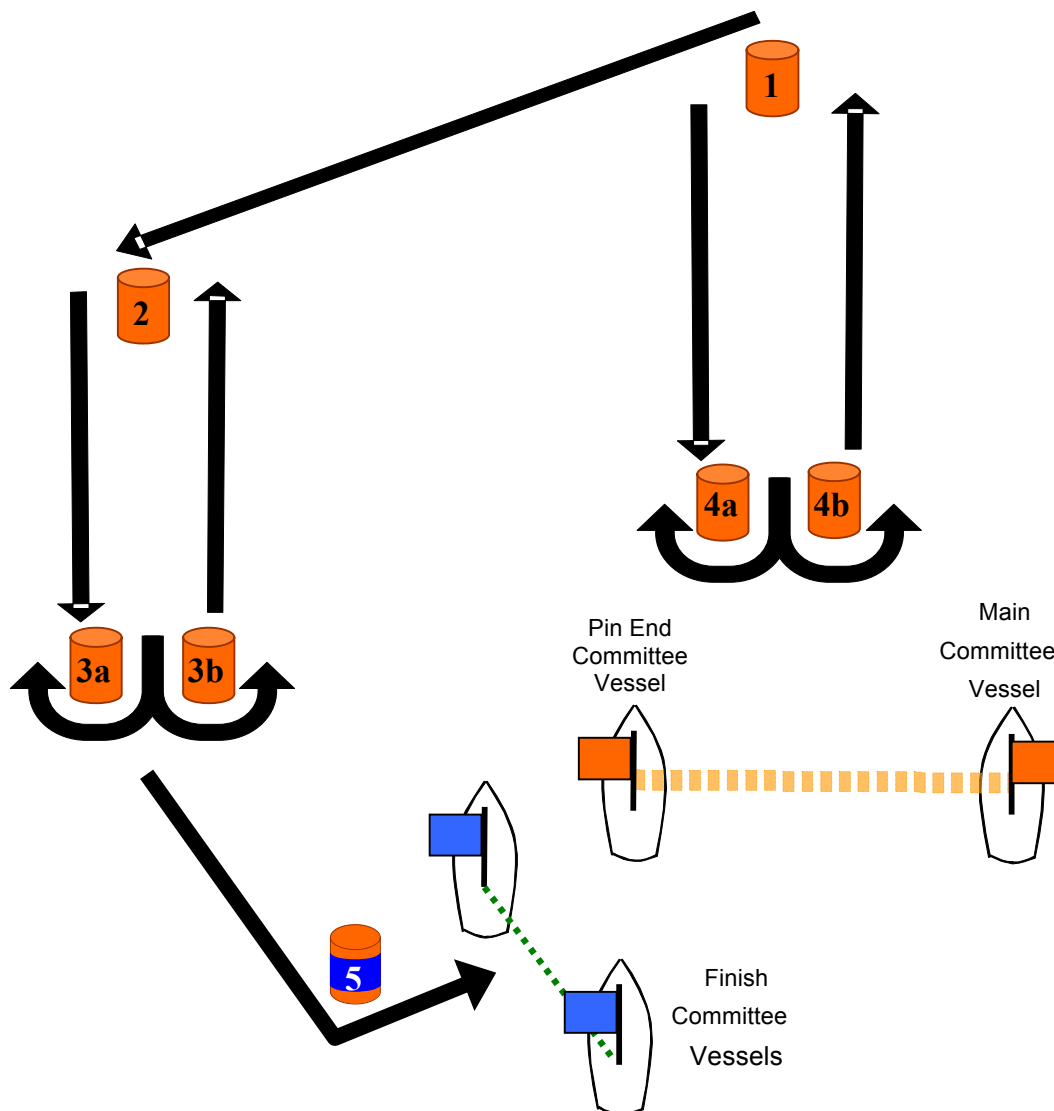


APPENDIX 3 - 5.3 Course Card

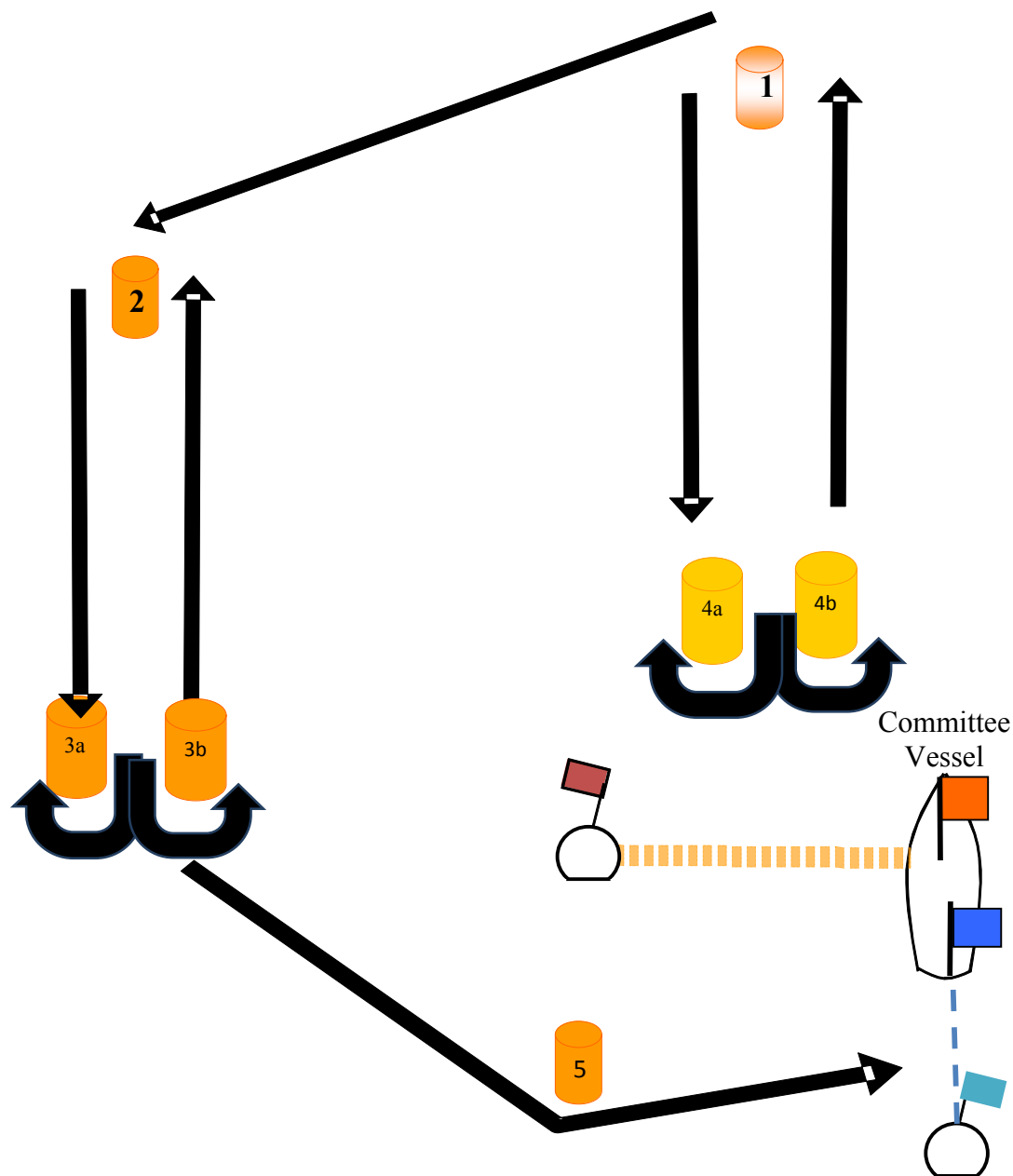
Course signal	1	2	3
OL Course	1, 2, 3a/b, 5, Finish	1, 2, 3a/b, 2, 3a/b, 5, Finish	1, 2, 3a/b, 2, 3a/b, 2, 3a/b, 5, Finish
IL Course	1, 2, 3a/b, 5, Finish	1, 4a/b, 1, 2, 3a/b, 5, Finish	1, 4a/b, 1, 4a/b, 1, 2, 3a/b, 5, Finish.

Marks 1,2 and 5 are to be left to port, marks 3a/b and 4a/b are gates.

	Qualification Series		Final Series	
1 st Start	Yellow	OL	Gold	OL
2 nd Start	Blue	IL	Silver	IL
3 rd Start	Red	OL	Bronze	IL



APPENDIX 4 – 4.2 Course Card



Course signal	Course
O1 or I1	1(P), 2(P), 3a/b(Gate), 5(P), Finish
O2	1(P), 2(P), 3a/b(Gate), 2(P), 3a/b(Gate), 5(P), Finish
O3	1(P), 2(P), 3a/b(Gate), 2(P), 3a/b(Gate), 2(P), 3a/b(Gate), 5(P), Finish
I2	1(P), 4a/b(Gate), 1(P), 2(P), 3a/b(Gate), 5(P), Finish
I3	1(P), 4a/b(Gate), 1(P), 4a/b(Gate), 1(P), 2(P), 3a/b(Gate), 5(P), Finish

Exoneration Penalty and Arbitration

Exoneration Penalty

1. A boat that may have broken a rule of Part 2 or rule 31 may, after finishing the race concerned and before the start of a related protest hearing, notify the International Jury that she accepts a 30% Scoring Penalty calculated as stated in rule 44.3(c), as amended by SI 20.8 or 20.9 if relevant.
2. This penalty does not reverse an OCS score, a disqualification under rule 30.4 or a penalty under Appendix P. It is not available for a breach of rule 2 or a class rule or for misconduct under rule 69. Nor is it available to a boat that caused injury or serious damage, or gained a significant advantage by her breach: in these circumstances, her penalty is to retire.
3. When an Exoneration Penalty is accepted:
 - Neither the boat nor a protest committee (including the International Jury) may later revoke or remove that penalty.
 - The boat shall not be penalized further in a protest hearing when the protest committee decides that the Exoneration Penalty was appropriate to the facts found and the applicable rules.

Arbitration

1. When a protest is lodged, a boat may at the same time request Arbitration, or a member of the International Jury may offer it.
2. If the parties and a member of the International Jury agree that Arbitration is suitable, an arbitrator who is a member of the International Jury will call a hearing conforming to Section B of Part 5 of the Racing Rules of Sailing, except that rule 64.1(a) will not apply. Instead, when the arbitrator decides that a boat that is a party to the arbitration hearing has broken a rule for which the Exoneration Penalty is available, the party will be invited to accept that penalty, and, if it is accepted by a protested boat, the protestor will be allowed to withdraw the protest, changing rule 63.1.
3. When there is not agreement of all parties to use Arbitration, or when, after Arbitration, a protest is not withdrawn or the Exoneration Penalty is not applicable to the facts, there will be a normal protest hearing. Rule 66 will not apply to the arbitration decision. A boat may still accept an Exoneration Penalty (if applicable) at any time before the start of a protest hearing and receive its protection from further penalization. She may also retire.
4. Arbitration is available only when all parties agree. Therefore, when a party to a protest does not attend a scheduled protest hearing, and does not have a good reason for not being present so that the hearing continues, it will be decided as a normal protest by the International Jury.