



SPECIFIC REGULATIONS

MOTORCYCLE / ATV

www.theracetodakar.com



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You must consult:

The FIM International Sporting Code and its appendix,
The FIM Cross-Country Rallies Regulations (0.80),
The FIM environmental and anti-doping codes.
Website <http://www.fim-live.com/fr> :
Sport, Cross Country Rallies / Official documents / Code and regulations.

1 – CHARACTERISTICS OF THE EVENT

1-1 - The “Moto Club du Désert” is organizing, in conjunction with SARL OCT, the 9th Cross Country Rally, named for 2017, the « AFRICA ECO RACE », an international event to be held from December 30th 2016 to January 14th 2017, under the aegis of the Federation Internationale de Motocyclisme, of the Federation Française de Motocyclisme and of the ASN’s of the country to be crossed: Morocco, Mauritania and Senegal.

This regulation has received the FFM organization consent N°17/001

Only the French version of these current specific regulations will be applicable.

In the case of legal litigation, Mauritania will be the sole country where cases may be judged before a tribunal and French law the only one applicable.

The Organizer delegates the entire authority and the sporting power to the Event Officials, these being responsible of the respect and application of the present Regulations and its appendices.

1-2 – EVENT SCHEDULE

November 15th 2016	Entries close
December 29 th & 30th 2016	Administrative and technical checks in Menton – Stade Rondelli Parc Fermé in Monaco – Quai Antoine 1er
December 31 st 2016	Official start of the rally from Monaco – Quai Antoine 1er Transfer to Sète harbour Boat embarkation from Sète for Nador
January 1 st 2017	Delivery of the road book General briefing 1st Stewards meeting Posting of the pilots allowed to start
January 2 nd 2017	Arrival of the boat in Nador (Morocco) and start of the first leg
January 7 th 2017	Resting day in Dakhla, Morocco
January 14th 2017	Leg n°12 and arrival at the Lac Rose – Dakar – Senegal Prize giving at the Lac Rose The schedule of the last stage including the starting order will be announced by a bulletin Posting of the official classification at the KING FAHD PALACE Hotel - Dakar
January 15th 2017	Boarding of the vehicles in Dakar (to Europe).

Locations and times will be issued by a bulletin.

1-3 - POSTING

All information concerning competitors, classifications and road opening team’s notes will be posted each day at the following locations:

- On December 29th & 30th 2016 at the administrative checks hall.
- On December 31st 2016 & January 1st 2017, on the boat, Information deck.
- From January 2nd to 13th 2017, at the bivouac, catering tent.
- On January 14th 2017 at the Rally HQ Hotel in Dakar at the KING FAHD PALACE Hotel.

1-4 – ORGANISER’S COMMITTEE

Sporting Director:	René METGE
General Coordinator:	Véronique CAIRE
In charge of logistic:	Thierry SCHARFF
Moto Club du Désert President:	Régis SELLIER

1-5 – COMPETITORS’ DEPARTMENT

From Monday to Friday, from 9am to 1pm and from 2pm to 6pm.

Véronique CAIRE : E-mail : concurrents@africarace.com

Tél. : +377 93 50 06 06 - Fax : +33 (0)9 82 63 59 35 - GSM : +377 6 40 62 86 03

1-6 – WEBSITE

All the informations about the rally are on the website : www.theracetodakar.com

2 - TERMINOLOGY

ALLOWED TIME

- a) Each Road Section will be covered within an allowed time, which must be respected by the Competitors.
- b) Any rider arriving after the allowed time on the Road Section will incur a penalty given to the minute.

BIVOUAC

a) The bivouac zone will be determinate by an imaginary circle, the center of which will be the Rally HQ and the catering area. The Rally HQ will be operational as long as a competitor is still in the leg.

b) Zone situated between the Time Controls at the Finish of one Stage and the Start of the next, where all Competitors regroup; this zone is located in the Road Book. In the Bivouac, servicing is free between the Competitors still in the race and with Vehicles and/or people registered in the Service category. It is a closed area, checked and secured, reserved for private use during the AFRICA ECO RACE, whose access is exclusively and uniquely for persons who have been accredited by the organization, as well as representatives of local public authorities.

c) Servicing in a closed and/or private place is not authorized, on pain of penalties to be decided upon by the Jury of Sporting Stewards. After having checked in at the time control at the end of the leg, competitors or team members may take race vehicles out of the bivouac for refueling, cleaning or for testing. All tests must be done outside of the route of selective sections. During these tests the Iritrack must be switched on.

d) It is forbidden to circulate at excessive speeds (more than 20km/h) and/or to drive dangerously in the bivouac area, on pain of penalties up to and including exclusion from the race, to be decided upon by the Jury of Sporting Stewards.

e) At the bivouac, on parked vehicles, it is forbidden to turn the motors on, on pain of penalty at the discretion of the Stewards.

BRIEFING

The Briefing will be given by the Organisers' delegate. The Clerk of the Race will attend the Briefing.

The presence of the Rider is compulsory at the first and all the other briefing.

A general briefing, with all the competitors and services, will be held on the boat, January 1st 2017.

Times to be announced.

The presence of each rider compulsory on pain of a penalty of 500€.

Will be detailed: information regarding safety and the route (amendments to the Road Book). This information will be dated and signed by the Clerk of the Race and will be posted on the official notice board.

During the rally, a briefing will be held every evening at the bivouac at 8 pm in the catering area.

BULLETIN

The official Bulletin is an integral part of the Regulations and is intended to modify, clarify or complete it.

Official bulletin will be dated and signed:

- By the organizer until the scrutineering day and approved by the FMNR,
- By the Members of the Jury during the event.

Riders will have to accuse reception by annotating, except in case of material impossibility during the event.

COMPETITOR

Physical or legal entity used for the physical or legal person who has entered the Machine.

DURATION OF AN EVENT

The Event starts with the administrative checks and/or scrutineering (including, if applicable, checks on the spare parts of the Machine), includes the Rally and ends upon the expiry of one of the following time limits, whichever is the later:

- Time limit for protests or appeals or at the end of any hearings by the International Jury;
- End of the administrative checks and post-event scrutineering carried out in accordance with the Code;
- End of the prize-giving.

DZ

The start of a Speed Control Zone and, when possible, marked by a precise reference marker and by a WPS or WPE in the Road Book. In case of discrepancy between the two, the Way Point will be binding.

ESTIMATED TIME

Time estimated by the Organiser to cover a Selective Section.

FIXED PENALTY

Will be given at the scrutineering.

The total time attributed to the Competitor affected by the Fixed Penalty, for each Stage, will be calculated by adding together the maximum time authorized for the Selective Section(s) not covered, increased by the Fixed Penalty of the day), as well as for any missing Passage Controls, WPT.

FMN

National Motorbike Federation

FMNR

National Organising Motorbike Federation

FZ

The end of a Speed Control Zone, marked by a WPE.

GPS POINT - WAY POINT (WPT)

A Way Point is a geographical point defined by coordinates of latitude and longitude. There are 4 types of Way Points: WPV, WPM, WPE, WPS. Each Way Point noted on the Road Book is a compulsory passage point.

INFORMATION NOTE

This is information given by the Organisers and/or the Clerk of the Race to the Riders who, after reading it, must confirm this by signature. This note will be made available to the Competitors as soon as possible.

INFRINGEMENT (SPEED CONTROL ZONE)

An infringement consists of one or more instances of speeding in one and the same Speed Control Zone, defined by a DZ and an FZ. A second infringement will come about when one or more instances of speeding have occurred inside a new Speed Control Zone.

In case of repeated offences during the Event, the third infringement (in 3 different zones) may result, for all Competitors, in penalties that may go as far as Disqualification, depending on the excess speed noted.

MAXIMUM TIME ALLOWED

Maximum time given to each Selective Section, which, if exceeded, results in the application of the fixed penalty.

At this point, control is said to be closed to the rider. Time greater than the target time allocated for each Road Section and Maximum time given for each selective section, which, if exceeded, results in the application of the fixed penalty.

At this point, control is said to be closed to the rider.

NEUTRALISATION

Time during which the Riders are stopped by the Clerk of the Race.

OFFICIAL ITINERARY

This is represented by the passage through each Way Point featured in the Road Book.

PC (PASSAGE CONTROL)

A control zone where the Time Card must be stamped by the Stewards and which must be a WPM, a WPE or a WPS.

PULSE SIGNAL (SPEED CONTROL ZONE)

Conforming to the permanent functioning mode of the GPS, a pulse signal is recorded in the GPS. A pulse signal is recorded every 150 metres and over speed will appear of the GPS speed page.

At the arrival of the Selective Section or at the bivouac, the GPS technical person will pick out all the over speed and will show them to the rider.

REAL TIME

This is the time actually taken to cover the route of a Selective Section.

REGROUPING (PARC FERME CONDITIONS)

- a) A halt scheduled by the Organiser to enable the theoretical times to be observed on the one hand and, on the other, to regroup the Riders still racing. The regrouping time may vary according to the Riders.
- b) The new start will be given according to the order of arrival of Competitors at the entrance of the regrouping Time Control. The first ten Riders that arrive will start at a 2-minute interval.

ROAD BOOK

Each Rider shall receive a Road Book, in a roll, drawings and information, containing characteristic notes and/or the compulsory Way Points, which they must observe on pain of penalties which may go as far as Disqualification.

ROAD SECTION

Section of itinerary with a target time between two successive Time Controls.

ROUTE

This is defined by the official Road Book of the Event, confirmed by the Driver of the opening car.

SELECTIVE SECTION

Speed test in real time. Selective Sections may be run over a course exclusively reserved for the Competitors of the Event. Starts of Selective Sections (DSS) are preceded by or twinned with a Time Control and followed by a Time Control after the Finish (ASS).

Selective Sections will be run on roads and open pist, he biggest caution is required.

SPORTING PENALTY

A sporting penalty (PS) is assigned to prevent the disqualification of a competitor.

STAGE

Each part of the Event that is separated from the next by a Bivouac stopping time of at least 6 hours.

TEAM AND TEAM MANAGER

A Team Manager is a person duly authorized in writing by the Competitor to represent a Team entered in the Rally, with a Competitor's license issued in the name of this Team.

TIME CARD

Document intended for the stamps, in chronological order, of the different control points scheduled on the itinerary.

WPE (ECLIPSE WAY POINT)

A point towards which the GPS, with all its capacities displayed on its screen, directs the Competitor once the Way Point preceding this WPE has been validated, whatever the distance between the Way Point and the WPE. It works in the same way between several successive WPE.

WPM (HIDDEN WAY POINT)

A compulsory passage point memorized in the GPS and indicated in the Road Book, and the coordinates of which are not revealed to the Competitors.

The GPS directs the Competitor towards this point only once he has come within a 3 km-radius of it.

WPV (VISIBLE WAY POINT)

A point which coordinates are given to the Competitors by the Road Book and memorized in the "GPS".

Towards a Visible Way Point, all available information is displayed on the screen of the "GPS".

3 - OFFICIALS

3-1 – OFFICIAL LIST

President of the Jury :	Jean François WULVERYCK
Jury Member :	Jef DELSALLE
Jury Member :	Chamseddine ZEMZEMI
Race Director:	Mahmoud ESSOUSSI

Crews' Relations Officer:	Serge TISON
Secretary for the meeting:	Rosalie SCARPINATO
Medical regulation:	Pierre GAILLARD
Technical Steward:	Serge TISON

Any person who is part of the organization and holds a licence issued by its ASN is considered to be a judge of fact.

4 - REGULATIONS

4-1 – The event is disputed in conformity with:

- a) the FIM International Sporting Code and its appendix,
- b) the FIM Cross-Country Rallies World Championships Regulations (080);
- c) the FIM environmental and anti-doping codes;
- d) this present Specific Regulations and its Appendices which are an integral and indissociable part of the Regulations to which all Competitors undertake to comply with by the sole act of participating in the Rally.

The Race Director is charged with the application of the Regulations during the running of the Cross-Country Rally.

4-2 - Any protests concerning this application or any case not provided for will be studied by the Jury who alone has the power to decide.

4-3 – RULE IN FORCE OF THE CROSSED COUNTRIES

Competitors should purely respect the rules in force of the crossed countries, and without being thorough, the rules about the drive code, the hygiene, the security and the environment.

4-4 - LITIGATION

In case of litigation, the Race Director and the Jury of Sporting Stewards may take into consideration television images, photographs and data downloaded from « Tracking », GPSs / Vehicle to vehicle Alarm System.

4-5- The regulations approved by the FFM will be published on www.africarace.com and be available to the entered competitors and the event officials in printed form.

5– AMENDMENT TO THE REGULATIONS – BULLETINS – APPLICATION AND INTERPRETATION

5-1 - GENERAL

The Event is conducted in conformity with:

- the FFM and FIM International Sporting Code
- the FIM Cross-Country Rallies World Championships Regulations (Annexe 080); except art.82.7.6

5-2 - AMENDMENT

a) The provisions of the Specific Regulations may only be amended according to Article 080.3 of the FIM Cross-Country Rallies World Championships Appendices.

b) Any amendment or any additional provision will be announced by dated and numbered bulletins, signed by the Organisers up to the day of scrutineering, and stamped by the FFM and by the Sporting Stewards throughout the duration of the Event. They will be an integral part of the Regulations. Once the Event has started, any amendment to the Regulations must also be announced by a Bulletin.

c) These Bulletins will be posted at the PC and on the official notice board. They will also be directly communicated to the Riders, who must acknowledge reception by initialing and must be made available to Competitors as soon as possible.

d) These Bulletins are printed on yellow paper. The pages will be numbered (ex : 2/4, etc.).

5-3 – APPLICATION AND INTERPRETATION OF THE REGULATIONS

a) The Clerk of the Race is responsible for the application of the Sporting Code, of the FFM's and FIM's Regulations, of the Specific Regulations and its appendices during the running of the Rally.

b) The Clerk of the Race must inform the Sporting Stewards of any important incidents that have occurred requiring the application of the present Regulations, the Sporting Code, the FFM and FIM Regulations.

c) Any protests lodged by a Competitor will be sent to the Sporting Stewards by the Clerk of the Race for deliberation and decision.

d) Anything not authorized by the present Regulations is strictly forbidden.

5-4 - The official language will be French and all the official documents will be translated at least in English.

In the event of any dispute concerning the interpretation of the Regulations, only the French text will be binding.

Anything not authorised by these specific regulations is forbidden.

6 – ELIGIBLE MACHINES

6-1 -GENERAL CONDITIONS OF ACCEPTANCE

- The Africa Eco Race Cross Country Rally is open to machines adapted to “Cross-Country” use and complying with the norms imposed by the French Highway Code and the FIM technical Regulations for Cross-Country Rallies.
- All machines must be registered and hold a log book (certificate of registration). All temporary registrations are forbidden (customs laws).
- All technical modifications are forbidden unless expressly authorized by the specific regulations for the category or group in which the motorcycle is entered and must respect the general regulations given below or imposed by the chapter "safety equipment".
- It is for each competitor to prove to the scrutineers that his motorcycle conforms at all times with all race regulations as well as those of the Vienne Convention, relating to vehicles travelling on public roads.

6-2 -EXHAUST & SILENCER SYSTEM

a) Even when the specific regulations of a category allow the replacement of the original silencer or complete exhaust system, machines participating in a race run on public roads must always carry a silencer that complies with the regulations of the countries crossed during the race.

b) The positioning and geometric form of the system must comply with FIM regulations. In addition, effective protection must be fitted so that hot pipes do not cause burns.

c) The exhaust system must be of a permanent nature. The exhaust gases may only exit at the extremity of the system. Parts of the frame may not be used to carry exhaust gases.

d) The maximum sound level will be measured according to the method 2 meters – max (cf p22 Technical appendix n°080-8-2-2).

Controls will be made during the technical checks and any irregularity will entail a refusal of departure until the machine is back in conformity. The non compliance with the limit of the sound level (see Art. 79.11 of the Technical Rules FIM Cross Country Rallies) will be penalized according to the regulation. Unannounced controls can be made.

6-3 - LIGHTING EQUIPMENT & ACCESSORIES

Must in all ways conform to the International Highway Code.

Each Machine must be equipped with at least:

- one headlight (minimum of 55 watts),
- one homologated rear stop light,
- one red rear fog light of a minimum of 21 W, or several lights of an equivalent surface area,
- a horn with a 90 Db minimum noise level,
- a rear mirror,
- a fixed water tank of 3 litres (plus a 2 litres drinking system) (art 080.28 FIM).

Each quad must be fitted with a circuit breaker, without any neutralisation system. The circuit breaker must be permanently linked to the rider. Checks will be made at each Stage start and throughout the Rally route.

Lights and red rear lights must be switched on throughout the race so as to facilitate overtaking of and by other Competitors or organisers Machines. Failure to respect these Regulations will result in time penalties. All Competitors are expected to carry necessary spares.

6-4 – ELIGIBLE MACHINES

Category 1 : 450 cc

Category 2 : QUAD

Group G/ Quad Racers: Propelled by the action of two wheels (2 wheel driven).

Group H/ Quad Racers: Propelled by the action of four wheels (4 wheel driven)

Category 3 : FEMALE

Category 4 : + 450 cc
Category 5 : OPEN
Category 6: JUNIOR

6-5 - DEFINITION OF ELIGIBLE MACHINES

See Technical Regulations FIM ART.01.58, 01.59, 01.60 etc ...

OPEN category:

Frame: free material excluding titanium. The use of titanium is forbidden for the production of the frame, the front fork of the wheel axles, suspension pins

The engine is free.

One exchange engine (marked at the checks) is allowed during the event.

450 cc and +450 cc category:

Exchange engine : see art. 80.7.3

7 –ENTRIES

7-1 - RIDERS

- Anybody wishing to take part in the event must: Register on line on the AFRICA ECO RACE website, www.africarace.com
- To be valid, registration application must be accompanied by the amount of the entry fees and copies of their documents.
- Applications are on a “first come, first serve” basis.
- By the fact of signing the entry form, the competitor submits himself to the sporting jurisdictions specified in the Sporting Code and the Regulations of the event.
- The pilot enters the AFRICA ECO RACE in full knowledge of the risks that taking part in this Event may incur. They give up the organizers of any penal liability for personal injury or material damage during the AFRICA ECO RACE 2017.

Pilot of a different nationality of the organisers’ ASN must comply with Article 70 of the Code. All competitors must have a written authorisation to race from their respective ASN.

7-2 – RACE ENTRY FEES

The entry consists of:

1 set « Machine Plates » (bike or quad) + 1 set « Pilot »

For the entry fees, see on the website: www.africarace.com

Price including

- Sporting fees for the competitor(s)
- Accommodation (bivouacs in Africa)
- Meals in Africa (breakfast, packed lunch, dinner) and lunch in Dakar
- The prize-giving
- Transport of the participants to Africa by boat (Sète/Nador)*
- Transport for the vehicles to Africa and back by boat (Sète/Nador and Dakar /Europe)**
- Mauritanian visa
- Insurance for the vehicles in Mauritania and Senegal
- Medical assistance, osteopath
- Medical repatriation insurance back to Europe
- Civil responsibility insurance of the organizers

* Extra cost accommodation and meals on the boat

** Extra cost for boat transport

Only the reception of your bank transfer copy corresponding to the registration fees first part will have value of entry file creation.

Respect of the payment schedule

PAYMENT DEADLINES MUST BE RESPECTED.

The non respect of the payment deadlines will be subject to the superior registration fees and will be increased by a penalty of 10 %.

The organizer reserves the right to cancel registrations that have not been paid in full by November 15th 2016.

The final list of crew members must be submitted before November 15th 2016.

Modification of names or vehicle

Any changes to the list made after this date will incur additional fees of 300 euros.

Closure of entries: November 15th 2016.

7-3 – PAYMENT

Payments for entries must be made by SWIFT bank transfer (bank account reference of O.C.T. are notified on the entry form). Competitors must write the entry references on the bank transfer (Name or Team name).

Only the reception of your bank transfer copy corresponding to the registration fees first part will have value of entry file creation.

The organizer reserves the right to cancel registrations that have not been paid in full by November 15th 2016.

Start of the race will be refused to any competitor who will not pay his entire entry fees and his deposit amount.

Bank details :

IBAN : LU83 0027 1913 2000 6700

BIC / SWIFT CODE : BILLULL

Owner of the account : ORGANISATION DE COMPETITIONS ET DE TOURISME SARL

Bank adress: DEXIA -69 Route d'Esch - L-2953 Luxembourg

Invoice :

One bill will be sent to each team after the rally, made out to One payer's name and address detailing all services provided by O.C.T.

7-4 – DEPOSIT

a) For each vehicle, a deposit given by the crews will be compulsory (each member of the crew will stand surety for them), only if they guarantee to respect the obligation below:

- Obligation to **inform in the case of retirement the organisation** by all possible means (Article 8-5). The mean to inform the organization is the responsibility of the crews. A third person may not be held responsible. Failure to respect this obligation entails, in the case of specific research, the financial liability of crews who have not taken the necessary signalling their location.

- **Obligation to sign a waiver if a participant leaves the rally.**

- Obligation to respect the customs formalities of the crossed countries.

- Obligation to respect the clauses of these specific regulations.

- Obligation to return the equipment given temporarily to the competitors during the event.

- In the case where a crew has to leave the vehicle in a stage, he must inform the closest police station and give a duplicate to the Rally HQ and Africa Eco Race office, as soon as he is back from Africa. As all vehicle must leave the crossed countries, repatriation to Dakar's harbour is at his own expense.

- Obligation to discharge the organisation of all fees (such as: accommodation, other return journey than planned, miscellaneous fees etc.).

- Obligation to respect safety rules during the event.

- **Obligation to respect the chief doctor decisions.**

b) The deposit may be done by check or a bank transfer or credit card, given before the administrative checks.

The Africa Eco Race will accept only one payer per vehicle or team. The deposit will be returned after the rally, except in case of:

- Failure to respect of the safety rules and the sporting ethics of the event.

c) **Any participant entered in the rally benefiting of help or assistance by a person and / or a vehicle not registered by the organisation will be disqualified and its deposit cashed.**

d) Nota: Any non-payment of the deposit entails the interdiction to compete for the Africa Eco Race:

Amount of the deposit for Bikes and Atv : 1 000 euros

7-5 - WITHDRAWAL

a) So as to avoid any ambiguity, cancellation of entries must be sent by registered post. Cancellations and requests for refunds must be sent to : Africa Eco Race – 14 quai Antoine 1er – 98000 Monaco.

For all cancellation of entries, refunds will be made in the following manner:

- In the case of cancellations made before September 15th 2016 = 1.500 € administration costs retained,
- In the case of cancellations on September 15th 2016 and after = 100% of the amount paid is retained.

In case of serious medical problems, OCT will study on request (requested by registered letter) the possibility of partial refund (original of the full medical file shall be send). 3 000 euros will be retained.

b) No crews refused a start due to failure to pass administrative checks or scrutineering will be eligible for refunds.

c) For refunds for additional services please refer to the general conditions of sale laid down by the different suppliers.

7-6 – CANCELLATION OR POSTPONEMENT OF THE EVENT

In the case where it proves impossible to run the event, for whatever reasons, and particularly for the following non-exhaustive reasons such as: failure to obtain, or withdrawal of federation approval, failure to obtain authorisation to cross a particular country, political problems in one or other of the countries to be crossed, making it impossible to run the event, financial difficulties making it technically or sportingly impossible to run the event, embarkation, disembarkation or logistical problems making it impossible to transport competitors etc... Organiser will be liable only for funds paid. Funds received by the organiser will be refunded by February 10th 2017 at the latest.

In the case where the event is delayed, the organiser will inform each competitor immediately, by registered post, of the new programme of the race.

In the case where participants are unable to take part in the race, due to the change of date, they have a maximum of eight (8) days, from the moment the registered letter is received, to request, by registered mail, refund of funds paid to the organiser. Refunded will be made latest by February 10th 2017.

In all cases participants may only claim a refund of funds paid.

8 – RIDERS / SAFETY EQUIPMENT

8-1 – All riders must hold an annual **FIM international competitor's licence valid for 2017 or a license 1 event**, valid for the AFRICA ECORACE.

In the case of a 1 event license, valid for the AFRICA ECO RACE, an authorisation to race abroad is compulsory.

The original licence and authorisation to race abroad from their respective ASN must be presented at the scrutineering.

The licence is not compulsory for assistance.

When the Competitor is a legal entity, the pilot named on the entry form will be held responsible, jointly and severally, for all the liabilities and obligations of the Competitor, throughout the whole Event.

8-3 - SURVIVAL EQUIPMENT

a) For safety reasons pilots must carry with them the following material:

- 1 lighter,
- 1 distress mirror,
- 1 torch,
- 1 reserve of 5 litres of water: a 3 litres in a fixed tank on the machine + a 2 litres « camelback » type drinking system at the start of each stage,
- 1 foil survival blanket per person,
- 1 lunch pack,
- 1 strobe lamp,
- 3 hand-held flares,
- 1 compass,
- 1 first aid kit,
- 1 Iritrack,
- 1 GPS / Sentinel,
- Back and front body armour.

b) All pilots coming to the start of a leg without all the compulsory survival equipment (water and safety material) will have a time limit of 30 minutes in which to conform to these regulations. The time taken will be considered as time late for a time control and will result in penalties of 1 minute for every minute late. A new start time will be given. All lateness over 30 minutes will result in exclusion from the race. Repeat offender on following legs will receive penalties up to and including exclusion from the race, decided upon by the Members of the Jury. Repeat offenders will be readmitted one time only.

c) Safety and survival equipment must be accessible without dismantling, so that the race direction may carry out checks before the start of each leg. The instructions for the various items of safety equipment must be respected and competitors will be tested on their knowledge, during the administrative checks.

8-4 – CLOTHING AND HELMET

Over the entire route the wearing of back and front body armour is **compulsory**.

Over the entire route the wearing of Leatt Brace neck protector is strongly recommended.

The wearing of an FIM homologated helmet is **compulsory** throughout the race, on pain of disqualification.

The helmet, **less than 5 years old**, must be presented at scrutineering, at the same time as the machines.

Checks of the safety equipment can be done by officials, at the start of each Selective Sectors or at any other moment. If not in conformity, the start will be refused.

8-5 - RETIREMENT – EXCLUSION

a) In case of retirement, it is imperative that the crew informs, by all possible means and as quickly as possible, the « Africa Eco Race » HQ on +33 1 83 73 55 54.

Failure to respect this important safety clause will result, without any discussion, the non-refund of the deposit.

In addition, failure to respect the obligation to inform the organisers in the case of retirement, where search operations are carried out, will result in the crew in question being liable for the financial cost of search operations and the request to the crews' national federation for further sanctions, upon the discretion of the Members of the Jury.

b) The transporting of a pilot by helicopter or aboard any other means of transport during all or part of a leg will result in exclusion from the race.

c) The pilot excluded or retired must leave the rally and remove their race numbers and rally plates. They may continue on to Dakar as an assistance vehicle only if they comply with the article 22 and Appendix 6.

d) In the case of retirement it is pilots' responsibility to ensure that safety material is returned as fast as possible to the relevant suppliers (Iritrack, Sentinel and G.P.S.). This equipment must be returned to the representatives of the suppliers of this equipment, located at the Rally HQ. Under no circumstance can the Africa Eco Race be held responsible for the disappearance or loss of this equipment.

8-6 - NEW START AFTER RETIREMENT (SUPER RALLY)

Any competitor who has retired during the leg of the day may return to the rally on the following conditions:

- having mentioned by writing, at the latest at the evening briefing, to the Race Director their decision to return to the race for the next leg.

- having submitted a successful technical check of their vehicle which must be hold at least one hour before the start of the first competitor of the day's stage.

Departure not taken by a pilot or abandoned in a Selective Section / Stage

The rider who will not attend the start of a Leg and who has not warned in any way whatsoever the race director will be disqualified.

A rider who does not take the start of a Leg must still physically be present, be represented at the start of the Leg or having informed the Clerk of the Race before the start of Leg. In this case, he will be penalized as follows:

6:00 by leg for not taking the start + Sporting Penalty + Maximum time of the Selective Section + Time allotted for Liaison Sections not done + the value of all the waypoints not validated.

For the stage where the competitor was recovered by the balai, he will be penalized : Sporting penalty + the maximum time allowed of the the selective section + fixed penalty + penalties for waypoints and missed CP.

The competitor reintegrating the rally after being recovered by the balai, can do 2 times maximum.

On the 3rd "draft" by the balai, the competitor will be disqualified. He will have to cross his number and follow the rally on the assistance road.

To be included in the classification of the event, a rider must not have more than 3 Sporting Penalties.

Riders with more than 3 Sporting Penalties will be disqualified. He will have to cross his number and follow the rally on the assistance road.

In all cases, for inclusion in the final classification of the race, the rider will take the start of the last Selective, cross the finish line and put his motorcycle / quad in the Parc Ferme before the deadline for its closure.

8-7 - TRACK CLOSING

a) The organisers' « sweeper » vehicles will close the rally track.

As it is impossible to guarantee that the sweeper truck will pass by the exact spot where a vehicle has broken down, it is the competitors' responsibility to indicate their position to the Rally HQ using the blue button of the Iritrack. The sweeper trucks will pick up competitors whose vehicle has broken down, but will under no circumstances tow the broken down vehicle. No appeal concerning the consequences of a theft of their machine can be done against the organization.

b) Competitors who refuse to take place aboard the sweeper truck do so entirely at their own responsibility and must sign a disclaimer which will be given to them by the members of the organisation in charge of closing the track.

No action may be taken against the organisers in the case where competitors refuse to board the sweeper truck. However, refusal to sign the disclaimer will not result in exclusion from the race.

c) In case of abandonment for mechanical breakdown on the Selective Section, the pilot must wait for the sweeping truck.

d) In no case can the organization ensure the return of the balai before the start of the stage the next day. In this case, the competitor being unable to start the next day on the day's stage, will be penalized in accordance with Art. 18.6.

9 – IDENTIFICATION

9-1 –

a) In all categories: the frame, the engine (and the spare engine) and silencer system.

The machine and the rider are associated by a race number and will be identified by marks at scrutineering. These 3 elements are indissociable during the length of the race.

The frame is considered as all welded parts around the motor, supporting the steering column and supporting the rear suspension.

b) The absence or falsification of identity markings (stamps, paint or wire seals) will result in penalties up to and including the exclusion of the rider from the race. Sanctions may be demanded to be imposed by the rider's national federation or the FIM.

c) Any change of engine will have to be told to the Race Director and the Technical Scrutineer.

9-2 - The pilot will be recognisable by means of an identity bracelet. Any breach noted by an official may result in a cash penalty equivalent to 10% of the sum of the entry fee. The emergency number HQ will be written on this bracelet.

If this bracelet is damaged, the person concerned must request another one from the Crew Relation Officer, in exchange of the damaged one.

10 - ADVERTISING

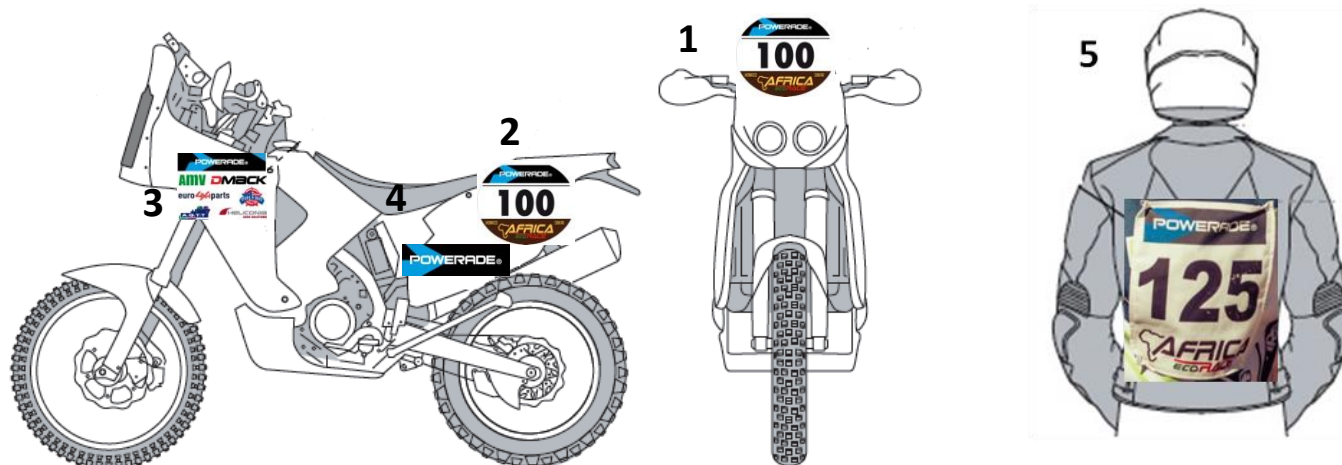
a) Competitors are allowed to affix any kind of advertising to their machines, provided that:

- it is authorized by the FIM Regulations and the legislation of the countries crossed;
- it is not likely to give offence;
- it does not encroach upon the spaces reserved and defined here.

b) Competitors must ensure that the advertising is properly affixed throughout the running of the Event. If compulsory or optional advertising is absent or wrongly fixed, a penalty of 10% of the entry fee will be incurred for the first offence, and 100% of the entry fee for each repeated offence.

c) An optional advertising relates with tires, petrol or lubricating brand may be subject to an increase of 60% of the sum of the entry fee for a competitor who would refuse it.

d) The race numbers bib and all the plates will be given at the scrutineering. They may not be cut or modified.



1 – 1 front plate 24 x 30 cm

2 - 2 side plates 24 x 30 cm

3 – 2 organisers advertising panels 12 x 8 cm

4 – 2 sponsor panels

5 – 1 bib 26 x 30 cm

11 - SCRUTINEERING

11-1 – ADMINISTRATIVE AND TECHNICAL CHECKS

a) All pilots must pass the scrutineering and administrative checks in Menton, on December 29th and 30th 2016. Competitors will receive a convocation stating the day and exact time at which they must present themselves at the administrative checks.

Failure to respect the convocation times will incur a penalty of:

- 50 € for the 1st hour late (inclusive)
- 80 € for the following hours (inclusive).

A time control will be put in place at the entrance of the waiting park of the administrative checks.

Any pilot reporting to the scrutineering area and/or administrative checks outside the time limits prescribed in the Regulations will not be allowed to start, except in case of force majeure duly recognised as such by the Stewards.

During administrative checks, competitors will be given a compulsory course on Safety Instruments: Sentinel/GPS and Iritrack. All absence will incur a penalty of 500 €.

b) On leaving administrative checks, the rider with his machine will have 30 minutes to present themselves to the technical checks.

Over these 30 minutes, lateness will be sanctioned as following:

- 50 € for the 1st hour late (inclusive)
- 80 € for the following hours (inclusive).

c) On coming out of Scrutineering all machines will be placed under Parc Fermé rules. After the technical checks, the pilot will receive a time card with a maximum time allowed to go to the Parc Fermé.

Failure to respect the maximum time allowed will incur a penalty of:

- 50 € for the 1st hour late (inclusive)
- 80 € for the following hours (inclusive).

d) The Iritrack and GPS must be connected directly to a battery so that they continue to function when the engine is stopped. If this is not the case, the Competitor must make its Vehicle conform before passing Scrutineering.

The main circuit breaker of the vehicle must act on the positive but the GPS must be directly connected. Vehicles must be presented in the scrutineering, with the various mounting brackets, cables and aerials of the different safety equipment already fitted, ready to receive these systems (GPS, Alarm to Alarm Vehicle, Iritrack). Failure to do so will result in a penalty of 150 € per item or equipment not installed.

Vehicles must be presented to scrutineering ready to race. No intervention will be allowed between the end of scrutineering and entry into parc fermé.

All vehicles which appear not to conform, or are not adapted to rally norms, during scrutineering may either be forced to change group or be refused a start (on decision of the College of Sporting Stewards).

In the last case, the entry fees will remain the property of the organisers.

11-2- Administrative and technical documents

- a) Each pilot must present the following, valid, original documents during administrative checks:
- A 2017 FIM international license.
 - Authorization to race abroad (issued by their national federation – ASN) for competitors not being of French nationality.
 - Valid national driving licences, corresponding to the category of machine entered.
 - Permission of the owner to use the vehicle, when they are not part of the crew.
 - Valid log book or registration certificate (provisional registrations not acceptable).
 - Proof of bike or quad insurance.
 - Passport valid until 31/07/2017.
 - Visas: all participants must inform themselves of the necessary visas they will require for the countries they will cross, regarding their nationality.
 - Colour pictures of the three-quarter vehicle
- b) Competitors undertake, on their honour, only to present valid documents.

No photocopies or loose declarations of any kind will be accepted, on pain of having a start refused.

11-3 - Only pilots who have passed the administrative checks may present themselves with their machines equipped with its rally plate and rally numbers at scrutineering, which will be of a completely general nature: make and model of the vehicle, apparent conformity with the group in which it is entered, conformity of the safety items, conformity of the vehicle with the Highway Code. After scrutineering, if a machine is found not to comply with the technical and/or safety regulations, the Stewards may set a deadline before which the car must be made to comply.

11-4 - No machine will be allowed to start unless it complies with the safety regulations and the present Prescriptions.

11-5 - In conformity with Article 145 of the Code, additional checking of the pilot as well as of the vehicle may be carried out at any time during the event. At all times during the event, the competitor is responsible for the technical conformity of his vehicle. The fact of presenting a vehicle for scrutineering is considered as an implicit statement of conformity.

11-6 – Technical checks will be held at the end of the event. Competitors checked and the type of scrutineering decided by the Jury Members on opinion of the Clerk of the race will be mentioned by bulletin.

12 – ALLOCATION OF RACE NUMBERS - STARTING ORDER

12-1 – ALLOCATION OF RACE NUMBERS

Organising Committee is the only judge for the allocation of race numbers.

He will take into account the scratch classification of the World Championship FIM of the previous year or the temporary classification of the current Championship.

12-2 – STARTING ORDER

a) For the **first leg**, the competitors will start in the order of the race numbers; the first 10 every 2 minutes, the following every minute.

b) For the **second leg and the followings**, the competitors will start in order of the previous day's selective section's results. The first 10 machines every 2 minutes, the following every minute.

The starting orders will take into account only the times obtained in the selective sections which will be added the penalties that a competitor has incurred for infringement (missed PC, missed waypoint, speeding, unfair behaviour) committed during the selective section.

After the resting day, the starting order may be established differently decided by the Race Director. In that case, it will be announced by a bulletin.

c) Mass starts

On one or several Stages, mass starts may be given. In such a case starts will be given in group as follows:

- 1st wave : the first 10 of the Selective Section of the previous Stage,
- 10 minutes after, 2nd wave : the following 20,
- Then, a wave of 20, every 5 minutes.

d) Every evening at the bivouac, the starting order of the first 30 will be posted at 9.00 pm. Competitors who did not arrive by 11 pm will start after the others, in the order of their starting order of the previous day. The start list of all competitors will be posted at 11.00 pm at the latest.

The starting hours and starting order for the last leg in Senegal will be subject to a bulletin.

13 – OFFICIAL ITINERARY

13-1 - The official itinerary is represented by the road book, including the possible modifications from the organisers' « openers », and by the passage through each visible or hidden waypoint.

13-2 -The road book will mention the GPS coordinates of start/finish of legs and start/finish of selective sections.

13-3 - The official race itinerary (Selective Sections and Road Sections) is recorded in the GPS(s) supplied to Competitors. The chronological validation of each Way Point (WPV, WPM, WPE, DZ, FZ) localised on the Road Book guarantees the respect of the route by Competitors. Each point will be numbered in chronological order on the Road Book and in the GPS. DZ and FZ are mentioned by a WPM or WPE as well as CP.

14 – OPERATION OF THE GPS

14-1 - GENERALITIES

To ensure an equal chance for all, competitors will have to supply, from organizers providers (ERTF), a specific single type of G.P.S . The functions of this equipment have been intentionally restricted in order to preserve an element of navigation in Raid.

It is compulsory to carry this equipment on the machine (otherwise the start will be refused) and to keep it switched on, throughout the race, and that over the entire route, including road sections.

GPS Point - Waypoint (WPT)

A waypoint is a geographical point defined by coordinates of latitude and longitude. There are many types of waypoints: WPV, WPM, WPE. Each waypoint noted on the road book is a compulsory passage point.

WPV (Visible waypoint)

A point which coordinates are given to the competitors by the road book and memorised in the « GPS ». Towards a visible waypoint, all available information is displayed on the screen of the “GPS”.

WPM (Hidden waypoint)

A compulsory passage point memorised in the GPS and indicated in the road book, and the coordinates of which are not revealed to the competitors. The GPS directs the competitor towards this point only once he has come within a 3 kilometre of it.

WPE (Eclipse waypoint)

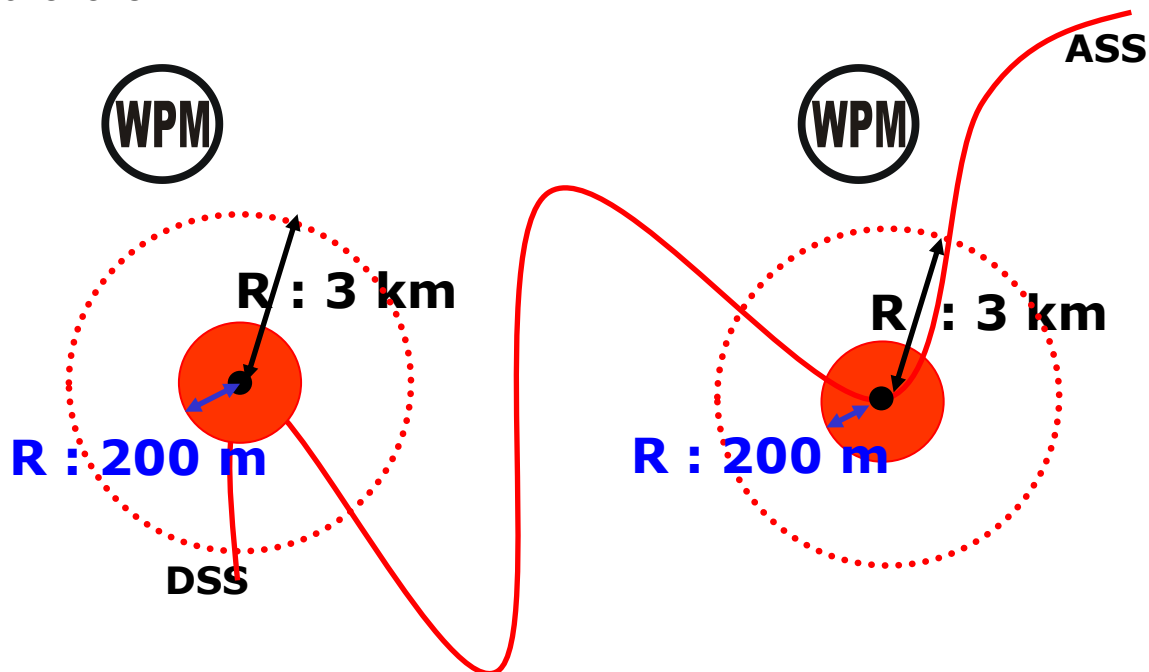
A point towards which the GPS directs the competitor once the waypoint preceding this WPE has been validated, whatever the distance between the waypoint and the WPE. It works in the same way between several successive WPEs.

14-2 - Each Waypoint is considered as a compulsory passage point. To validate his passage, the competitor must pass less than:

- 200 metres from all the WPM, WPV et WPE
- 90 metres from a DZ, FZ, DZS, WPS and CP.

Any absence of validation of a WPT, DZ or FZ will be penalised of an equal value to that of a missing CP. The value of a missing CP will be written on an itinerary chart given during the administrative checks.

14-3 – GPS FUNCTION



Only GPS points of the start and arrival of legs and Selective Sections will be communicated.

Between 2 WPM or WPS, the GPS will only show the compass heading and the speed. Once the Competitor has entered a 3 km radius around a WPM, the GPS will display all the usual functions of a GPS: COG (Cap over Ground), SOG (Speed over Ground), CTW (Cap to Way Point), DTW (Distance to Way Point), etc.

To validate his passage, the pilot must pass less than 200 metres from a WPM.

The Rider must respect the chronological order of the Waypoints of the Stage concerned. If it is not the case, the GPS will only display the compass heading followed and speed.

However, the Rider can force the GPS to align itself on another Waypoint using the key “W+” or “W-”.

14-4 - In the case of the competitor would not validate any CP during a leg, which would result in penalties decided upon by the Jury Members which may go as far as exclusion.

14-5 – UNBLOCKING OF THE GPS

a) For safety matters, competitors have the possibility to unlock the GPS by entering a specific code. The general functions of the GPS will be activated and GPS Points of the stage will appear.

b) The unlocking code is to be asked the PC Course, who, with agreement of the Clerk of the Course, will provide it for the ongoing stage. This code can only be used for safety matters.

c) Each use of this code will result in a fixed penalty of de **2 hours**. A maximum of 4 uses for the Rally, the penalty could otherwise to exclusion.

d) The competitor shall ABSOLUTELY express to the person in charge of the competitors’ relations or to the Clerk of the Race, his wish to take part to the next day stage. If not, it will be considered as none starting.

15 – ROAD BOOK

15-2 - The route will remain secret until the road book is given to the pilots.

15-3 - Before and during the Africa Eco Race, it is prohibited to competitors who are entered or who are likely to enter to carry out or to have carried out the slightest reconnaissance of the route giving even a minor advantage. Only the Road book notes of the considered leg will be allowed inside the vehicle. Maps are allowed inside the car with the exception of photographic satellite maps.

Competitors who do not respect these rules will be refused a start or be excluded from the race.

15-4 - No information concerning the route has been and will be divulged to anybody until the end of the event, with the exception of the communications issued to all the competitors.

15-5 - The distance of the legs will be given to the competitors from November 30th 2016.

15-6 - All crews will receive a road book and a general itinerary for each leg.

15-7 - The road book for the first leg will be issued on the boat, on January, 1st, 2017.

15-8 - The road book of the next day will be given at the CH Bivouac, validated by the signature of the pilot. After the time control closed, the road book of the next day will be given at the PC Race Control.

Any modification from the organisers' "openers" will be posted at the latest at 8.00pm the day before the selective section under control of the Clerk of the course.

15-9 – Competitors must, in all cases, adapt their driving to the condition of the terrain which will change frequently. The greatest attention must be paid at all times, whatever the type of route (selective sections, road sections, off-road ...).

16 – SPEED CONTROL ZONE

16-1 - DEFINITION

a) Entry of a control zone: DZ

- The start of a speed control zone registered in the GPS will be indicated in the road book by a box marked: "DZ" and by a hidden waypoint (WPM). In case of a difference between the 2 points, it is the GPS point which is valid. The competitor must pass at less than 90 m (radius), on pain of penalties of 2 hours,
- In a radius of 3km of this point, the competitor's GPS will become active (DTW, CTW and arrow) so as to guide the competitor to this point,
- 90m before this GPS point competitors will be informed by their GPS that they are approaching a speed control zone (deceleration),
- The 90m after the GPS point is considered as a deceleration zone (zone of tolerance), before entering in the control zone.

b) Speed control zone:

The control zone will appear permanently on competitor's GPS screens, once the entry waypoint is validated. The speed of a competitor will be limited to 50 kph between the point of entry and the exit point of the zone, regardless of the route taken between these two points.

Visibility DZS and CP Waypoints will be 3000m.

Only the information displayed on the GPS will be binding.

c) Exit of the control zone: FZ

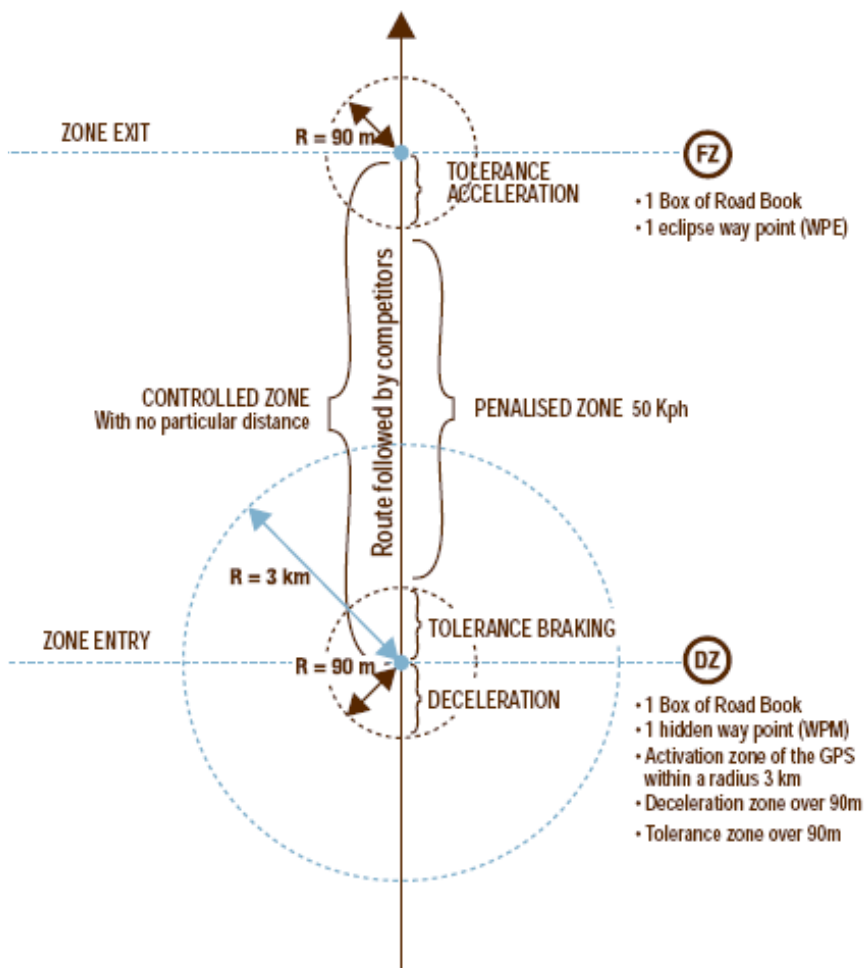
- The end of a GPS speed control zone will be indicated on the road book by a box marked « FZ » and by an eclipse waypoint (WPE).
- Around this point there will be a zone of tolerance of 90m so as to avoid any arguments concerning the measuring of speed.
- Around this point, the competitor may accelerate again. The exit point of the Speed Control Zone is a compulsory point of passage. To validate the exit of Zone « FZ », the Competitor must pass at less than 90 m (radius around the WPE « FZ ») on pain of a penalty equal at a missing CP.

An infringement consists of one or more instances of speeding in one and the same speed control zone, defined by a DZ and a FZ. A second infringement will come about when one or more instances of speeding have occurred inside new control zone. In case of a repeated offence during the event, the 3rd infringement (in 3 different zones) may result in

penalties that may go as far as exclusion, depending on the excess speed noted, and decided upon by the Jury Stewards.

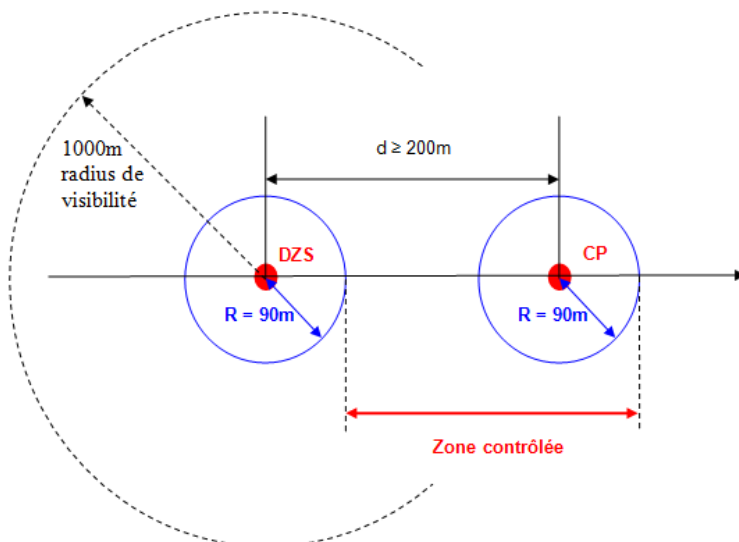
16-1.1 - The speed of a competitor will be limited to 50 kph, between the point of entry and the exit point of the zone, regardless of the route taken between these 2 points.

SPEED CONTROL WITH A WPM AND A WPE



16-2 – SAFETY ZONES CP

- With the aim of ensuring safety in the PC zone, a "Safety Zone" will be installed at each PC;
- Speed in the zone will be limited to 50 kph and controlled by the GPS;
- The speed check will be carried out according to the sketch below;



d) The regulation boards at the entry to the PC zone do not indicate the Start of the Safety Zone (SSZ). Only the information displayed on the GPS monitor(s) will be considered authentic;

e) In case of infringement: see 17-2 - CROSSING SPEED CONTROL ZONES

16-2 - CONTROL PROCEDURE

16-2.1 - Any incident that is the fault of the competitor (loss, destruction, switching off, etc.) and that makes it impossible to read the GPS and/or any attempt at cheating or manipulation will result in penalties to be decided by the Jury Members and may include exclusion from the race. Penalties applied will be identical to those for a crew who have failed to enter the day's code into their GPS.

16-2.2 - Checks will be carried out at the end of legs. The crew must put their GPS on the control page on their arrival to the Time Control. A page summarizing the infringements appears then on the screen in light or grey depending on their states: non-validated or validated. The person carrying out the checks will note any infractions and these will be a counter signed by a crew member or by the competitor. The controller will then hand out a copy to the competitor and will send a copy to the race direction.

16-2.3 - In the case of protest, accompanied by the appropriate deposit, the competitor has half an hour after notification to make written protest to the Clerk of the Course. The GPS will then be dismantled and sealed by a GPS technician in the presence of the competitor (or their representative) before being examined by a GPS technician who will hand his/her report to the Clerk of the Course and to the competitor.

16-3- INFRACTION (SPEED CONTROL ZONE)

Each Waypoint is considered as a compulsory passage point. To validate his passage, the competitor must pass less than:

- 200 meters from all the WPM, WPV et WPE
- 90 meters from a DZ, FZ, DZS, WPS, CP

Any absence of validation of a WPT, DZ or FZ will be penalised of 2 hours.

17 – TRAFFIC - SPEED

17-1 - It is forbidden under pain of penalties which may go to exclusion decided upon by the Jury Members deliberately to block the passage of the vehicles, or to prevent them from overtaking.

During the entire event, riders must respect local traffic laws.

In the event of an infringement of the traffic laws committed by a Rider participating in the Event, Traffic Agents, Judges of Fact or Officials of the Event having noted the infringement must inform the offender there of as soon as possible. Should they decide against stopping or are unable to stop the Rider in the wrong, they may request the application of the penalties provided for, subject to the following:

- That the notification of the infringement is made through official channels and in writing, before the posting of the classification of the Stage during which the infringement was committed;
- That the statements are sufficiently detailed for the identity of the offending Rider to be established beyond all doubt, as well as the exact place and time of the offence;
- That the facts are not open to various interpretations.

17-2 - CROSSING SPEED CONTROL ZONES

a) In areas defined as « speed control zones », the speed of competitors through towns and villages crossed on the route, on both selective sections and road sections, will be limited to 50 kph.

b) If the local speed limit is lower, it applies. Also, it is the competitors' responsibility to adapt their speed to local population and traffic conditions.

c) Limited speed zone will be indicated in the road book by the initials 'DZ' and 'FZ'. The presence or absence of signposts indicating speeds cannot serve as an argument in case of dispute. Overtaking is allowed, on condition that the maximum speed authorized in the zone is not exceeded.

d) In speed control zones, if over speed over 50kph, a signal will appear on the GPS screen who will indicate the overrunning and register it. The GPS may be controlled at the arrival of the Selective Section or/and at the bivouac CH.

e) Any over speeding recorded by the GPS will be penalised as follows:

- between 01 and 15 kph : 3' x the number of impulsions + a fixed amount of 100 €
- between 16 and 40 kph : 6' x the number of impulsions + a fixed amount of 200 €
- more than 40 kph :
 - 1st impulsion : 20' + 300 €
 - 2nd successive impulsion: 1h00 + 1.000 €
 - 3rd successive impulsion: at the discretion of the Race Director.

In case of recurrence during the rally, the 3rd infringement may result in penalties that may go as far as exclusion, depending on the excess speed noted, at the discretion of the International Jury.

f) Fines must be paid before 24 hours after notified. If not, start will be refused.

17-3 - PULSE SIGNAL (IMPULSION)

When over speeding, an impulsion is recorded in the GPS every 150 meters and the speed is shown on the speed page of the GPS « SPD ». When arriving at the end of the selective section and/or the bivouac, a controller will note all speeding and indicates the offence to the competitor. If the competitor disagrees with the infringements noted, they must make a written protest, accompanied by a deposit, which they must give to the Race Direction within half hour of notification, so that the GPS can be further examined.

Any over speeding recorded by the GPS will be penalised as written Art. 17.2.

17-4 - SPEED LIMITS

17-4.1 - SPEED LIMITS – ROAD SECTIONS

On certain road sections (**indicated by bulletins**), the maximum speed may be limited.

Penalties incurred will be identical to those of article.

18 - VEHICLE TO VEHICLE ALARM SYSTEM

a) With a view to making overtaking safer, the Sentinel function of GPS (a device that signals to a competitor that he can be overtaken) is compulsory for all categories.

b) The GPS – Sentinel is system must be in operation throughout the running of each Leg. The operation of the system (GPS – Sentinel) is the responsibility of the competitor.

f) All competitors caught by another must do whatever is necessary to pull over and allow themselves to be overtaken. Any vehicle running which has received several audible warnings within a given time and which has not pulled over to allow the other vehicle to overtake may be sanctioned at the Jury's Members discretion.

19 - TRACKING SYSTEM AND ACCIDENT RESPONSE

19-1 - ACCIDENT

1) In case of an accident with injured people, it is compulsory to the competitor, to inform immediately the Rally HQ in order, for the organisation, to provide assistance in the most appropriate manner until the rescue service arrives.

2) The competitor must :

- make the area safe by pushing simultaneously the 2 blue alarm buttons of GPS in order to activate the alarm function of the Sentinel, so as to inform other competitors on spot,
- push the red button on the Iritrack to inform the PC Course of the accident,
- push the blue button on the Iritrack to be able to communicate with the PC Course and inform them of the situation

3) If the vehicle represents a danger to other competitors or, to make safe the area of the accident pilot must, after having pressed the 2 alarm blue buttons of the GPS, place a red reflective triangle in an appropriate position, at least 50 metres before the vehicle, so as to warn other competitors. All crews failing to respect this rule are liable to penalties at the discretion of the sporting stewards.

4) Any crew involved in an accident which results in physical harm will be subject to an investigation by the Jury Members. Depending on the circumstances, penalties may be applied, including exclusion.

5) Any crew which fails to comply with the prescriptions of the present article will be reported to the Stewards who may impose penalties as provided for in the Code.

19-2 – ASSISTANCE IN THE EVENT OF AN ACCIDENT OF AN OTHER COMPETITOR

1) It must be remembered that ethics demand that a pilot which sees that an accident has occurred must stop in order to provide assistance in the most appropriate manner until the rescue service arrives.

Also, it must be remembered that major means are implemented to shorten the intervention times.

2) Any pilot that witnesses an accident placing another competitor in physical danger must in the following order:

- stop,
- make the area safe by pushing simultaneously the 2 blue alarm buttons of GPS in order to activate the alarm function of the Sentinel, so as to inform other competitors arriving on spot,
- press the red button on their Iritrack,
- give the first aid to the crew members and get information on their condition,
- call the PC Course via their Iritrack (blue button) to report the situation,
- wait for the rescue service or another competitor to arrive,
- press the green button on their Iritrack, to signal that they are leaving the scene.

3) The total stopping time (if more than 3 minutes) between the 2 Iritrack alerts (red button on arriving and green on restarting) will be subtracted from the time taken to cover the selective section on same day, but only for the first two crews to stop at the scene of the accident, upon the request of the competitor to the Race Direction, made within a maximum of 30 minutes after finishing the day's leg.

The total stopping time can be checked and validated by the Iritrack and/or by the GPS Unik.

4) Any crew which fails to comply with the prescriptions of this article will be reported to the Stewards who may impose penalties as provided for in the Code.

19-3 – IRITRACK

1) The Iritrack is a system that allows vehicles to be followed by satellite, provided by the organisers and compulsory for all competitors.

The alarms and alerts may be let off either automatically or manually.

a) Automatic mode:

- alarm following a violent shock (deceleration meter), followed by a stop of 3 minutes,
- abnormal inclination (inclination meter) followed by a stop of 3 minutes.

b) manual mode:

- blue button: phone call to the race control (PC Course),
- red button: accident with injuries,
- green button: accident without injuries or breakdown.

c) Alternatively, at any moment, when in doubt, the PC Course can contact a competitor by telephone.

2) Throughout the Rally competitors are responsible for the correct functioning of their Iritrack. It must be functioning and stay permanently connected, with power cables and aerial connected throughout the length of each stage. Any incident caused by the competitor (loss, destruction, being switched off etc.) and / or all attempts of a fraudulent nature or manipulation will result in penalties, up to exclusion, to be decided upon by the Jury's Members.

19-4 - DRIVERS' CODE

1) General

a) Competitors must behave with respect both on the route and with regard to:

- citizens in the countries that are travelled through,
- other competitors,
- the organisers.

Any impoliteness which is proven will be subject to a penalty of €500.

b) Any incorrect, fraudulent or unsporting action carried out before or during the event by the competitor or members of the crew will be judged by the Stewards, who may impose a penalty which can go as far as exclusion or allow an organiser to refuse the entry of the incriminated competitor(s) or to refuse them the start.

c) It is forbidden to leave wheels or punctured or damaged tyres on the itinerary of the route. Any competitor caught disobeying this rule will be penalised 1.000 € per tire or wheel. Repeat offending will result in penalties up to and including exclusion from the race.

2) Sale / transfer of Vehicle forbidden.

In case of withdrawal, or after the end of the Rally, it is strictly forbidden for a Crew, a Team Manager, the owner of a vehicle or any other person of the team to transfer or sell his/her/a machine(s) in any of the countries crossed.

In addition to the risks incurred locally by failure to comply with the rule in force (fines, impoundment of vehicle/passengers, etc.), any crew found to have breached this rule will not be permitted to enter the AFRICA ECO RACE for the next years for all the persons who can be involved and linked in this sort of business.

20 – ELECTRONIC SYSTEM - NAVIGATION

20-1 - GENERALITIES

Everything which is not expressly authorized and not described below is considered as forbidden.

20-2 – SATELLITE TELEPHONE - GSM

For safety reasons, the presence of a satellite telephone and/or a GSM phone (except PDA or GSM phones featuring a GPS function or maps) is authorized. The reachable phone numbers must be given during administrative checks. During Selective Sections, only in case of problems may telephones be used, with the machine stopped, to signal a withdrawal, an accident or a breakdown. Beforehand, the Rider will have to inform the Race Control (PCO) of his situation via his Iritrack.

On Road Sections, these telephones may be used, only when stopped.

All infractions will result in penalties up to and including disqualification.

20-3 – RADIOS - TRANSMISSIONS

Only the following aerials will be authorised:

- For the race GPS, supplied by the organisers supplier,
- Iridium linked to the Iritrack and supplied by the organisers supplier,
- Radio aerials designed only to receive AM or FM public radio broadcast on authorised wavebands. To the exclusion of all other type of aerial, linked or not, of type Standard C, D+, mini M, Argos, radios, telephones etc.

All infractions may result in exclusion from the race.

A/ Radios: Only Walkie Talkies operating on one single frequency, used within the confines of the bivouac and supplied by the rally's official radio supplier are admissible. If they are not supplied by the organiser radio supplier (TD Com), authorisation must be requested from the authorities of the countries crossed and the frequencies used must be given to the organisers.

B/ Satellite links: All satellite links or other links between a race vehicle on a selective section and an exterior base or another vehicle, other than the Iritrack are forbidden.

C/ Data: All data transmission systems, that allow the tracking of vehicles and management of vehicle fleets is forbidden, whatever the means or technical system used, on the pain of exclusion from the race, with the exception of Iritrack and Sentinel.

20-4 - NAVIGATION

All navigation equipment of whatever type is controlled, especially GPS. The bringing and possession of any system not explicitly mentioned in these regulations is forbidden and will result in exclusion from the race and that irrespective of the mode and technology used to evaluate or estimate ones position.

a) G.P.S. UNIK II (compulsory on machine)

The mounting of a GPS of a single model, excluding any other type of GPS, supplied by the organisers' suppliers is compulsory.

This equipment must be mounted according to the instructions supplied. It is crews' responsibility to correctly install the necessary mechanical and electrical elements before technical scrutineering and that with the aid of the installation kits purchased from the named supplier. Electrical supply must be protected by a 3 amp fuse and give a steady continuous current of between 9 and 30 volts. The mechanical mountings must flexible and use the silent blocks supplied.

This equipment is personalised and marked with a series number attributed to a pilot. No changes may be made without authorization from the GPS supplier. Any exchange of equipment between machines is forbidden on pain of penalties up to and including exclusion from the race.

b) GPS compass heading, speed and odometer repeater (optional)

Only ERTF equipment can be connected with the GPS UnikII.

A sole model is authorized by the Organisers, they must be linked to the fixed GPS. The linking of all other models, or systems to the GPS is forbidden, especially to computers or organisers of whatever kind.

This equipment may be fitted twice.

c) **Tripmeter** of the competitors' choice (compulsory on board vehicles)

A distance counter linked uniquely to the rotation of the wheels or the transmission shaft. This equipment must not be linked to any other piece of equipment making the use of this information by another piece of equipment possible. The Odometer (function of the GPS Unik) may not take the place of the Tripmeter.

d) Magnetic or electronic **compass** of the competitors' choice (optional)

Indicator of the compass heading of the machine, based on the earth's magnetic field. This equipment may include an internal electronic compensation system. The readout may be analogical and/or digital. This equipment must not be linked to any other piece of equipment allowing the use of this information by another piece of equipment. No connection is allowed that might allow the entry or supply of digital data.

e) **Generalities**

- The use of GPS points other than those supplied by the organisers for Africa Eco Race is forbidden. Each piece of equipment, apart from the GPS Unik, may perform only one function (compass, odometer etc.) with the exception of the odometer function of the GPS Unik. Only the linking of the GPS and the GPS compass-heading (unique models) are authorised.
- All other type of GPS, fixed, portable, integrated, or equipment possessing GPS type capacities, or all other system of navigation by satellite, the recording of the route by any means is forbidden. They can in no case be used or employed during the race.
The carrying or possession of any system not explicitly described in these regulations is forbidden, and notably all computer systems, electronic navigation aids, computerized map positioning systems, computerised maps scanners or storage devices.
All linking of communication of whatever kind (cable, radio, infra-red, etc.) of different pieces of equipment is forbidden. External communications is also forbidden.
- The presence on the machine of all non-justifiable wiring is forbidden (electricity supplies, aerials, pick-ups etc). The organiser reserves the right to carry out physical or electronic test at any moment with the purpose of checking:
 - a) The correct functioning of compulsory equipment,
 - b) The absence or use of forbidden systems,
 - c) The absence of pre-equipment or cabling permitting the later installation of non-homologated equipment.

The possession or use of forbidden systems may result in exclusion from the race. In the case of doubt concerning the functions of equipment authorized but of the competitors' choice, their transport may be forbidden.

20-5 – CAMERA ON BOARD

Pilots can accept the assembly and installation of cameras GoPro type proposed by the Organization.

These cameras will be fixed:

- On their helmets through a bandage, adhesive fasteners or any other system that could be attached to helmets without changing the security settings.
- On machines via suction cups or any other system that could be set on machines without changing the security settings.

21 – OPENING OF THE ROUTE

21-1 – RECONNAISSANCES

The Organiser's reconnaissance crew will verify that the route is accessible to all vehicles.

21-2 – Opening of the route

The opening of the route will be covered by 2 crews:

José Maria SERVIA et Fina ROMAN

Manuel PLAZA et Jean Jacques HORB.

22 – SERVICE

A machine has to move by its own means.

If not, towing and/or transport of a pilot in race is authorised, service carried out by service personnel is allowed only on the sections common to the competition and to the service vehicles.

In control zones, these actions will be penalised:

- Zone at the start of a leg or/and at the start of a Selective Section : start refused,
- CP zone : 5 minutes,
- CH zone : 15 minutes.

In a control zone, once the infringement seen, the machine can get out with an external help.

Any towing machine by somebody else than a racing vehicle or an assistance vehicle will be immediately excluded.

Any competitor entering in race which will benefit of help or assistance by a person and/or a vehicle non entered to the organization will be disqualified and its deposit not returned.

Any competitor transported in helicopter, no matter the duration, will be disqualified. The competitor will cross his race numbers and follow the rally on the assistance road except on written derogation submitted to the Race Director.

22-1 - AUTHORISED ASSISTANCE

Only assistance vehicles and people officially entered in the race or as assistance are authorized to transport assistance materials that must weight no more than the weight limit imposed by the International Highway Code.

Racing vehicles risk penalties up to exclusion if their assistance does not respect the rules.

Each competitor is responsible for his assistance and vice versa.

Racing competitors are responsible for the behavior of the assistance enrolled by them.

Assistance is authorized

1- On the route of a Selective Section :

By an assistance category vehicle, after the closure of the control at the end of the Selective Section and after having informed the Organiser.

2- On the route of a Road Section :

By the Driver of a car, a bike or a truck officially entered in and still in the race. By vehicles in the assistance category, when the assistance vehicles have the same itinerary as the race, except in case of refueling.

3- Between the arrival of a leg and the start of the next leg (at the bivouac) :

By the Driver of a car, a bike or a truck officially entered in and still in the race and by vehicles in the assistance category.

4- At the Bivouac, after the Start of the Selective Section :

Once the Vehicle has taken the Start of the Selective Section, assistance at the Bivouac (under conditions described in point 3) is authorised providing the Vehicle does not return to the Bivouac in the opposite direction to the Rally itinerary. Where there is only one track, returning to the Bivouac is forbidden, on pain of Disqualification.

In the case of off-track, for safety reasons and so as not to meet Vehicles coming in the other direction, Competitors must move away from the tracks to the bivouac, without incurring penalties.

5- Crossing itineraries:

In case the road book itinerary of the assistance and the race are crossing each other, an assistance point or signing posting will be authorized.

6- Authorised zones :

Assistance zones may be allowed and will be shown in the race and assistance Road Books.

7- At the bivouac :

After checking at the arrival of the leg, it is authorised for persons entered as assistance to take race vehicles out of the bivouac for the technical testing exclusively, out of a Selective Section and respecting the Highway Code of the countries crossed. When doing so, the "tracking" system must be switched on, on pain of an infringement decided upon by the Jury's Members.

22-2- FORBIDDEN ASSISTANCE

A Team put in place by the Organisers on the itinerary and at the bivouac will be dedicated to checking all forms of forbidden assistance.

The following are prohibited on pain of exclusion from the event of the vehicles and team(s) assisted:

1. Transport of the racing machine on a part or on the hole itinerary will result in a immediately exclusion.
2. Transport of spare parts, assistance by a vehicle other than a car, motorcycle or truck officially entered as competing or assistance.
3. The leaving or parachuting of spares parts, tools, persons and fuel.
4. Assistance outside the bivouac, on each leg, except refueling at petrol stations.
5. Any assistance in a closed area, even if this area is on the bivouac. A tent is not considered as a closed area.

6. All aerial assistance that is not controlled by the organization (All presence during a leg of aircraft having onboard a person connected in any way with a competitor).
7. The presence of any sort of transport not controlled by the organizers (car, motorcycle, plane, helicopter, etc.) on the course the same day or a few days before the rally will result in the immediate exclusion of all participants having any connection with this vehicle.
8. Transport of assistance material (spare parts etc ...) in private planes or organisation plane.
9. Assistance vehicle on the racing itinerary (road sections and selective sections) when the assistance itinerary is different.
10. During the resting day, assistance carried out by a non-accredited person.
11. The use of an assistance vehicle on the route of a selective sector.

22-3 – SIGN POSTING

Signalling is authorised in the zone or the route crossing that of assistance.

22-4 – TEAM MANAGER

- a) The team manager and/or the legal entity who entered the vehicles in the event (competitor's license) must, during scrutineering, approve and sign the list of "Assistance" category vehicles entered for them, for which they are liable.
- b) The organiser is the only one to accept or not any person as a Team manager. All demand must be done by written and send before November 15th 2015 by Email : concurrents@africarace.com.

23 – FUEL – AUTONOMY - REFUELLING

23-1 – FUEL

The organisation will provide refuelling for bikes and quads on Selective Sections, included in the entry fees.

- a) On liaison sections, the local petrol station will be indicated in the race and service road book. This fuel must be paid with local money.
- b) When there is no petrol station close to the bivouac, the Organizer will make fuel available at the bivouac, which will be delivered in barrels. Order forms will be sent out by the Organizer. Tickets corresponding to orders will be given to competitors at Administrative Checks so that Competitors may obtain fuel at the bivouacs concerned. These tickets will not be exchanged or refunded.

23-2 - AUTONOMY

Bikes and Quad : 250 kms for Selective Stage.

Each competitor is personally responsible for the calculation of their own autonomy. They may not, under any circumstances, hold the organizers responsible if the machine is unable to cover the minimal distance.

For security reasons, an additional autonomy of 10% is recommended.

23-3 – REFUELLING DURING SELECTIVE SECTIONS

Refueling will be supplied by the organization during Selective Sections and is included in the entry fees.

Each competitor is personally responsible for the calculation of their own autonomy.

Refueling must be made with the motor stopped.

15 minute neutralization will be put in place each time refueling is carried out during a special stage.

Each refueling will be preceded by a CP. After having given in their time card, each Competitor must take their machine to the refueling truck. Fuel will be distributed in order of arrival at the CP.

After having refueled, Competitors must present themselves to the neutralization control, where they will recover their time card. A new start will be given at the end of the neutralization.

All external assistance on a machine is forbidden during refueling on pain of penalties at the discretion of the Jury. Only Competitors are allowed to help other Competitors.

24 – INSURANCE

The entry fees include the civil liability insurance towards third parties as well as the repatriation insurance. You will find below the summaries of these guarantees.

24.1 - ASSISTANCE REPATRIATION

A - DEFINITIONS

A.1 Organiser:

The Organiser has passed assistance / repatriation services to INTERNATIONAL SOS, in the case of:

- physical attack which makes it impossible, in the opinion of a member of the Rally medical team, to continue with the competition;
- death.

Insurer : INTERNATIONAL SOS

Beneficiaries:

All the persons registered on the event AFRICA ECO RACE 2017 (Pilots & co-pilots / Assistance / Raid / Organisation & Press).

Domicile:

The Beneficiary's usual place of residence. In the case of legal proceedings, the address for tax will be deemed to be the place of domicile.

Physical attack :

Any deterioration in health of beneficiary having for cause an external event, sudden, unpredictable established by the Rally medical team and the medical team of INTERNATIONAL SOS.

Area of application :

Cover is provided for AFRICA ECO RACE event from December 29th 2016 til January 14th 2017.

During this period, Competitors who leave or abandon the competition will continue to be covered in Morocco, Mauritania and Senegal only on the most direct route to join Dakar or nearest embarkation harbor to Europ, or their house on the most direct route from the point where they abandoned the Rally.

B – GARANTIES / AREA OF APPLICATION

REMINDER : In the case of physical attack, the Rally medial team will arrange and organise transport of the Beneficiary from the place of the accident to the Rally Bivouac or to the nearest appropriate medical institution using the Rally's ground or air transport.

B.1 – How the cover is provided

From the Bivouac or medical institution to which the Beneficiary has been transported by the Organiser, the Medical Director of the rally, in liaison with the INTERNATIONAL SOS medical team, will decide, purely on the basis of medical interests and in compliance with the health regulations in force:

For the beneficiary:

- either to hospitalize the Beneficiary in a nearby care centre, if their medical condition requires it, before considering return to an institution close to, or in, their place of domicile;
- or to arrange and organize eventually the transportation of the Beneficiary by the medical team of INTERNATIONAL SOS, if he is physically incapable of travelling by his own means, to his place of domicile or to appropriate hospital facilities close to his place of domicile.

Information from the regular GP, which is often important, can help the Rally medical team to reach the most appropriate decision.

It is, in this respect, expressly agreed that the final decision, taken purely on the basis of medical interest for the Beneficiary, rests ultimately with the Rally Medical team and INTERNATIONAL SOS medical team.

The final choice regarding hospital location, date, the need for the Beneficiary to be accompanied and the methods used will be taken exclusively on the basis of medical considerations.

If the Beneficiary refuses to abide by the decision which the Rally Medical team and the INTERNATIONAL SOS medical team, deems most appropriate, he expressly frees the Rally Medical team and the INTERNATIONAL SOS medical team from all responsibility in particular if he returns by his own means or if his state of health deteriorates. In such case, he may not claim any reimbursement of expenses incurred.

Extension of services: help to organise return journeys

Beneficiaries whose medical condition does not justify repatriation for medical reasons, under the conditions hereby described, may nevertheless benefit from logistical help after study by the organizer (without costs being incurred by the organizer) for the organisation of their transfer between the place where they retired on the Rally and Dakar.

After consideration of the application by the organizer, a substantive advance may be envisaged, subject to the commitment of the beneficiary to reimburse the entire amount by the beneficiary.

It is made against a guarantee check payable to OCT or an acknowledgment of debt signed by the Beneficiary or a legal representative designated by him.

In all cases, any sums advanced are repayable within sixty (60) days of the funds being made available.

If payment is not received, OCT reserves the right to take any action required to recover the monies from the Beneficiary.

B.2 – Transfer and/or repatriation of the beneficiary

If the Beneficiary's state of health leads the INTERNATIONAL SOS medical team, in agreement with the medical team of the Rally, to decide on his transfer or repatriation, INTERNATIONAL SOS organizes the transport.

This transport is carried out by any appropriate means (light sanitary vehicle, ambulance, regular airliner, sanitary plane, etc.), if necessary under medical supervision.

Only the medical interest of the Beneficiary and the respect of the sanitary regulations in force are taken into consideration for the choice of the means used for this transport.

IMPORTANT: This service is never used for benign lesions or injuries which can be treated on site and which do not prevent the Beneficiary from continuing the Rally or from traveling to Dakar on his own.

Note: The obligation to stop the Rally does not systematically lead to the taking over of a repatriation.

B.3 – Medical expenses (including the cost of hospitalization) incurred during AFRICA ECO RACE 2017

With the prior agreement of its Medical Director and before any repatriation, INTERNATIONAL SOS organizes the prescribed medical care, prescribed hospitalization necessary for stabilization before repatriation or any other care necessary to preserve the medical conditions of the person.

Are excluded all medical expenses, medicines or hospitalizations incurred after a possible repatriation or the return of the Beneficiary to his home or to a structure close to his domicile.

B.4 – Repatriation in case of death

The insurer organises:

- the cost of transporting the corpse to the funeral parlour closest to his place of domicile;
- the costs associated with preserving the corpse in compliance with legislation and the costs directly associated with transporting the corpse

The insurer alone is responsible for selecting the companies to be involved in the repatriation process

If the local authorities expressly demand that an eligible person is present in order to implement the necessary repatriation steps, INTERNATIONAL SOS will organize and pay for such person's return journey.

B.5 - Exclusions

a) No assistance/repatriation hereby detailed will be provided for conditions or minor lesions which may be treated in situ, or for conditions which do not stop the Beneficiary from continuing the Rally or going to Dakar by his own means (With the exception of certain cases of the Medical Director of the Rally).

Note: The obligation to stop the Rally will not systematically give the right to repatriation costs being covered.

b) No assistance will be provided in the case of physical attack or death resulting:

- from an intentional or deceitful act on the part of the Beneficiary;
- from involvement in wagers, fights, brawls;
- from non-emergency pathological conditions;
- from nervous illness, nervous depression, mental health conditions;
- from use by the beneficiary of medications, drugs, narcotics, tranquillizers and/or similar products which are not medically subscribed;
- from a state of inebriation characterized by the presence of a level of pure alcohol in the blood which is equal or superior to that which applies to legislation governing driving a car in France, and in force on the date of the accident;
- from suicide or attempted suicide and its consequences.

c) The following costs will not be met under any circumstances:

- the medical or hospitalization costs incurred after the repatriation;
- the medical costs incurred without the prior agreement of the Rally Medical Director;
- the cost of medical equipment, braces and prosthetics;
- any spa treatments of any kind;
- aesthetic treatments;
- the cost of rehabilitation, physiotherapy, chiropractic;
- the cost of purchasing vaccinations and the costs of vaccination;
- the cost of medical or paramedical services and the cost of purchasing therapeutic products not recognized under French law;
- the cost of a final coffin;
- customs costs.

24.2 – CIVIL RESPONSIBILITY INSURANCE

The Organiser has arranged a Civil Responsibility Insurance policy with the insurance company EQUITE which relates specifically to sports events with terrestrial vehicles in accordance with the legislation in force.

Contract n°: 16/01677

Guarantees issued are acquired in France, Morocco, Mauritania and Senegal. The purpose of said contract is thus to cover, in the case of an accident, fire or explosion during the course of the Rally, financial consequences arising from civil liability which may be the responsibility of Competitors as a result of physical or material damage caused to third parties to agents of the State or any other public body involved in the order, Organisation or control of the Rally, or to their heirs because of injury or damage caused to the said agents in defined conditions of the contract and the provisions of the code of Sport R331-30, A331-32, D321-4 and Decree 2007-1118 of 19 July 2007.

The contract covers the financial consequences of civil liability of Drivers in regard to their team mates and passengers resulting from accidents incurred on public roads not reserved for private use (notably during Road Sections) or during Selective Sections on condition that the responsibility of the Driver can be proved.

Period of cover: entering at the administrative and technical checks, december 29th 2016. The guarantees will stop, latest, on January 14th 2017, at the Lac Rose.

In the event of abandonment or exclusion of a participant during the rally, the guarantee shall automatically cease from the moment of such abandonment or from the exclusion from race, unless such abandonment or exclusion occurs during a In which case the warranty shall cease only at the end of that classification test. If the vehicle remains immobilized at the place of abandonment by the organizer of the race, the guarantee will cease only at the end of the classification test after which the vehicle will be withdrawn. However, in the event of the withdrawal of the participant whose vehicle is still fit to drive, the guarantee shall be forfeited on the journey from the place of such abandonment to the trailer park provided for by the organizer.

In the case of accident, the Competitor or his representative must make a written statement, within 24 hours, to the Clerk of the Race, and the Head of Competitor Relations. The report must mention the circumstances of the accident and contact details of any witnesses.

The insurance contracts which the Organiser has arranged in no cases covers (non-exhaustive list):

- accidents caused by strike, riots, crowd movements, civil or foreign war;
- the responsibility of an insured party in the case of an accident caused by intention or deceit;

- the responsibility of an insured person in the case of damage to assets which he owns, has rented, is the depository or guardian of;
- fines;
- the theft of vehicles, separate items and all other property.

The Organiser accepts no liability, therefore, in the case of theft which occurs in a country being crossed by the Rally. Participant undertakes in advance to release the organisers of the AFRICA ECO RACE 2017 from any legal or civil responsibility emanating from any accidents to material or persons during the AFRICA ECO RACE 2017. Participant undertakes that they are solely responsible for the validity of the various administrative documents which are needed in order to take part in the AFRICA ECO RACE 2017 in Europe, Morocco, Mauritania and Senegal.

Competitors thus enter the AFRICA ECO RACE 2017 fully aware of the risks this Rally could lead them to take.

In case of differences of interpretation, the French version of these documents will be considered as definitive and binding.

24.3 – INDIVIDUAL ACCIDENT INSURANCE

Non French competitors must contact their national federations to find out what cover their licence provides. They are also advised to take out additional insurance.

For all competitors, it is strongly advised to subscribe in addition guarantees an individual accident cover from the insurer of their choice.

Under the conditions and terms of this agreement, the guarantee allows the payment of a lump sum in case of death or permanent disability consecutive to a personal injury during the rally.

This guarantee can be purchased from our broker-Allard Filhet insurance. This is an optional but strongly recommended insurance.

25 – TIME CARDS

a) At the start of a Leg, pilots shall be given a Time Card on which the target times and the maximum times authorized to cover each Road Section and each Selective Section shall appear respectively.

This Time Card is handed in at the finish Time Control of each Leg and replaced by a new one at the start of the next Leg. Each crew is solely responsible for its Time Card.

b) Any correction or amendment made to the Time Card will result in exclusion, unless such correction or amendment has been approved in writing by the controller.

c) The crew alone is responsible for submitting the Time Card at the different controls and for the accuracy of the entries. The controllers are the only persons allowed to enter the time on the Time Card, by hand or by means of a print-out.

d) Crews are obliged, under pain of penalties which may go as far as exclusion, to have their passage checked at all points mentioned on their Time Card, and in the correct order.

The absence of a stamp or the failure to hand in the Time Card at any control will result in a penalty which may go as far as exclusion.

e) The loss of a Time Card will entail a 5 minute penalty.

f) To facilitate the process and gain time at Check Points and Time Controls, the time card must be placed in a pocket, with an opening in velcro, on the fuel tank, or at the place where the main fuel tank is usually situated.

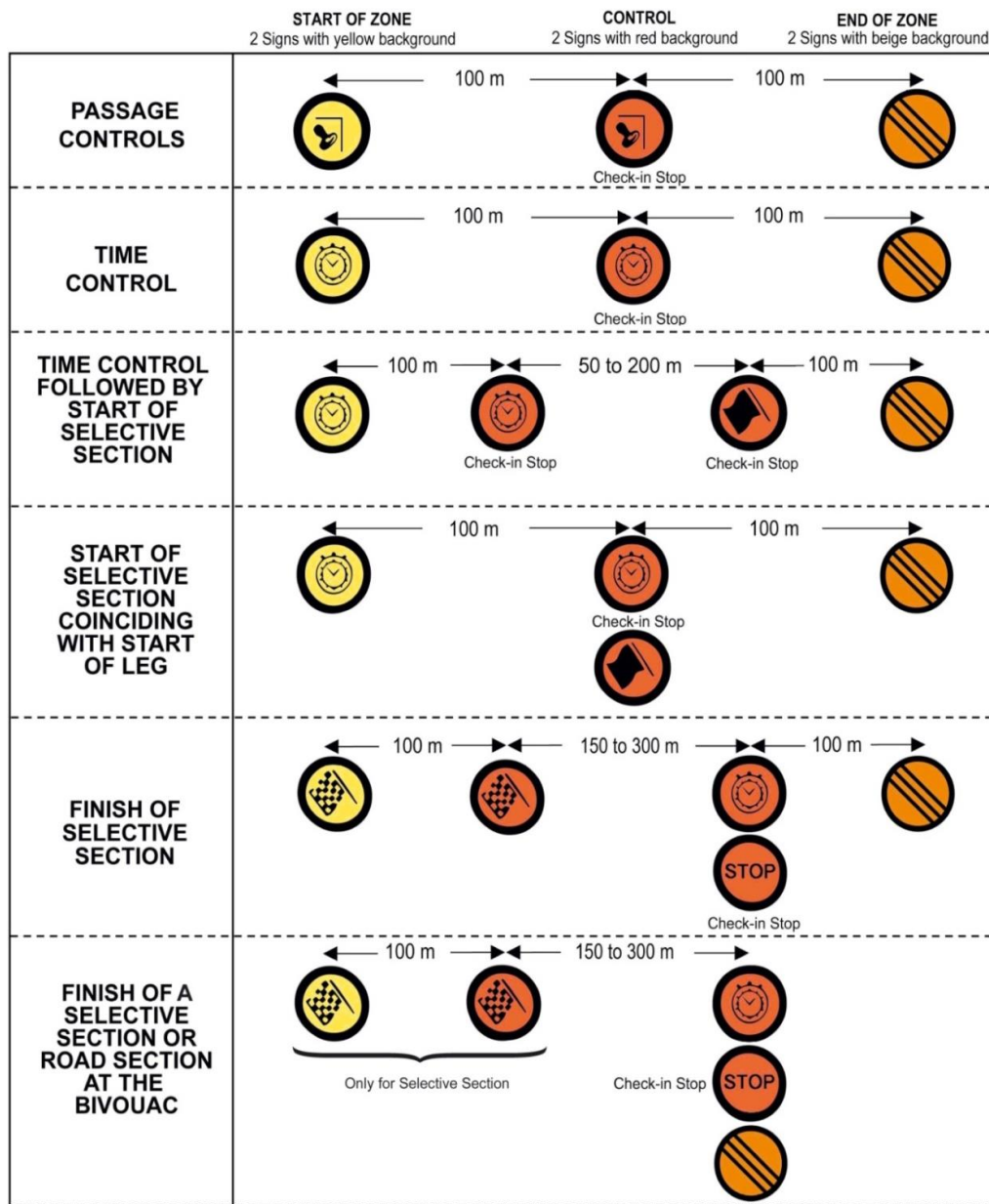
If this is not the case, the controllers will not look for time cards in pockets or any other place not defined above.

g) In case of retirement during a leg, it is compulsory, for the competitor, to give his Time Card to a Sporting Steward as soon as he arrives at the bivouac. Service is authorized in that case.

26 – CONTROL ZONES

26-1 – SIGN POSTING

All controls, I.E. time controls, start and finish of selective sections and passage controls will be indicated by means of double standardised signs.



26-2 - It is strictly forbidden to enter or leave a control area from any direction other than that prescribed by the itinerary of the event or to re-enter a control area once checking in has taken place at this control, on pain of:

- 1st infringement: penalty of 10 minutes,
- 1st repetition of the infringement : penalty of 1 hour,
- 2nd repetition of the infringement : penalty which may go as far as exclusion decided upon by the Jury's Members.

26-3 - Control posts shall be ready to function 1 hour before the target time for the passage of the first crew. They will cease to operate 30 minutes after the target time for the last crew; calculated taking into account the maximum time allowed preceding this control for the last classified competitor.

26-4 - The target check-in-time is the responsibility of the crews alone, who may consult the official clock on the control table.

26-5 - On pain of a penalty which may go as far as exclusion, the crews are obliged to follow the instructions of the marshal in charge of the control post, who must be assisted by a controller (all possible cases will be examined by the Stewards following a written report by the marshal in charge of the control post).

27 – TIME CONTROLS

27-1 - GENERALITIES

The official time is the GPS time.

- a) At the Time Controls, the controllers indicate on the time card the check-in time, which corresponds to the exact moment at which the Rider submits the time card to the controller. The clocking of the time card will only be carried out if the Rider and the machine are within the immediate vicinity of the control table.
- b) The check-in procedure starts when the machine passes the entry sign for the Time Control Zone.
- c) The Rider is forbidden to stop or to drive abnormally slowly between the zone entry sign and the control post. A Rider may remain in the Control Zone only for as long as is necessary to complete the check-in formalities, scrutineering and GPS checks.
- d) A Rider which is supposed to check in at a control at 18h 58 min. shall be considered on time if the check-in takes place between 18h 58 min. 00 sec. and 18h 58 min. 59 sec.
- e) The Rider does not incur any penalty for early arrival if the machine enters the Control Zone during the minute before the target check-in minute.
- f) For Road Sections, the target check-in time is that obtained by adding the time allowed for completing the Road Section to the starting time for that Section. These times are expressed in hours and minutes and are always shown from 00.01 to 24.00.
- g) For Road Sections, the Rider does not incur any penalty for late arrival if the time card is submitted to the controller during the target check-in minute.
- h) If the Start of a Selective Section is at the end of a Road Section, the time keeper must observe an interval of five minutes between the clocking-in time and the expected starting time for the Selective Section.
- At the Start of the Selective Section, when the Rider arrives from the Road Section, the steward takes his/her time card after having stamped it and places the Rider ready for the start according to his/her ideal starting order.
 - At the Start of the Selective Section, the steward notes the true start time of the Selective Section, returns the card and gives the start to the Rider.
 - In the case of an incident, should there exist a divergence between the two entries, the starting time of the Selective Section will be binding, unless the Sporting Stewards decide otherwise.
- i) If the Start of a Selective Section coincides with the start of a Stage, the starting time of the Selective Section will also be that of the Stage.
- j) At the finish of a Selective Section, the stop point will be twinned with a Time Control.
- k) At a Time Control, any difference between the target check-in time and the actual check-in time will be penalized at a rate of one minute per minute or fraction of minute.
- l) For Selective Sections, the finish times will be taken at the maximum to the second.
- m) At the Time Control at the end of a Stage, and at the Parc Ferme at the end of the event, Riders are authorized to check-in ahead of time without incurring a penalty.
- n) Any failure on the part of a Rider to observe the rules of the check-in procedure defined above (and in particular the fact of entering a Control Zone more than a minute earlier than the check-in time) will be recorded by the chief controller at that post and a written report will be sent to the Clerk of the Race.
- o) The Disqualification time, or one or more maximum times may be modified at any moment by the Sporting Stewards, upon the proposal of the Clerk of the Race. The Riders concerned shall be informed of this decision as soon as possible. Disqualification or fixed penalty for exceeding the maximum permitted time may only be announced at the end of a Stage.

27-2 LATE AT THE TIME CONTROL AT THE START OF A STAGE

All Riders late for the start of a Stage will be penalized one minute for every minute late, until 30 minutes after the start of the last bike. After this time, the Rider will be disqualified from the race.

A new time and start order will be given to the Rider, at the discretion of the marshal in charge of the Time Control.

27-3- LATE AT THE TIME CONTROL AT THE START OF A SELECTIVE SECTION

All Competitors late for the start of a Selective Section will be penalized one minute for every minute late, until 5 minutes before the start of the 1st car.

A new time and start order will be given to the Competitor, at the discretion of the marshal in charge of the Time Control.

27-4- MAXIMUM TIME ALLOWED / TARGET TIME

a) Road Section

A target time is given for each Road Section.

Any difference in this target time will lead to a penalty of one minute for every minute late or early.

b) Selective Sections

Selective Sections will be run in real time, with a maximum time allowed. Riders checking-in after this maximum time will incur the fixed penalty for the day. If the Finish of the Selective Section is also the finish of the Stage, the procedures laid down in Article 21P6 will apply.

The arrival time will be taken no more than to the second.

c) Timing (itinerary/schedule)

Target times and maximum times allowed, the start order and the gaps will be given at administrative checks, as will the closing times of controls (Check Points and Time Controls) and the fixed penalties.

27-5 – CHANGING OF THE MAXIMUM TIME ALLOWED

If, at 10pm, 50% of the competitors who started at the start of the leg, have not arrived at the day's Selective Section, the maximum time allowed may change, on proposal of the Clerk of the race, at discretion of the Jury's Members.

27-6 - OVERRUNNING OF THE MAXIMUM TIME ALLOWED AT STAGE FINISH TIME CONTROL

a) All Competitors arriving at a Time Control at the Finish of a Stage after the maximum time allowed will be penalized by a minute for every minute late.

b) After the closure of the control, checking-in must be done at the Race Control (PCO) with the Official in charge.

c) All riders arriving after the closing of the control may take the start of the following Stage on condition that they:

- present themselves at the Time Control of the Start of the Stage up to 5 minutes before the start of the 1st car,
- have their time card from the proceeding Stage stamped and give it to the Race Director or the marshal in charge of Start Time Control,
- prove to have rested for 6 hours at the Bivouac between the two Stages or have the approval of the doctor.

A new time and a new start order will be given to the Competitor, at the discretion of the person in charge of the start.

d) All Riders who do not manage to retake the start of a Stage in these conditions will be disqualified from the race.

27-7 - OVERRUNNING OF THE MAXIMUM TIME ALLOWED

For each Selective Section not raced, the pilot will be penalized by the days' fixed penalty + any other penalties for overrunning time (maximum time + time control + CP + WPV + WPM and WPE missing)

27-8 – INTERVIEWS

The 5 first pilots of the Selective Sections of the day and of the previous day General Classification as well as selected pilot must stop in areas especially dedicated to interviews. Failure to respect this regulation, or any incivility noted, will result in a penalty of €500.

28 – SELECTIVE SECTIONS

a) Pilots are forbidden to drive in the opposite direction to that of the selective section, under pain of penalties which may go as far as exclusion.

b) At the Starts of Selective Sections, when Competitors with their machine have stopped in front of the Starting Control, the controller will enter the actual time of the start of the machine in question on the time card (hour, minute and second),

and will then countdown aloud: 30 seconds – 15 seconds – 10 seconds and the last 5 seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given upon which the vehicle must start immediately. A 2 minute penalty shall be imposed on any Competitor who fails to start within 20 seconds of the starting signal.

c) The Start of a Selective Section may only be delayed in relation to the scheduled starting time by the controller in a case of great circumstance.

d) A false start, particularly one made before the controller has given the signal, shall be penalized by one minute at least or an increased time according to the Sporting Stewards' decision based on the controller's report. This penalty does not exclude heavier penalties being inflicted by the Sporting Stewards, especially if the offence is repeated.

e) The Selective Sections will end in a flying finish:

Stopping between the yellow warning sign and the STOP sign is forbidden. All infractions will result in a time penalty of 15 minutes. Timekeeping will be done on the finish line, which must have print-out equipment and shall be backed up by hand timing.

At a distance of 150 to 300 m after the finish, the Competitor must report to a Time Control indicated by a red clock and a red STOP sign. The controller will enter on the time card the time of arrival (hour, minute and seconds), which will also be the starting time of the following Road Section (hour and minute). If several Competitors arrive during the same minute, the marshal in charge of the post must stagger the starting times of these Competitors at intervals of at least 30 seconds in the order in which they arrived.

If the Competitor is unable to leave the zone under his/her own power, penalties as laid down in Article 26 will apply. If a Competitor does not stop at the Stop point to have his time taken a penalty of 1 hour will be incurred.

f) During a Selective Section, any assistance is forbidden other than that of a racing Rider using parts transported by another racing Competitor. However, approved assistance zones may be set up by the Organisation.

g) The starting intervals for Selective Sections must respect the same dispositions as those laid down for starting Stages except in a case of a road penalty.

h) Any Competitor refusing to start a Selective Section at the time and in the position allocated to him/her shall be given a penalty of 15 minutes and must make him/herself available to the marshal in charge who will notify him/her of his/her new start time. Early start and not at his right position, the pilot will be out of the race.

i) Interruption of a Selective Section

In exceptional cases, for security reasons, the Race Director may stop a Selective Section at the previous CP. Pilots can continue racing the Selective Section once the danger zone is crossed. Times run for those 2 portions will establish the classification.

j) **The rider who takes the start of a Selective Section** and leaves the selective section will be penalized as follows:

3 hours for leaving the Selective Section + Sporting Penalty + Maximum time of the Selective Section + Time allotted for time not Road Sections + the value of all waypoints not validated.

Selective Sections are run on sections of « road» open to the public. The greatest care is recommended in relation to other eventual users.

29 – PASSAGE CONTROLS

a) In order to check that the Riders are respecting the itinerary in the Road Book, Check Points will be set up at a significant location mentioned and numbered in the Road Book and noted on the time cards.

The Control Zone will be defined using the following official double signposting (art.26).

The location of these Check Points must be clearly visible and signaled to riders by means of flags and, wherever possible, sited on fairly level, hard ground, otherwise, the ground must be downhill.

The passage will be timed to the second and noted on a passage sheet by the marshal in charge of the post.

b) Closing time for check points

The closing time for Check Points will be declared taking into account:

- the distance covered since the start of the Section concerned,

- the time average of the Section under consideration (Selective or Time) imposed by the maximum allowed time,
- the ideal time of the last Competitor, increased by 60 minutes.

This time will be mentioned on the timing (itinerary/schedule) given during administrative checks.

29-1- CLOSING OF CHECK POINTS

After the closure of a Check Point, the validation by the GPS of the corresponding Way Point will be taken into account and will attest to the respect of the Official Itinerary by the Competitor. In this case, there will be no penalty for missed Check Point.

29-2 – PENALTIES FOR MISSING CP

a) Any missing passage control will retail a penalty, which will appear on the itinerary/schedule chart given during the administrative checks.

b) In addition of the examination of the time card, the GPS analysis and failing the Tracking will be carry out to check the route followed.

30 – REGROUPINGS

a) The purpose of regroupings is to reduce the intervals which may occur between Riders as a result of late arrivals and/or withdrawals.

b) On their arrival at these regroupings, the Riders will hand the controller their time card. They will receive instructions on their starting time.

They must then drive their machine immediately and directly to the Parc Ferme. The starting order shall be that of the arrival at the regrouping Time Control. The distance between the Time Control and the Parc Ferme will be considered as a Parc Ferme area.

c) For safety reasons, on the proposal of the Clerk of the Race, the Sporting Stewards may decide to stop a Stage before its allotted finish. A Time Control will then be set up, acting as the end-of-Stage control (idem: for a Selective Section, the Time Control being twinned with the end-of-Selective Section control), where the times recorded will serve to establish the classification of the Stage.

31 – PARC FERME

On the decision of the Clerk of the Race, this Stage may or may not be continued, neutralized or in convoy, and may or may not be under the Parc Ferme rules.

31-1- GENERALITIES

a) The following rules will apply

- It is forbidden to refuel or repair the machine in a Parc Fermé.
- Starting a machine with the help of pushing from another Competitor still racing shall be penalized by one minute.
- Machines are considered to be in Parc Ferme from the moment they enter a Start Park, regrouping or end of Stage, until they leave it.
- Machines will be in Parc Ferme from the moment they enter a Control Zone. From the Stop point until the zone exit, if the machine is unable to restart, it may be pushed out of the zone with external help without penalties, under the supervision of the chief marshal.
- Machines are considered to be in Parc Ferme as soon as they reach the end of the Event and at least until the time for lodging protests has expired.

b) Except in the case of a Time Control at the Finish of a Road Section-Bivouac, any infringement of the Parc Ferme Regulations shall result in a penalty ranging from 10 hours to disqualification.

c) Before the exit from all the Parks or at the start of a Stage, if the Scrutineers of the Event note that a machine seems to be in a condition which is not compatible with normal use, they must immediately inform the Clerk of the Race, who may request that it be repaired.

In this case, the minutes used for such repairs shall be considered as the same number of minutes lateness registered on a Road Section. To prevent a Competitor from trying to make up lost time after repairs, the Competitor shall be given a new starting time.

d) By way of exception, and on the responsibility of an Official, Competitors may, while in the Parc Ferme at the start, regrouping zone or end of Stage: change one punctured or damaged tire using the equipment on board, a damaged front or back light.

These repairs must be completed before the starting time, otherwise a penalty of one minute for every minute of lateness shall be imposed.

e)) In order to remove a machine from a Parc Ferme for the start, regrouping halt or end of Stage, competitors will be allowed to enter the Parc Ferme 30 minutes before their starting time.

f) Inside the Parc Ferme, the engine may be started by means of an external battery, which may be brought in and taken out by a team member under the supervision of an official of the Event.

f) Machines will be in Parc Ferme where scrutineering is carried out at the Finish of the Selective Section or of the Stage.

31-2 - SPECIFICS

Machines will be subject to Parc Ferme rules:

- a) After the technical checks,
- b) At the arrival of the event, January 14th 2017 till 30 minutes after posting the results at the KING FAHD PALACE - Dakar.

Riders are permitted to cover with machine with a transparent cover, in case of rain, under the supervision of an official of the Event.

32 – CLASSIFICATIONS

32-1 - GENERAL

The Clerk of the Race bears the responsibility for timekeeping.

a) Penalties shall be expressed in hours, minutes and seconds. There will be a separate classification for quads. The final results shall be determined by adding together the times obtained in the Selective Sections and the penalties (incurred during the Liaison Sections, Selective Sections and other penalties expressed in time).

The Crew which achieves the smallest total is proclaimed winner in the general classification, the next one being second, and so on. Classifications by group and class are drawn up in the same way.

b) In the case of ex aequo, the Rider which accomplished the best time for the last Selective Section will be proclaimed winner. If this is not enough to determine the winner, the times of the previous Selective Sections shall be taken into consideration, except for the Stages where no Selective Section has been run, in which case dead heats will be determined according to the order of starting numbers. This rule may be applied at any time during the Rally.

32-2 - CLASSIFICATIONS

a) The following classifications will be posted each evening, at 7pm at the catering area and Race HQ :

- Scratch
- 450 cc
- + 450 cc
- Female
- Quad
- Junior (under 25 years old)
- Open
- Experimental

Annex : Veteran (over 45 years old) and “Malle Moto” (pilot stuff, tires, trunk or any other material, transported only in the organization truck).

b) Provisional classification of Selective Section: posted by the Clerk of the Race at 07.00pm the day after the stage in question. It becomes definitive after the period for complaints, which ends when the first racing Competitor has left the next Stage following this posting.

Given that the classification becomes definitive as concerns the elements used to compile them, these elements and only these elements may be considered regarding any protest, once the final classifications are posted at the end of the Event.

c) The official classification of the AFRICA ECO RACE 2017 will be posted on the official notice board at the Parc Fermé in Dakar. Latest 6 hours after the arrival of the 1st machine, on January 14th 2017.

They become definitive 30 minutes after their posting (reclamation period).

33 – PRIZES LIST

33-1 - PRIZES LIST

Scratch classification:	1st , 2nd , 3rd
450 cc :	1st , 2nd , 3rd
+450 cc :	1st , 2nd , 3rd
OPEN :	1st
Female :	1st
Experimental bike :	1st
African bike :	1st
Senegalese pilot :	1st
Quad :	1 st
Junior (-25 years old) :	1st

Annex : Veteran (over 45 years old) : 1st and 1st Malle Moto

33-2 - PRIZES LIST

Trophies will be given to the winners during the prize-giving, at the Lac Rose, on January 14th 2017.

34 – PROTESTS – APPEALS

All protests must be made in accordance with the rules laid down by the International Sporting Code. They must be made in writing and given to the race director, accompanied by the sum of €660, which will be retained if the protest is not judged unfounded and unjustified.

This decision may be contested at the Tribunal National de Discipline et d'Arbitrage de la Fédération Française de Motocyclisme (National Discipline and Arbitration Tribunal of the French Motorcycle Federation) in compliance with article 4.6 and following the arbitration and disciplinary codes of the Fédération Internationale de Motocyclisme. For an appeal on Jury's decision, it will have to be accompanied by the sum of €150.

No appeal may be made against the validity of a fact (Art 4.1.2 of the FIM's arbitration and disciplinary code).

If the protest necessitates the dismantling and reassembling of different parts of a machine, protestors must in addition pay a guarantee of:

- €230 for a 2-stroke engine
- €460 for a 4-stroke engine

Competitors may appeal against decisions made, complying with stipulations of article 4.1 and following the FIM's disciplinary and arbitration code, except for reasons of safety.

The costs incurred by the work and by the transport of Machines will be charged to the claimant, if the protest is not justified, and by the Competitor protested against if the protest proves justified.

If the protest is not justified, and the costs incurred by the protest (checks, transport, etc.) are greater than the guarantee, the difference will be charged to the protester. If the amount is less, the difference will be refunded.

All accused Riders must be heard by an International Jury.

35 - SUMMARY OF PENALTIES

RACING MACHINE	ART. N°	Start refused	Time penalties	Financial penalties	Penalty decisions at Stewards' discretion	Disqua lificali on
Assistance in a closed area or private place Iritrack not on during tests Overspeeding in the bivouac zone : +20km/h	2-3				Stewards discretion Up to disqualification Up to disqualification	
Absence at 1st Briefing	2-4			500 €		
Not following GPS points	2-19				Up to disqualification	
Arriving ahead or after target time	2-25		1 minute per 1 minute			
Overrunning time maxi authorised	2-28		Fixed Penalty		Up to disqualification	
3rd infraction in a speed control zone (in 3 different zones)	2-29				Up to disqualification	
Any incorrect, fraudulent or unsporting action	5-3				Up to disqualification	
Headlights and rear red lights not kept on	6-3		■			
Engine changing : except OPEN 1 st change 2 nd change 3 rd change	6-5		15min 45 min 120 min			
No respect of payment schedule	7-2			Standard fees		
Changing names after entry closure	7-2			300 €		
No payment of entry fees and failure to give the deposit	7-3	■				
Vehicle not conform after technical checks	7-5			No refund of entry fees		
Transport of a crew member by the organisation	8-2					■
No presentation of compulsory safety equipment	8-3		Start delayed up to 30 minutes 1 min/min late			■ after 30 '
Not carrying safety equipment	8-4					■
Transport of the pilot in the helicopter or by another vehicle	8.5					■
Failure to inform of retirement	8-5					■
Start of a leg not taken	8-6		6h/leg + PS + Maximum time of the SS + Time allotted for Liaison Sections not done + value of all the WPT not validated.			
Start taken of a SS and gives up in the SS	8-6		3h/leg + PS + Maximum time of the SS + Time allotted for Liaison Sections not done + value of all the WPT not validated.			

Pilot in the balai	8.6		3.00/leg +PS + maxi time allowed of the SS + fixed penalty + penalties for missing wpt and CP			
More than 3PS	8.6					■
Absence of identity marks	9-1				Discrétion FMN	
Breach of the identity bracelet	9-2			10% of entry fees		
Non or baddy publicity : 1 st constat	10-b			10% of entry fees		
Next times				100% of entry fees		
Advertising relating with tires, petrol or lubricating brand	10-c			60% of entry fees		
No respect of convening 1.00 late : Over 1.00 :	11-1			50 € 80 €/h		
Failure to the GPS & Iritrack training	11-1			500 €		
Mounting brackets, cables, and aerals of safety equipment not fitted before checks	11-1			150 €/material not fitted		
Vehicle not conform	11-1 11-4	■			Changing group	
No presentation of the original documents	11-2	■				
None use ERTF GPS'	14-1	■				
Absence of validation of WPT, DZ, FZ	14-2		Missing CP			
Absence of validation of all the Passage controls for one leg	14-4				Up to disqualification	
Use WPM code 1 st , 2 nd & 3 rd time 4 th time	14-5		2 hours		Up to disqualification	
Reconnaissance of the route Possession of non authorised notes	15-3	■			Up to disqualification	
Staying more than 90m from a DZ or a FZ	16-1.1		Missing CP			
Overspeed in the CP security zone Between 01 & 15 km/h Between 16 & 40 km/h Over 40km/h : 1 st impulsion 2 nd impulsion 3 rd impulsion	16-1-2		3'/impulsion 6'/impulsion 20mn 1h	100€ 200€ 300€ 1.000€	Stewards discretion	
Impossible to read the GPS or any attempt at cheating	16-2.1				Up to disqualification	
Absence of validation of WPT, DZ, FZ	16-3		Missing CP			
Vehicle transport, blocking a vehicle to avoid overpassing	17-1				Up to disqualification	
Pulse signal - Speeding Between 01 & 15 km/h Between 16 & 40 km/h Over 40km/h : 1 st impulsion 2 nd impulsion 3 rd impulsion	17-3		3'/impulsion 6'/impulsion 20mn 1h	100€ 200€ 300€ 1.000€	Stewards discretion	
Involved in an accident	19-1.4				Up to disqualification	
Any incorrect, fraudulent or unsporting action	19-1				Stewards discretion	
Incident or attempt at cheating with Iritrack	19-3				Stewards discretion	

Any impoliteness towards anybody	19-4			500 €		
No respect of the environment	19-4			1000 €		2 nd offense
No respect	22-2					■
External help from somebody not racing	23-3				Stewards discretion	
Correction or amendment of time card	25					■
Absence of stamp on time card, failure to hand in a control	25				Up to disqualification	
Lost of time card	25		5 min			
Entering or leaving a control area from any direction other than that prescribed by the itinerary or re-entering a control area once checking in has taken place	26-2					
1 st infringement			10 min			
2 nd infringement			1 h			
3 rd infringement					Up to disqualification	
Non respect of the Marschal intructions	26-5				Stewards discretion	
Late reporting for the start of leg	27-2		1 mn per 1mn late			
Over 30min late		■				
Late at a SS CH over 5min before start of the 1st car	27-3		1 mn per 1mn late			
Overrunning time of maxi time authorised	27-4		1 mn per 1mn late			
Overrunning time of SS maxi time authorised	27-4		FP			
Overrunning time maxi authorised at CH arrival leg	27-6		1 mn per 1mn late			
No respect	27-6-d					■
Every SS not run	27-7		FP + late penalties			
Non respect art	27-8			500 €		
Driving in the opposite direction in a SS	28-2				Up to disqualification	
Stopping more than 20 sec at the start of the SS	28		2 min			
False start	28		Minimum 1 min			
Stopping in the arrival zone	28		15 min			
Not stopping at the Stop point	28		1 h			
Late start	28		15 min			
Early start	28					■
Towing in the Parc Fermé	31-1		1 min			
Infringement at the Parc Fermé regulations	31-1		10 h		Up to disqualification	
Overrunning time authorised to repare in the Parc Fermé	31-1		1 min/ min late			
Amount of protest	33			120 €		
Deposit in case of dismantling	33			230 € 2tps 460 € 4 tps		
ASSISTANCE	ART. N°	Start refused	Time penalties	Financial penalties	Penalty decisions at Stewards' discretion	Disqualification
Absence at the 1 st Briefing	2-4			50 €		
Modification of a crew	2-33			500 €		
No respect of the article	2-33					■
None adapted vehicle	6-1	■				
No respect of the article	7-1					■ Racing machine
No respect of the payment schedule	7-2			Standard entry fees		
Changing names after Nov. 15th	7-2			300 €		

No payment of entry fees and failure to give the deposit	7-3	■				
No presentation of the survival equipment	8-3	■				
No presentation of the safety equipment 1 st time 2 nd time 3 rd time	8-4			100 € 500 €		■
Failure to inform of retirement	8-5			Deposit cashed in		
Search operations for non-information about retirement	8-5			Deposit cashed in		
Refusal of optional advertising	10			Entry fees x 2		
Advertising relating with tires, petrol or lubricating brand	10			Entry fees+ 60%		
No respect of convening hours	11-1			50 €		
No presentation of original papers	11-2	■				
No respect of the route 1 ^{ère} infringement 2 ^{ème} infringement 3 ^{ème} infringement 4 ^{ème} infringement	13			50 € 100 € Immobil.		■
Fraud of safety equipment	17-2				Up to disqualification	
Over max speed : From 0 to 20 km/h : 1 st infringement 2 nd infringement 3 rd infringement Over 20 km/h : 1 st infringement 2 nd infringement	17-4			100 € 200 € 200 €		■ ■
Over max speed in villages or towns : From 0 to 10 km/h : 1 st infringement 2 nd infringement 3 rd infringement Over 20 km/h : 1 st infringement 2 nd infringement	17-5			200 € 500 € 500 €		■ ■
Over speed or dangerous driving	17-6				Up to disqualification	
Incivility to people 1 st infringement 2 nd infringement 3 rd infringement 4 th infringement	19			100 € 200 € Immobil.		■
No respect of the environment	19			1000 €		
Vehicle sold in a crossed country	19			Retenue caution		
No respect of the itinerary 1 ^{ère} infringement 2 ^{ème} infringement	19			500 €		■
No respect art	20-3					■
Radio on board	20-5				Up to disqualification	
Possession of another satellite system except Iritrack	20-6				Up to disqualification	
Intervention on SS	22					■
Refuelling a racing vehicle	22					■ racing machine
Failure to inform of retirement	22					■ Assistance & racing pilot

APPENDIX #1 : SAFETY EQUIPMENT

All Safety and Navigation suppliers will be present:

- every morning at the start from the bivouac,
- permanently at the Safety Centre, close to the Race Control,

for advice, repair and, in case of retirement, to collect your equipment.

GPS / SENTINEL

All racing vehicles must be equipped with a GPS/SENTINEL;

All assistance vehicles must be equipped with an ERTF GPS.

- ➔ A maximum of two GPS Unik (homologated « Africa Eco Race ») will be allowed by vehicle, depending on the availabilities of the supplier.
- ➔ An installation kit (bracket, power cable (including 3A fuse), aerial cable and aerial) must be procured by the competitor directly from ERTF. It must be installed before scrutineering.
- ➔ Competitor will be required to ensure the mechanical and electrical installation, with a continuous and regulated power supply between 9 and 30 volts.
- ➔ The rental of the GPS is compulsory. The instruments will be delivered by our supplier, ERTF, during the scrutineering.
- ➔ Upon confirmation of entry, the organiser will forward to you an information sheet concerning this equipment.
- ➔ Compass heading repeaters and/or speed or distance trips, other than the model homologated by « Africa Eco Race », are prohibited, as are all other accessories not homologated and connectable to the GPS. This optional instrument must be bought to the supplier.
- ➔ In the case where a new GPS is requested during the rally (following problems or loss of the first), a new deposit will be requested directly by our supplier.
- ➔ In case of damaged to rented equipment an invoice issued by ERTF.
- ➔ The GPS must be returned at the end of the rally to ERTF, who will ensure recuperation and in case of retirement.
- ➔ In all the case, the competitor will must demand a receipt mentioning the state of the GPS.
- ➔ The deposit of any GPS not returned to ERTF before 10th of February 2017 in working order will be cashed.

ERTF

Parc Technologique de Soye - 56275 Ploemeur - France

Tél : + 33 (0)2 9787 2585 - Fax : + 33 (0)2 9737 5921 - competition@ertf.com

TRACKING / IRITRACK SYSTEM

The hire of an Iritrack is compulsory in race.

Assistance vehicle must hire an Etrack.

- ➔ It will be issued to you during the administrative checks by our supplier Marlink.
The installation kit, including the mounting bracket, cables and aerials, will be sent by courier on receipt of your order form and payment.
- ➔ The kit must be installed before technical scrutineering.
- ➔ On confirmation of your entry, the organizer will send you information regarding this equipment.
- ➔ The use of this equipment is compulsory (on pain of the start being refused) as is the maintaining of the equipment in working order, throughout the race, and over the whole of the route, including road sections.
- ➔ In the case where a new Iritrack or is requested during the rally (following problems or loss of the first), a new deposit will be requested directly by our supplier.
- ➔ The Iritrack must be returned at the end of the rally to Marlink, who will ensure recuperation.

Telephone – Safety Equipment

All safety and survival equipment as detailed in Article 14P can be obtained, like satellite telephones (optional), from Marlink.

MARLINK – DEPARTEMENT RALLY RAID

114/126 Avenue D'Alfortville - 94600 Choisy- le-Roi -France

Tel : +33 (0)1 48 84 34 07 - Email: mehdi.couillard@marlink.com

APPENDIX # 2 : AFRICA ECO RACE BRANDS - TRADEMARKS

AFRICA ECO RACE is a trademark. As the organizer of the AFRICA ECO RACE, it exclusively holds all the operating rights for that event and, as managing agent of its subsidiary, the organizer exclusively holds the operating rights of the nominative, figurative and/or semi-figurative “AFRICA ECO RACE” trad marks.

As a competitor in the AFRICA ECO RACE, you are authorized to use the following composite label “AFRICA ECO RACE”, subject to the following conditions:

You are authorized to reproduce this “AFRICA ECO RACE” composite label and photos to inform third parties of your status as a competitor on the following conditions:

- You can add your name or team name exclusively to inform your status as a competitor,
- You are allowed to use and download the following composite label, and only this one,
- You make a commitment to respect strictly the graphics standards of the composite label and not to modify, except to insert your name and your team,
- The composite label can be used on documentation for finding financial and/or institutional sponsors,
- The composite label can be used on press presentation documentation,
- The composite label can be used on clothing worn by drivers and members of the support team registered to take part in the Africa Eco Race, after the organization authorization,
- The composite label can be affixed on the following supports and exclusively on these supports: files of research for partner, press kit, clothes of your whole team. All other use of the composite label and the brand "Africa Eco Race" on the other supports and/or for commercial purposes, the advertising executives and/or promotional is strictly forbidden except prior and express authorization of the organizers,
- Under no circumstances may this composite label be directly or indirectly associated with any commercial or institutional trade mark. Consequently, your sponsors may not use this composite label and may not under any circumstances use Africa Eco Race trademarks so that there can be no confusion in the minds of the public between their status as a competitor sponsor and a AFRICA ECO RACE sponsor which they are not,
- Finally, all Africa Eco Race competitors are strictly prohibited from marketing, in any way, products bearing all or some of the Africa Eco Race trademarks, including the aforementioned composite label; the marketing of products bearing Africa Eco Race trademarks is strictly reserved for the organization and its licensees.



APPENDIX # 3 : AUDIO VISUAL COVERAGE

1. In order to permit the widest possible dissemination and promotion of the Africa Eco Race, any and all persons taking part in the Africa Eco Race for any reason (hereinafter collectively referred to as the Competitors) acknowledge and agree that their participation in the competition grants to the organisers and assignees the irrevocable right to reproduce and display, without any compensation whatsoever, their name, likeness, voice, biography and history, and more generally, their sports performance in connection with the Africa Eco Race, as well as the trade name(s), trade marks(s), brand(s) of their vehicle parts manufacturers, constructors and sponsors, in any and all forms, on any media (whether now existing or hereafter developed) and in any format, for all kinds of world-wide use, including advertising and/or commercial use without any restrictions whatsoever except for those mentioned hereinafter, and for the entire duration of the protections currently granted for such use by legal or statutory provisions, judicial and/or arbitral decisions of all countries, as well as international conventions (present and future), including eventual extensions that could be made to this duration. However, when the organizer authorizes a third party to use pictures of the competition for advertising or promotional purposes, the third party will not be allowed to use the name, voice, likeness, voice, biography, history or sports performance of a Competitor or the trade name, trade mark of his sponsor, vehicle parts manufacturer or constructor, with a view to a direct or indirect association between the Competitor, the trade name, the trade mark of his sponsor or vehicle parts manufacturer, and the product, service, trade name or trade mark of the said third party without the express consent of the Competitor, sponsor or vehicle parts manufacturer. Likewise, with the exception of books, photograph books, comic strips, in any form of publication, video cassettes, CD-ROMs, DVDs or more generally all video recording or videodiscs, on any kind of device and in any form whatsoever, dealing with all or part of the Africa Eco Race, posters, travel diaries, autograph books, maps, official programs of the Africa Eco Race, the organizer will not exploit or allow the exploitation of the individual image of the Competitor in the context of marketing by-products known as merchandising.

2. Competitors and accompanying persons may not be allowed to film pictures of the Africa Eco Race, whatever the means used and the purpose for which they are intend to film, without the prior written consent of the organizer. In this connection, written requests must be sent at the latest by the 30th of November preceding the start of the competition, to the following email address: presse@africarace.com.

APPENDIX # 4 : BOAT – FLIGHT – ACCOMODATION - VISAS

All services related to the registration and / or available as options are exclusively managed by OCT or an authorized provider by OCT.

OCT is the only one allowed to market access in the AFRICA ECO RACE.

Access to the bivouac is forbidden to anyone not accredited and / or not provided with its badge.

1 - BOAT

Boat transport Sète/Nador is included in the entry fees with extras fees (vehicle and crew members).

Boat return for vehicle is included in the entry fees.

Responsibility and insurance:

As from the coverage of the vehicle by the Organizer on the port of embarkation in Dakar (Senegal) the RC Insurance cover stops. Please sign additional insurances with your insurer. The organization cannot be held responsible for damage, theft or other.

2 –ACCOMODATION

Menton

The OFFICE DU TOURISME of MENTON can take care of your reservations. Contact them directly:

Virginie Simoncini – Tél : +33(0) 4 92 41 76 94 – Email : Virginie.Simoncini@ville-menton.fr

Dakar

The organization of the AFRICA ECO RACE will propose accommodation at Dakar. After receiving your entry confirmation, a document containing all the different services proposed will be sent. For more information, contact the Competitor Department : concurrents@africarace.com.

3- VISAS

To obtain your visa, it is compulsory to have:

A passport valid until July 30th 2017,

2 blank pages in your passport,

It is your responsibility to obtain the necessary visas. Depending on your nationality, contact directly the embassies, visas may be compulsory for Europe and Morocco.

Mauritanian Visa

A visa is compulsory and included in the entry fees. The Organizer will take care of administrative procedures.

Senegalese Visa

Since May 1st, 2015, modalities for Senegalese visas have changed. No more visa are needed except for KAZAKHSTAN or KYRGYZSTAN citizen.

The Organizer will take care of administrative procedures (60 €/pers).

APPENDIX # 5 : ASSISTANCE REGULATIONS

The Assistance Specific Regulations takes in consideration the BIKE/ATV Specific Regulations as well as the following ones.

2 - DEFINITIONS

2-4 - BRIEFING

On the boat, on January 1st 2017, a general briefing, with all the competitors and services, will be held. The presence of at least one member of each race and assistance crew is compulsory on pain of a penalty of 50€. Times to be announced.

2-6 - CREWS

- Crews may be composed of:
 - From 2, up to 4 persons, in trucks, if the truck is homologated for 4 persons as standard, and providing this is stated on the registration papers.
- From 2 to 3 persons in small truck, if the truck is homologated for 3 persons as standard, and providing this is stated on the registration papers.
- From 2, up to 4 persons, in the cars, depending on the type of vehicle entered. Only 4x4s having the possibility on the registration documents, to carry 4 people on board, will be allowed to transport 4 people.

It is compulsory that at least 2 persons of each crew hold a driving licence.

FIA licences are not necessary for assistance crews.

No changes to assistance crew members will be allowed once scrutineering has been passed, under pain of a 500 € fine, per infringement, per crew member; except for those persons entered as Team Managers, or if authorised, exceptionally by the Race Direction. If an assistance crew member leaves their vehicle due to force majeure, the vehicle may continue providing the Race Direction is informed.

All infractions will incur the disqualification from the race of the assistance vehicle.

6 - ELIGIBLE VEHICLES

- All standard petrol and diesel vehicles conforming to Standard regulations, even if they are not FIA homologated.
- Standard off-road small truck below 3.5 tonnes, even if they are not FIA homologated.
- Standard off-road trucks over 3.5 tonnes, even if they are not FIA homologated.
- At the start of the race, the organiser reserve the right to refuse the entry of all vehicles which appear not to be suitable or which do not correspond to the vehicle declared, or all cars more than 6 years old or a truck more than 15 years old.
- Assistance vehicles entered in the car category must not measure more than 2.50 m high (roof rack included) on pain of paying a supplement corresponding to the entry fee for the assistance small truck category.
- Assistance vehicles entered in the small truck category must not measure more than 3.00 m high (roof rack included), on pain of paying a supplement corresponding to the entry fee for the assistance truck category.
- Assistance vehicles entered in the truck category must not measure more than 4.20 m high (roof rack included), on pain of being unable to embark in the boat.

7 - ENTRIES

7-1 - DEMAND

Conforming to the current specific regulations article 7. All « assistance » entries must be attached to a competitor in the race to be accepted. The non-respect of the following articles may go to exclusion from the race of the assistance vehicle.

7-2 –ENTRY FEES

The entry consist of :

1 set « Vehicle Plates » (Car, van or Truck) + 1 set « Personal Fees » X number of person

For the entry fees, see on the website : www.africarace.com

Price including

- Sporting fees for the competitor(s)
- Accommodation (bivouacs in Africa)
- Meals in Africa (breakfast, packed lunch, dinner) and lunch in Dakar
- The prize-giving
- Transport of the participants to Africa by boat (Sète/Nador)*
- Transport for the vehicles to Africa and back by boat (Sète/Nador and Dakar /Europe)**
- Mauritanian visa
- Insurance for the vehicles in Mauritania and Senegal
- Medical assistance, osteopath
- Medical repatriation insurance back to Europe
- Civil responsibility insurance of the organizers

* Extra cost accommodation and meals on the boat

** Extra cost for boat transport

Only the reception of your bank transfer copy corresponding to the registration fees first part will have value of entry file creation.

Respect of the payment schedule

PAYMENT DEADLINES MUST BE RESPECTED.

The non respect of the payment deadlines will be subject to the superior registration fees and will be increased by a penalty of 10 %.

The organizer reserves the right to cancel registrations that have not been paid in full by November 15th 2016.

The final list of crew members must be submitted before November 15th 2016.

Modification of names or vehicle

Any changes to the list made after this date will incur additional fees of 300 euros.

Closure of entries: November 15th 2016.

7-3 – PAYMENT

Till November 15th 2016, payments for entries must be made by SWIFT bank transfer (bank account reference of O.C.T. are notified on the entry form). Competitors must write the entry references on the bank transfer (Name or Team name).

Only the reception of your bank transfer copy corresponding to the registration fees first part will have value of entry file creation.

The organizer reserves the right to cancel registrations that have not been paid in full by November 15th 2016.

Start of the race will be refused to any competitor who will not pay his entire entry fees and leave his deposit amount.

Bank details :

IBAN : LU83 0027 1913 2000 6700

BIC / SWIFT CODE : BILLULL

Owner of the account : ORGANISATION DE COMPETITIONS ET DE TOURISME SARL

Bank adress: DEXIA -69 Route d'Esch - L-2953 Luxembourg

Invoice :

One bill will be sent to each team after the rally, made out to One payer's name and address detailing all services provided by O.C.T.

7-4 – DEPOSIT

a) For each vehicle, a deposit given by the crews will be compulsory (each member of the crew will stand surety for them), only if they guarantee to respect the obligation below:

- Obligation to inform in the case of retirement the organisation by all possible means (Article 8-5). The mean to inform the organization is the responsibility of the crews. A third person may not be held responsible. Failure to respect this obligation entails, in the case of specific research, the financial liability of crews who have not taken the necessary signalling their location.
- Obligation to sign a waiver if a participant leaves the rally.
- Obligation to respect the customs formalities of the crossed countries.
- Obligation to respect the clauses of these specific regulations.
- Obligation to return the equipment given temporarily to the competitors during the event.
- In the case where a crew has to leave the vehicle in a stage, he must inform the closest police station and give a duplicate to the Rally HQ and Africa Eco Race office, as soon as he is back from Africa. As all vehicle must leave the crossed countries, repatriation to Dakar's harbour is at his own expense.
- Obligation to discharge the organisation of all fees (such as: accommodation, other return journey than planned, miscellaneous fees etc.).
- Obligation to respect safety rules during the event.
- Obligation to respect the chief doctor decisions.

b) The deposit may be done by check or a bank transfer or credit card, given before the administrative checks. The Africa Eco Race will accept only one payer per vehicle or team. The deposit will be returned after the rally, except in case of:

- Failure to respect of the safety rules and the sporting ethics of the event.

c) Any participant entered in the rally benefiting of help or assistance by a person and / or a vehicle not registered by the organisation will be disqualified and its deposit cashed.

d) Nota: Any non-payment of the deposit entails the interdiction to compete for the Africa Eco Race:

Amount of the deposit for Cars and Trucks : 1 000 euros

7-5 - WITHDRAWAL

a) So as to avoid any ambiguity, cancellation of entries must be sent by registered post. Cancellations and requests for refunds must be sent to : Africa Eco Race – 14 quai Antoine 1er – 98000 Monaco.

For all cancellation of entries, refunds will be made in the following manner:

- In the case of cancellations made before September 15th 2016 = 1.500 € administration costs retained,
- In the case of cancellations on September 15th 2016 and after = 100% of the amount paid is retained.

In case of serious medical problems, OCT will study on request (requested by registered letter) the possibility of partial refund (original of the full medical file shall be send). 3 000 euros will be retained.

b) No crews refused a start due to failure to pass administrative checks or scrutineering will be eligible for refunds.

c) For refunds for additional services please refer to the general conditions of sale laid down by the different suppliers.

7-6 – CANCELLATION OR POSTPONEMENT OF THE EVENT

In the case where it proves impossible to run the event, for whatever reasons, and particularly for the following non-exhaustive reasons such as: failure to obtain, or withdrawal of federation approval, failure to obtain authorisation to cross a particular country, political problems in one or other of the countries to be crossed, making it impossible to run the event, financial difficulties making it technically or sportingly impossible to run the event, embarkation, disembarkation or logistical problems making it impossible to transport competitors etc... Organiser will be liable only for funds paid.

Funds received by the organiser will be refunded by February 10th 2017 at the latest.

In the case where the event is delayed, the organiser will inform each competitor immediately, by registered post, of the new programme of the race.

In the case where participants are unable to take part in the race, due to the change of date, they have a maximum of eight (8) days, from the moment the registered letter is received, to request, by registered mail, refund of funds paid to the organiser. Refunded will be made latest by February 10th 2017.

In all cases participants may only claim a refund of funds paid.

8 – SAFETY EQUIPMENT

8-3-1 - SAFETY BELT - HARNESS

The wearing of a safety belt or harnesses is mandatory over the entire itinerary. Failure to wear the safety belt or harness will incur the following penalties:

- 1st infraction: 100 € per infraction,
- 2nd infraction: 500 €,
- 3rd infraction: exclusion.

Checks will be made on the itinerary by the organisation.

8-3-2 - SURVIVAL EQUIPMENT

For safety reasons crews must carry with them in their vehicles the following material:

- 1 strobe lamp,
- 1 torch,
- 3 hand-held flares,
- 1 distress mirror,
- 1 fluorescent vest/person,
- 1 compass,
- 2 warning triangle,
- 1 lighter,
- 1 map of each country crossed (Morocco, Mauritania, Senegal),
- foil survival blanket per person,
- 1 first aid kit,
- 1 seat belt cutter,
- 1 reserve of 5 litres of water per person,
- 1 lunch packs/pers,
- Towing rope (10m),
- 1 GPS ERTF,
- 1 Etrack.

All crews unable to present all the above equipment at the start of a leg, start will be refused until compliance has been achieved.

8-5 - RETIREMENT – EXCLUSION

In the case of retirement, it is imperative that crews inform, by all possible means, and as quickly as possible, the « Africa Eco Race » race control +33 1 83 73 55 54. Failure to respect this important safety clause will result in the refusal of all future applications to take part in any cross-country rally organised by the organiser and non-refunding of the deposit. In addition, failure to respect the obligation to inform the organisers in the case of retirement, where search operations are carried out, will result in the crew in question being liable for the financial costs of search operations. Crews that have retired may in no circumstances be transported by the organizers for part or all of the route.

10 – ADVERTISING

Participants are required to provide sufficient space to conform to the above Regulations, with all modifications to stickers forbidden (cutting, etc.).



- 1 – 2 Rally plates, 43 x 21.5 cm, at the front and rear of the vehicle
- 2 – 2 organisers advertising panels, 50 x 52 cm
- 3 – 3 race number plates, 50 x 52 cm: on each side and on the roof
- 4 – Windscreen « sun » visor strip 10 x 25 cm

11 – SCRUTINEERING AND ADMINISTRATIVE CHECKS

11-1 - The act of presenting a vehicle for administrative checks and scrutineering is considered as an implicit declaration of its compliance.

The scrutineering will take place in Menton, on the 29th & 30th of December 2016. Crews will receive on December a convocation stating the day and exact time at which they must present their vehicle.

Failure to respect the convocation times will incur a penalty of 50 €.

The presence of all crew members is compulsory (no third person will be allowed).

Any crew reporting to the scrutineering area and/or administrative checks outside the time limits prescribed in the Regulations will not be allowed to start, except in the case of a force majeure duly recognized as such by the organizer.

On leaving administrative checks, competitors will receive a convocation time for scrutineering. All lateness for scrutineering will be sanctioned by a penalty of 50 €.

11-2-1 - ADMINISTRATIVE OBLIGATIONS

The person responsible for a vehicle undertakes to present valid papers. If one of the necessary documents is missing the vehicle will not be accepted. At administrative checks, each crew must present the following original valid documents. No photocopies or declarations of loss will be accepted.

a) Documents to be presented by drivers and co-drivers:

- National driving licence,
- International driving licence,
- Valid passport (valid until 31/07/2017),

b) Documents to be presented for vehicles:

- Valid registration certificate (provisional registrations not acceptable, or W or WW or equal for the foreign countries),
- Insurance certificate (green card),
- Permission of the owner to use the vehicle when he is not part of the crew.

11-2-2 – TECHNICAL OBLIGATIONS

Crews undertake to present a vehicle conforming to the entry form, on pain of being refused the start. Vehicles must be presented at the scrutineering with Etrack mounts and cables. Failure to comply will result in a penalty of 50 € for each safety material non-installed.

12 – ATTRIBUTION OF NUMBERS AND STARTING ORDER

Numbers will be attributed at the discretion of the Organising Committee.

Assistance zone will be mentioned by a bulletin. If they have the same itinerary than the race, they will start after the last competitor entered in race.

13 - ITINERARY

The following of the itinerary, as described in the road book is compulsory. Vehicles must follow the entirety of each stage on pain of exclusion. They may not avoid a stage and then return to the race, unless they make a specific request to the Race Director. Failure to respect the itinerary will incur the following penalties:

- 1st infraction: fine of 50 €.
- 2nd infraction: fine of 100 €.
- 3rd infraction: immobilisation at the liaison time control until the start of the 1st car + sealing of the vehicle until the finish time control of the next bivouac.
- 4th infraction: exclusion.

15 – ROAD BOOK

The first half of the road book will be given to the crews on the boat, on January 1st 2017, the other half during the rest day from 11am.

17 – TRAFIC - SPEED

17-2 - CHECKING PROCEDURE ITINERARY / SPEED

Throughout the Rally competitors are responsible for the correct functioning of their Etrack and GPS ERTF. It must be functioning and stay permanently connected, with power cable and aerial connected throughout the length of each stage. Any incident caused by the competitor (loss, destruction, being switched off etc.) and / or all attempts of a fraudulent nature or manipulation will result in penalties, up to exclusion, to be decided upon by the Sporting Stewards.

17-4 – MAXIMUM SPEED

a) Throughout the entire event, crews must strictly observe the traffic laws of the countries crossed.

All over speeding between 0 and 20 kph, will be sanctioned as follows:

- 1st infraction: 100 €,
- 2nd infraction: 200 €,
- 3rd infraction: exclusion.

All over speeding over 20 kph will be sanctioned as follows:

- 1st infraction: 200 €,
- 2nd infraction: exclusion.

b) In the case where local speed limits are lower these will apply. In addition it is up to assistance crews to adapt their speed to the population and traffic conditions. Radar controls will be carried out along the itinerary by local police forces. The infractions noted will be then transcribed on the notebook at the finish time control, for infringement.

17-5 - SPEED – VILLAGE

Assistance vehicles must respect the same rules than race vehicles when driving through villages or towns (ART 17).

All over speeding between 0 and 10 kph will be sanctioned as follows:

- 1st infraction: 200 €,
- 2nd infraction: 500 €,
- 3rd infraction: exclusion.

All over speeding over 10 kph will be sanctioned as follows :

- 1st infraction: 500 €,
- 2nd infraction: exclusion.

17-6 – SPEED BIVOUAC / STAGE TOWN

It is forbidden to drive at excessive speed and / or drive dangerously in the area of the bivouac or in stage towns, on pain of penalties up to and including exclusion from the race, to be decided upon by the Sporting Stewards.

19 – DRIVER'S CODE

a) Vehicles and persons registered in the assistance category are obliged to behave respectfully on the road and towards:

- the population of the countries crossed,
- the other competitors,
- the members of the organisation.

All incivility noted will result in a penalty of:

- 1st infraction: fine of 100 €.
- 2nd infraction: fine of 200 €.

- 3rd infraction: immobilisation at the liaison time control until the start of the 1st car + sealing of the vehicle until the finish time control of the next bivouac.
- 4th infraction: exclusion.

b) It is forbidden to leave wheels and/or punctured or damaged tyres on the itinerary of the route. Any crew caught disobeying this rule will be penalised 1000 € per tyre or wheel. Repeat offending will result in penalties up to exclusion from the race.

c) If a crew abandons or leaves the rally, or at the end of the rally, it is strictly forbidden from transferring or selling its vehicle in any of the countries crossed. Any crew found to have breached this rule will lose its deposit.

d) In agricultural or forest areas, populated zones or zones that are sensitive from an environmental or safety stand point, the itinerary and all the boxes of the road book must be scrupulously followed. In particular it is forbidden to 'cut' corners by crossing fields, forests, orchards or marshes.

- 1st infraction: 500 €,
- Repeat offence: exclusion.

e) Sale / transfer of Vehicle forbidden

In case of withdrawal, or after the end of the Rally, it is strictly forbidden for a Crew, a Team Manager, the owner of a vehicle or any other person of the team to transfer or sell his/her/a machine(s) in any of the countries crossed.

In addition to the risks incurred locally by failure to comply with the rule in force (fines, impoundment of vehicle/passengers, etc.), any crew found to have breached this rule will not be permitted to enter the AFRICA ECO RACE for the next years for all the persons who can be involved and linked in this sort of business.

20 – ACCESSORIES AND NAVIGATION

20-2 - SATELLITE TELEPHONES

For safety reasons, carrying a satellite telephone is recommended. It will have to be switched-on all the time. The number will have to be communicated during scrutineering.

20-3 – RADIO AND TRANSMISSIONS

Only the following will be authorised:

- Antenna linked to the Etrack (compulsory) and supplied by the organisers supplier.
- Radio transmitter / receiver supplied by the organisers supplier.
- Radio antennas designed only to receive AM or FM public radio broadcast on authorised wavebands. To the exclusion of all other type of aerial, linked or not, of type Standard C, D+, M, mini M, Argos, radios, telephones, etc...

All infraction may result in exclusion from the race.

RADIOS

All UHF – CB transmitters, smartphone with integrated maps and / or receivers and all other means of communication are forbidden throughout the entire rally itinerary aboard vehicles. AM / FM radio receivers must be commercially available models and not modified. The wave length of FM receivers is limited to 88 – 108 Mhz. Spot checks will be made. All infractions will result in penalties up to and including exclusion from the race.

Only Walkies-Talkies operating on one single frequency, used within the confines of the bivouac are admissible. If they are not supplied by the organisers' radio supplier (Astrium) authorization must be requested from the authorities of the countries crossed and the frequencies used must be given to the organisers.

SATELLITE LINKS / DATA

All satellite links or other links between a race vehicle and an exterior base or another vehicle, is forbidden. All data transmission systems, that allow the tracking of vehicles and management of vehicle fleets is forbidden, whatever the means or technical system used, on the pain of exclusion, with the exception of Etrack.

22 – ASSISTANCE

See article 22 of the Specific Regulations.

- It is forbidden for assistance vehicles to intervene on the day's special, on pain of exclusion from the race of the assisted competitor.
- However they can intervene on road sections, only on sections of the itinerary shared with competitors.
- Vehicles and persons entered in the assistance category are not allowed to go on the route of the selective section, except after closing of the finish time control.

- For safety reasons, people registered in the assistance category must inform the organiser when they go back on the track to get a competitor, on pain of exclusion of both vehicles.
- **For safety reasons, assistance vehicles are not allowed to transport fuel** (tolerance of 20 litres).
- All refuelling (of petrol) of a competitor by an assistance vehicle is forbidden, on pain of exclusion from the race of the assisted competitor.
- All infractions of the assistance regulations will result in penalties up to exclusion of the assistance vehicle and the race vehicles concerned.

23 - REFUELLING

23-2 – AUTONOMY

600 kms. For security, autonomy of 10% more is recommended.

24 – INSURANCE

See article 24 of the specific regulations.

It is essential for you to read this article so as to know the cover and guarantees included.

25 – TIME CARD

25-2 -Time card will be given every morning at the start of the bivouac. Each crew must make sure to hold a time card. This time card shall be handed in at the finish time control of each road section. In case of retirement or exclusion, it must be given immediately to the Race Control, on pain of a retainer of the deposit.

25-7 -Assistance vehicles will be allowed to leave the bivouac each day from 5 am depending on the time which will be mentioned during the administrative checks and each bivouac. Check-in will be located at the start and finish time control of each bivouac.

29 – SAFETY AND PASSAGE CONTROLS

Assistance vehicles must submit to the organisation checks.

TECHNICAL REGULATIONS

It is not necessary that assistance vehicles be homologated by the F.I.A.

TECHNICAL OBLIGATIONS

Each assistance vehicle must have the following equipment:

- Minimum 4 points harnesses / seatbelt for all crew members,
- Compulsory: 1 homologated 2 kg manual powder fire extinguisher,
- Compulsory: Minimum 2 external rear view mirrors,
- Compulsory: 2 towing points (1 at the front, 1 at the rear),
- Compulsory: reinforced windscreen,
- Compulsory: 1 powerful horn,
- 2 spare wheels
- Etrack and ERTF GPS.



www.theracetodakar.com