

MOROCCO
MAURITANIA
SENEGAL



#AER2020



SUPPLEMENTARY REGULATIONS CAR - TRUCK

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The AFRICA ECO RACE is organized in accordance with the FIA International Sporting Code and its Appendices and the FFSA Sports Regulations with the exception of the ones specified in these Regulations.

The numbering of the articles of these Supplementary Regulations corresponds to the F.I.A. Cross-Country Rally General Prescriptions 2019 (FIA CCR GP 2019).

The articles of the supplementary regulations appear with a P.

You must consult:

The General Prescriptions applicable to Cross-Countries Rallies and its Appendix.

The appendices J ART 281 / 282 / 283 / 284 / 285 / 286/ 287.

On the website www.fia.com

1P – INTRODUCTION

The “Association Sportive Déserts Aventures” is organising, in conjunction with SARL OCT, the 12th Cross Country Rally, named for 2020, the « AFRICA ECO RACE », an international event to be held from January 3rd to 19th, 2020, under the aegis of the Federation Internationale Automobile, the Federation Française du Sport Automobile (French Federation) and of the ASN’s of the country to be crossed: Morocco, Mauritania and Senegal.

Visa number: 11

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

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

The Organiser 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.

2P – ORGANISATION

2P1 – ORGANISER’S COMMITTEE

Sporting Director:	René METGE
General Coordinator and Logistic:	Anthony SCHLESSER
A.S.A. Déserts Aventures President:	Régis SELLIER

2P2 – COMPETITORS’ DEPARTMENT

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

Véronique CAIRE : E-mail : concurrents@africarace.com - GSM : +377 6 40 62 86 03

Website: www.africarace.com

2P4 - EVENT SCHEDULE

November 15th 2019	Closing of entries
January 3 rd & 4 th 2020	Administrative and technical checks in Menton – Stade Rondelli Parc Fermé in Monaco – Quai Antoine 1 ^{er}
January 4 th 2020	7:00 PM: Official start of the rally from Monaco – Quai Antoine 1 ^{er}
January 5 th 2020	Transfer Menton / Savona harbour - Italy 6:00 AM: Savona harbour 7:00 AM: Boat embarkation for Tangier 9:00 AM: Boat leaves Savona 2:00 PM: 1 st Stewards’ Meeting
January 6 th 2020	Posting of the pilots allowed to start and starting list of the 1 st stage 9:00 AM: Delivery of the road book 10:00 AM: General briefing 3.00 PM: Compulsory GPS Training
January 7 2020	6:00 AM: Arrival of the boat in Tangier (Morocco) and start of the first leg
January 12 th 2020	Resting day in Dakhla, Morocco
January 18 th 2020	Saint Louis: Final technical checks and final Parc Fermé Posting of the Provisional Final Classification: Saint Louis – bivouac Posting of the Official Final Classification: Saint Louis – bivouac, 30 min after posting the Provisional Final Classification
January 19 th 2020	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
January 19 th 2020	Boarding of the vehicles Dakar / Marseille

2P5 – OFFICIAL POSTING

January 3 rd & 4 th 2020	At the administrative checks, Menton – Stade Rondelli
January 6 th 2020	On the boat, Information deck
January 7 th to 18 th 2020	At the bivouac, catering tent

3P – DEFINITIONS

3P2 - BRIEFING

- ➔ A general briefing, with all the competitors and services, will be held on the boat SAVONA/TANGIER, January 6th 2020, at 10:00 AM. The presence of at least one crew member is compulsory on pain of a penalty of 100€.
- ➔ During the rally, a briefing will be held every evening at the bivouac at 8 PM in the catering area.
- ➔ On the resting day, the briefing will be held at 7 PM in the catering area.

3P3 – BIVOUAC

- ➔ 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 organisation, as well as representatives of local public authorities.
- ➔ Servicing in a closed and/or private place is not authorized, on pain of penalties to be decided upon by the College 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 refuelling, cleaning or for testing. All tests must be done outside of the route of selective sections. **During these tests, the “tracking” must be switched on.**
- ➔ 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 disqualification from the race, to be decided upon by the College of Sporting Stewards.
- ➔ **At the bivouac, on parked vehicles, it is forbidden to turn the motors on, on pain of penalty at the discretion of the Stewards.**

3P11 – OFFICIAL TIME

- ➔ In France and Morocco: GMT +1
- ➔ In Mauritania and Senegal: GMT +0
- ➔ There will be a change of time, at the Mauritanian border, on January 13th, 2020: -1 hour

3P18 - 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 a FZ. A second infringement will come about when one or more instances of speeding have occurred inside a new speed control. In case of a repeated offence during the event, the 3rd infringement (in 3 different zones) will may result in penalties that may go as far as disqualification, depending on the excess speed noted to be decided upon by the College of Sporting Stewards.

3P19 - ROAD BOOK

Each crew shall receive a road book, size A5, comprising a maximum of 5 horizontal lines of distances, drawings and information, containing characteristic notes and the passage points GPS (WPT, Passage Controls) which they must observe on pain of penalties which may go as far as disqualification to be decided upon by the College of Sporting Stewards.

3P20 - SELECTIVE SECTIONS

The selective sections will be covered on road section or open track. Caution is necessary.

3P21 - TARGET TIME

Any crew arriving ahead or after the target time on the road section will incur a penalty given to the minute.

3P22 - MAXIMUM TIME ALLOWED

Exceeding the maximum time allowed will incur the application of the fixed penalty or penalties which may go as far as disqualification to be decided upon by the College of Sporting Stewards. At that moment the control is said “closed” for the competitor concerned.

4P – OFFICIALS

4P2 – OFFICIAL LIST

Fonction	Name	Nationality	License #
President of the College	Giorgio MORETTI	CH	0005

Sporting Stewards	Joël BOURCIER	FR	1463
	René METGE	FR	6549
Clerk of the Course	Nicole BONNET	FR	7422
Deputy Clerk of the Course	Daniel LENGLET	FR	1076
Technical Delegate	André OLIVIER	FR	A1119 16/09
Secretary of the Meeting	Nadège ROBILLARD	FR	6373
Safety Officer	Manfred KROISS	FR	
Chief Medical Officer	Philippe VALERO	FR	
Competitor Relations Officer	Nadège ROBILLARD	FR	6373
	Véronique CAIRE	FR	156452
Opening Car	José SERVIA & Fina ROMAN Raul GIRONA & Daniel CAMARA	ESP ESP	

4P3 – JUDGES OF FACT

All members of the organisation holding an FFSA or FIA official's licence will automatically be considered as judges of fact, with the exception of members of the College of Sporting Stewards.

4P7 – COMPETITOR RELATIONS OFFICERS

Date	Location	Véronique CAIRE	Nadège ROBILLARD
Jan. 3 & 4, 2020	Administrative Checks - Menton	8 AM – 7 PM	8 AM – 5 PM
Jan. 4, 2020	Official Start - Monaco Boat loading - Sète	12 PM – 8 PM	19 PM – 9PM
Jan. 6, 2020	Boat	9 AM – 8 PM	9 AM – 8 PM
From Jan. 7 To 11, 2020	Start of the Leg PC Race Control	4 PM – 8 PM	8 AM – 10 AM 6 PM – 8 PM
Jan. 12, 2020	PC Race Control - Dakhla	9 AM – 7 PM	10 AM – 6 PM
From Jan. 13 To 18, 2020	Start of the Leg PC Race Control	4 PM – 8 PM	8 AM – 10 AM 6 PM – 8 PM
Jan. 20th 2020	Lac Rose	10 AM – 2 PM	

5P – REGULATIONS AND THEIR PUBLICATION

5P1 – DEFINITION

The event is disputed in conformity with:

- ➔ Theses current regulations,
- ➔ The FFSA regulations,
- ➔ The Score regulation (OPEN) 2010-2015 Off Road Rules and Regulations (for parts mentioned in the technical regulations in appendix),
- ➔ Vehicles conformed to the 2009 regulations will allowed to start the AFRICA ECO RACE. Modifications will be announced in a bulletin.

5P3 – OFFICIAL RESULTS

The official results will be posted on the official board (cf art. 2P5) at 7 PM.

5P7 – 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.

5P8 - LITIGES

In case of litigation, the Clerk of the Course and the College of Sporting Stewards may take into consideration television images, photographs and data downloaded from « Tracking », GPS / Vehicle to vehicle Alarm System.

7P – APPLICATION AND INTERPRETATION OF THE REGULATIONS

7P3 - The official language will be French. 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 supplementary regulations are forbidden.

8P – ELIGIBLE VEHICLES

8P1 – GENERAL

GROUP T1: PROTOTYPES CROSS-COUNTRY VEHICLES

Class T1.1: Petrol 4x4 prototype cross-country vehicles

Class T1.2: Diesel 4x4 prototype cross-country vehicles

Class T1.3: Petrol 4x2 prototype cross-country vehicles

Class T1.4: Diesel 4x2 prototype cross-country vehicles

GROUP T2: SERIES PRODUCTION CROSS-COUNTRY VEHICLES

Class T2.1: Petrol series production cross-country vehicles

Class T2.2: Diesel series production cross-country vehicles

GROUP T3: IMPROVED CROSS-COUNTRY VEHICLES - LIGHTWEIGHT

Group T3.1: Light weight 4x4 vehicle conforming to art.286, Appendix J FIA

Group T3.2: Light weight 4x2 vehicle conforming to art.286, Appendix J FIA

SSV : Side by Side Vehicle, Xtreme Race

GROUP « OPEN »

The Organising Committee reserves the right to refuse any crew in this group

Group OP.1: All vehicles conforming to Score Regulations

Group OP.2: 4-wheel drive vehicles and more than 2.8 tonnes and less than 2.20 metres wide (more information about the technical regulations are explained in the appendices)

GROUP T4: TRUCKS

Group T4.1: 10 000cc or over

Group T4.2: less 10 000cc

Group OP

There will be a special classification for:

- Two wheel-drive vehicles,
- 2 rigid axles vehicles (Open or not),
- T3,
- SSV for the Xtreme Race Challenge,
- T4 Trucks.

8P2.4 – T1 VEHICLES – AIR RESTRICTORS

Average altitude of the selective sections (Alt.)	Alt. ≤ 1000m
PETROL	
Prototype	32
Standard (vehicle in conformity with Appendix J 2019)	37
Standard V8 rocker arm engines over 5.4L 4X2	37.2
Standard V8 rocker arm engines over 5.4L 4X4	37
DIESEL	
Supercharged prototype	35
Standard single supercharged stage (vehicle in conformity with Appendix J 2019)	39
Standard double supercharged stage (vehicle in conformity with Appendix J 2019)	38

8P7 – GROUP T1 – MINIMUM WEIGHT

Over Cm3	Up to and including Cm3	4x4	4x2 : Declared and built up to 31/12/2017	4x2 : Declared and built as from 01/01/2018
	1600	1325	800	1055
1600	2250	1400	950	1130
2250	2750	1475	1010	1205
2750	3250	1550	1070	1280
3250	3750	1625	1130	1355
3750	4250	1700	1190	1430
4250	4750	1775	1250	1505
4750	5250	1850	1310	1580
5250	5750	1925	1340	1580
5750		2000	1340	1580

8P9 - ELIGIBILITY OF "RE-CREATION" VEHICLES

The re-creation cars are allowed until the 1990s (included). The petrol engines have to be only atmospheric. Only suspensions can be improved. The tires must not exceed a diameter of 780 mm. These vehicles are allowed to enter and participate to the event on presentation of a brief which will be submitted to the organisation three months before the event.

10P – ENTRIES

10P1 – DEMAND

- ➔ Is admitted by invitation anyone over 18.
- ➔ Anybody wishing to take part in the event must register online 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 one a “first come, first serve” basis.
- ➔ The competitor and crew members enter 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 2020.

Competitors, drivers or co-drivers 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.

10P7 – CANCELLATION OR POSTPONEMENT OF THE EVENT

In the case the rally cannot be run, 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 March 1st 2020 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 March 1st 2020.

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

10P9 – RACE ENTRY FEES

Entering date	Package Pilot + Co-pilot + Car*	Package Pilot + Co-pilot + Navigator + Truck**
Before June 30	18 900 €	28 300 €
Before September 15th	20 300 €	30 500 €
Before November 15th	22 500 €	33 700 €

- * *Vehicle 1.9m high and over will have to pay an extra amount of 650€.*
- Vehicle 5m long and over will have to pay an extra amount of 650€ per M/L*
- ** *Trucks 7m long and over will have to pay an extra amount of 650€ par M/L.*

PRICE INCLUDING

- ➔ Ceremony of the Official Start,
- ➔ Boat transport to Morocco for passenger (s), in an interior cabin to be shared with 3 other persons and meals at the self,
- ➔ Boat transport one-way to Morocco for the vehicle,
- ➔ T-shirt of the rally,
- ➔ Bivouacs in Africa,
- ➔ Accommodation on bivouacs (breakfast, packed lunch, dinner) and lunch at the Lac Rose,
- ➔ Prize-giving ceremony at Lac Rose,
- ➔ Boat transport way back Dakar / France for the vehicle,
- ➔ T-shirt of the rally,
- ➔ Film of the rally,
- ➔ Mauritanian visa,
- ➔ Vehicle insurance in Mauritania and Senegal,
- ➔ Medical assistance, osteopaths,
- ➔ Repatriation assistance,
- ➔ Civil responsibility insurance of the organizers.

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 2019.

The final list of crew members must be submitted before November 15th 2019.

PENALTIES AFTER NOVEMBER 15th 2019 IN CASE OF:

- ➔ Any changes of name or vehicle: Any changes to the list made after the entries closure date will incur additional fees of 300 €.
- ➔ Administrative paper(s) missing: Any administrative paper missing after the entries closure will incur of a penalty of 100 € per missing paper.

ENTRIES CLOSING

November 15th 2019.

10P10 – 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 2019.

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 address:	BIL -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.

10P11 – 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 or leaving the rally caravan** by all possible means, the PC Race Control. The mean to inform the organization is the responsibility of the pilot. 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 the article 13P.
- ➔ 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: 14 quai Antoine 1er – 98000 Monaco, 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 (only for French citizen) 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

10P12 - 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 2019 = 1.500 € administration costs retained,
- ➔ In the case of cancellations on September 15th 2019 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) Any cancellation of extra services after November 15th 2019 will not be reimbursed.

11P - TIRES

11P1 - The tires patterns are free for all the competitors.

11P8 - The use of the inflation-deflation system is authorized for 2-wheel drive.

13P – CREWS

13P1 – In addition to the art. 13.1 of the CCR GP FIA 2019: During all the event, when the Competitor is a legal entity, or the Competitor is not part of the Crew, the first Driver 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.

13P3 – SAFETY EQUIPMENT

In conformity with the CCR GP FIA 2019

Compulsory safety equipment to be rented to the organizer provider:

- ➔ GPS/SENTINEL – ERTF
- ➔ NEW TRACK - MARLINK

Order forms to rent this equipment will be sent by the organization to the competitors.

13P4 – SURVIVAL KIT & MEDICAL EQUIPMENT

In conformity with the CCR PG FIA 2019

13P5 – All crews 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 disqualification from the race.

Repeat offender on following legs will receive penalties up to and including disqualification from the race, decided upon by the College of Sporting Stewards. Repeat offenders will be readmitted one time only.

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.

13P6 - Crews and Competitors enter the AFRICA ECO RACE fully aware of the risks that such an Event entails.

13P7 - RETIREMENT – DISQUALIFICATION

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 College of Sporting Stewards.

b) The crews 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 30P and to the ASSISTANCE SUPPLEMENTARY REGULATIONS.

c) In the case of retirement, it is the crews' responsibility to ensure that safety material is returned as fast as possible to the relevant suppliers (New Track, 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.

13P8 - NEW START AFTER RETIREMENT

- ➔ Any competitor who has retired during the leg of the day (selective sector or liaison) can take the start of the next day stage after regrouping during the night unless he confirms that **this is not his intention** and declares definitive retirement to the clerk of the race, conforming to the art.13P7 of the supplementary regulations, latest at the briefing.
- ➔ Additional condition to take the start: 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.

1/ For the leg in which the competitors have retired or leave the special stage, they will be credited of 3 hours + maximum time allowed of the Selective Section + penalties for missing waypoints and CP.

2/ For the stage which the competitor doesn't take the start, he will be credited of 6 hours + maximum time allowed of the Selective Section + penalties for missing waypoints and CP.

Competitors returning to the rally in this context may do it 2 times and will appear in all the classifications. Beyond 2 re-integrations, they may continue on the rally out of the classification. In this particular situation, they may not pretend to get a prize.

3/ For the stage where the competitor was recovered by the balai, he will be penalized 3 hours + the maximum time allowed of the selective section + fixed penalty + penalties for waypoints and missed CP.

The competitor reintegrating the rally after being recovered by the balai, can do 1 time maximum. On the 2nd "draft" by the balai, the competitor will be disqualified. The competitor will be considered as **definitively abandon** conforming to the art. 13P7 of the supplementary regulations. The competitor will have to cross his number and follow the rally on the assistance road.

4/ Any crew who has **abandoned during the last stage** of the rally (selective sector or liaison) will not be classified (permanent retirement).

The College of Sporting Stewards may at any time withdraw for no motive the benefits of this reintegration in the rally. This decision may not be requested for an appeal.

13P9 - 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 New Track. The sweeper trucks will pick up competitors whose vehicle has broken down, but will under no circumstances tow the broken-down vehicle.

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 disqualification from the race.

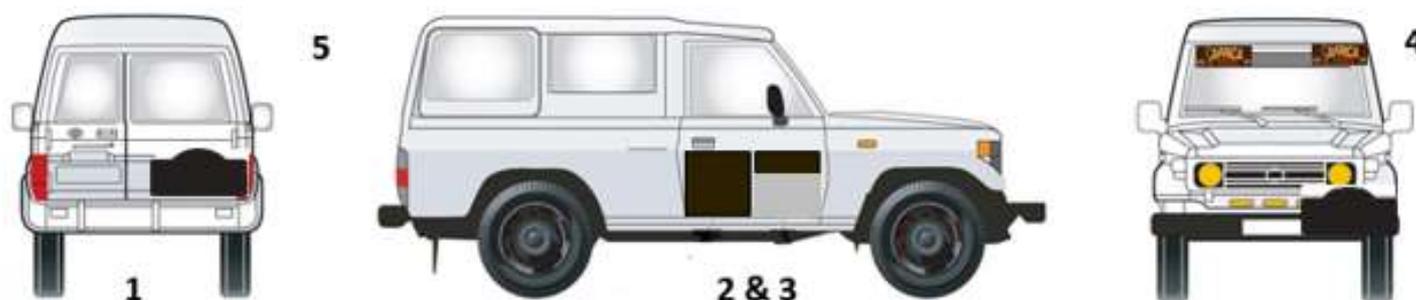
c) In no case can the organization can ensure the return of the balai before the start of the stage the next day. In this case, the competitor being unable to start the next day of the day's stage will be penalized in accordance with Art. 13P8.

14P - IDENTIFICATION

14P7 - If the identity bracelet is damaged, the person concerned must request another one from the Crew Relation Officer at the PC Race Control, in exchange of the damaged one.

15P - ADVERTISING

Competitors 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 22 cm, at the front and rear of the vehicle
- 2 – 2 organisers advertising panels, 50 x 52 cm. For T3/SSV: panels 35 x 24 cm
- 3 – 2 race number plates, 67 x 20 cm: on each side
- 4 – Windscreen « sun » visor strip 120 x 10cm
- 5 – On the roof, race number plate, 50 x 52cm

Organiser compulsory advertising : SUNREEF YACHTS, JAMES BAROUD, AMV, A.G.T.T, MOTUL, HELICONIA, VILLE DE MENTON, VISIT MONACO

15P4 - For competitors who refuse the Organiser's optional advertising, the maximum amount of the entry fees person(s) and vehicle) will be will be increased by 100%.

15P5 – The absence or wrongly fixed of at least 2 plates will incur of a penalty of 20% of the entry fees.

15P6 - The compulsory and optional advertisings will be announced by a bulletin.

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.

16P – ADMINISTRATIVE CHECKS AND SCRUTINEERING

16P1 – GENERALITIES

a) All crew members must pass the administrative checks in Menton – Stade Rondelli on January 3 & 4, 2020. Competitors will receive a convening stating the exact day and time.

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 administrative checks.

b) On leaving administrative checks, the competitor with his vehicle 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 vehicles will be placed under Parc Fermé rules. After the technical checks, the competitor 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) On the boat, competitors will be given a compulsory course on Safety Equipment: Sentinel/GPS and New Track. All absence will incur a penalty of 500 €.

e) The New Track 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, New Track). Failure to do so will result in a penalty of 150 € per item or equipment not installed.

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

g) All vehicles which appear not to be 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.

16P2- ADMINISTRATIVE AND TECHNICAL DOCUMENTS

a) Beside the documents mentioned in the FIA CCR GP 2019, each crew member must present the following, valid, original documents during administrative checks:

- ➔ Passport valid until 31/07/2020.
- ➔ Insurance of the vehicle valid for Monaco, France and Morocco.

b) Each truck must also present the following original documents:

- ➔ Driving licence for each crew member, (truck licence for at least 2 out of the 3 crew members).

c) Competitors undertake, on their honour, only to present valid documents.

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

16P9 – In addition to the art. 16.9 of the FIA CCR GP 2019, technical checks will be held at the end of the event. Competitors checked and the type of scrutineering will be decided by the College of Sporting Stewards on opinion of the Clerk of the Course. Modalities will be communicated by bulletin.

16P10 – In case new identification marks are affixed, it is the responsibility of the crew alone to see that these are protected until the end of the event. Should they be missing, the vehicle will be excluded from the event. The competitors concerned will be notified in writing.

17P - MARKING

17P1 –

a) Before arriving at scrutineering, all competitors must provide, on the parts listed below, a hole allowing fixing of seals, on pain of being refused a start.

The competitor is responsible for the existence of all marks and seals during the event.

The absence of a hole allowing the passing of a seal will incur a penalty of 150 € by missing hole.

b) Engine block: a hole allowing the passing of a seal (diameter = 3,5mm minimum).

c) Air Intake Restrictors: For all engines, hole allowing the passing of a seal to mark the engine air intakes (diameter = 3,5mm minimum).

d) Body and/or chassis: a hole allowing the passing of a seal (diameter = 3,5mm minimum) and/or the marking with stamp.

In Group T1, only one spare engine block is authorised per race and per competitor (team). In case of engine block replacement, a 6-hour penalty will be applied to the car of which the engine block has been replaced.

17P2 - Any anomaly discovered, and in particular identification marks presented as original and untouched which have been tampered with, may entail the disqualification of the crew, as well as that of any other competitor or crew who has helped or been involved in the commission of the infringement. This will not prejudice any demand which may additionally be made to the competitor's or accomplice's ASN concerning the imposition of heavier sanctions.

17P5 - Group T1: Regarding the suspension, the competitors of the T1 Group will must plan on the bump stops a hole allowing the passing of a seal (diameter = 3,5mm minimum). The hole must be placed in a way that it is not possible to adjust the suspension travel without breaking the seals.

18P - STARTING ORDER

18P5 - In addition to the art. 18.5 of the FIA CCR GP 2019: In no case, a repositioned competitor can start in front of a FIA priority driver appearing in the first 10 of the start list of the leg. Upon request of the competitor to the Clerk of the Course, before 8.00 pm. During the whole event, reclassification will only be allowed twice per crew.

18P7 –

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

- **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 cars/trucks every 2 minutes, the following, every minute.

Every evening, the starting order of the first 20 will be posted at 9.00 pm. Competitors who did not arrive by 10.30 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.

18P11 – For the first leg, trucks will start in the order of the race numbers every 2 minutes, 10 minutes after the start of the last car.

A combined start (car/truck) may be organized.

A different starting order for bikes, cars and trucks will be established upon request on the Clerks of the Race (Bikes and Cars/trucks) with the Bike Jury and the College of Sporting Stewards.

18P12 - No earlier start will be allowed at the start of the selective section. Any infringement of this regulation may lead to a sanction imposed by the Stewards, which may go as far as excluding the crew concerned.

18P13 - The starting order and starting gap for each leg will be specified on the timing (itinerary/schedule) given out during administrative checks in the Competitor Book.

20P – FIXED PENALTY

19P4 – Value of the fixed penalty: 2 hours in the case of a balai draft and / or for any infraction noted and not mentioned in the present rules at the discretion of the stewards.

20P – OFFICIAL ITINERARY

20P6 - Each crew shall receive a road book, size A5, comprising a maximum of 5 horizontal lines of distances, drawings and information, containing characteristic notes and the passage points GPS (WPT, Passage Controls) which they must observe on pain of penalties which may go as far as disqualification to be decided upon by the College of Sporting Stewards.

21P – WAYPOINTS

21P1 - 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.

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

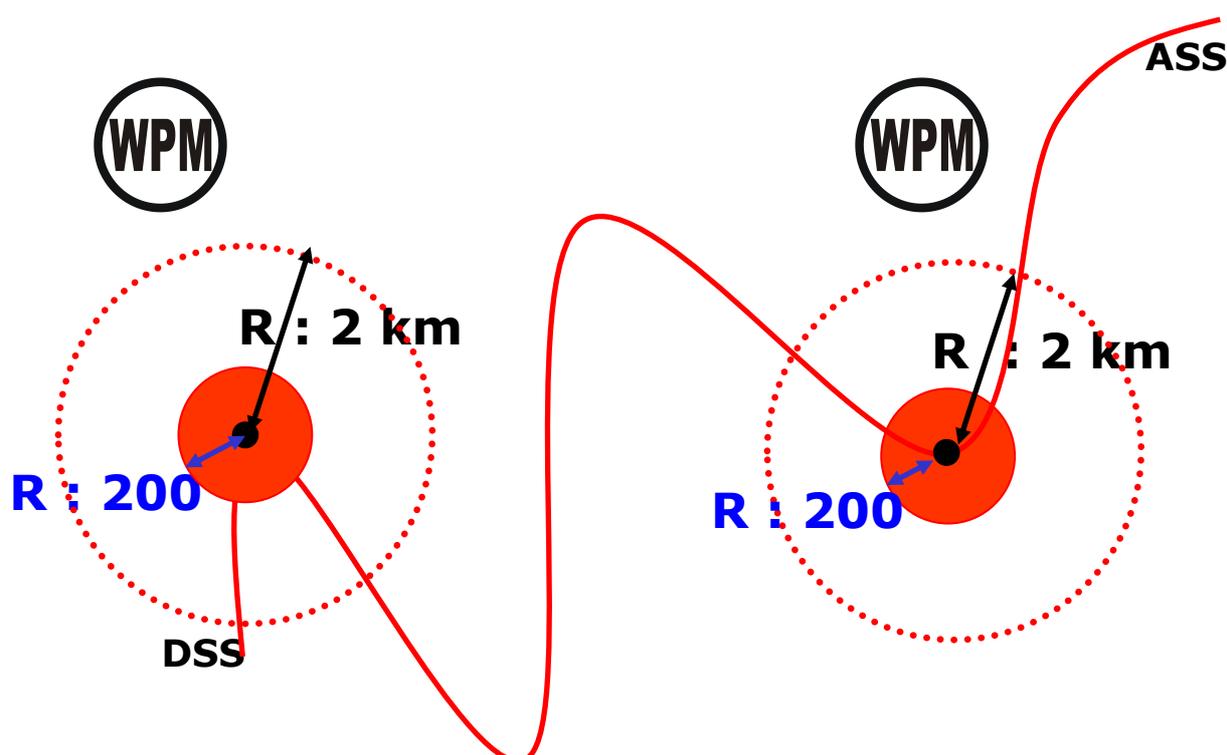
WPM (Hidden waypoint)

A compulsory passage point memorised in the GPS, 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 2 km of it.

WPS (Security waypoint)

All dangers sign !!! are considered as WPS.

The GPS directs the competitor towards this point only once he has come within a 1 km of it.



Waypoint		Visibility radius	Validation radius
WPV	Visible waypoint	Arrow	200m
WPE	Eclipse waypoint	Once previous WPT is validate	200m
WPM	Hidden waypoint	2000 m	200m
WPS	Security waypoint	1000 m	90m
WPC	Control waypoint	500 m	300m
!!!	Security waypoint	1000 m	90m

21P2 – GPS points of the start and arrival leg as well as the selective sections GPS points will be mentioned on the road book.

21P3 - 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, WPE
- 90 metres from a WPS
- 300 metres from a WPC

21P4 - Any absence of validation of a WPT will be penalised of 15 min.

21P6– 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 **3 hours**. A maximum of **2** uses for the Rally, the penalty could otherwise go **to disqualification**.

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.

21P7 - 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 disqualification from the race and that irrespective of the mode and technology used to evaluate or estimate ones' position.

Smartphones are tolerated if they do not have additional mapping / geolocation applications.

Unannounced checks will be made.

Tablets and GPS watches are strictly prohibited.

a) G.P.S. UNIK II (compulsory on board vehicle)

The mounting of a GPS of a single model, disqualifying any other type of GPS, supplied by the Organisers' supplier is compulsory.

This equipment must be mounted according to the technical instructions supplied. It is Crews' responsibility to correctly install the necessary mechanical, electrical and electronical elements complying with the safety standards before Scrutineering and that with the aid of the installation kits purchased from the named supplier. Electrical supply must be permanent, protected by a 3-amp fuse and give a steady continuous current of between 9 and 24 volts. The mechanical mountings must flexible and use the silent blocks supplied.

This equipment may be fitted twice.

This equipment is personalised and marked with a seal, with a series number attributed to a crew. No changes may be made without authorisation from the GPS supplier. Any exchange of equipment between Vehicles is forbidden on pain of penalties up to and including Disqualification.

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

Only equipment from ERTF may be fixed twice to the GPS UNIK II. A sole model is authorised by the Organisers and supplied by the Organisation's supplier ERTF; 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) Mechanical Tripmeter of the Competitors' choice (optional)

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.

This equipment may be fitted twice.

d) Odometer of the GPS Unik II (function of the GPS Unik II)

Counter of total distance, based uniquely on the calculation of the distances covered between each GPS measure (at least two per second). The Odometer Partial and Total appears on the pages "NAV" and then "ODO" of the GPS UNIK 2.

This equipment can be fitted twice.

e) Magnetic or electronic compass of the Competitors' choice (optional)

Indicator of the compass heading of the Vehicle, 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.

This equipment may be fitted twice.

e) Generalities

- ➔ The use of GPS points other than those supplied by the AFRICA ECO RACE Organiser is forbidden. Each piece of equipment may perform only one function (compass, odometer, etc.) with the exception of the odometer and compass functions of the GPS Unik II. Only the linking of the GPS and the GPS compass-heading, speed, odometer repeater (unique models) is 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, computerised 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 are also forbidden. Only the linking of the crew helmets by using a helmet-to-helmet Intercom system is allowed. **IMPORTANT: ANY KIND OF DATA ACQUISITION SYSTEM IS AUTHORISED IN THE VEHICLES PROVIDING THAT IT IS NOT EQUIPPED WITH A GPS SYSTEM, AT RISK OF DISQUALIFICATION.**
- ➔ The presence on board a Vehicle 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:
 - the correct functioning of compulsory equipment;
 - the absence or use of forbidden systems;
 - the absence of pre-equipment or cabling permitting the later installation of non-homologated equipment.
- ➔ The possession or use of forbidden systems will result in Disqualification. In the case of doubt concerning the functions of equipment authorised but of the Competitors' choice, their transport may be forbidden.

22P – ROAD BOOK

22P3 - The road book for the first leg will be issued, on the boat, January 6th, 2020.

The road book of the next day will be given at the CH Bivouac, validated by the signature of a member of the team only. After the time control closed, the road book of the next day will be given at the PC Race Control. Modifications from the opening cars will be posted at 8.00pm latest the day before the selective section under control of the Clerk of the course.

22P5 - The possession of road book notes other than those of the current event (road book and opening notes of the stage in question) is prohibited inside the vehicle. Possession of maps is permitted inside the vehicle, except for satellite photos.

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

22P6 - The route will remain secret until the road book is given to the crews.

22P7 - 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.

22P8 - The distance of the stages will be given to the competitors from December 1st, 2019.

22P10 - Before and during the AFRICA ECO RACE, it is prohibited to competitors who are registered 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.

22P11 – 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 ...).

23P – SPEED CONTROL ZONES

23P2 – START ZONE: DZ

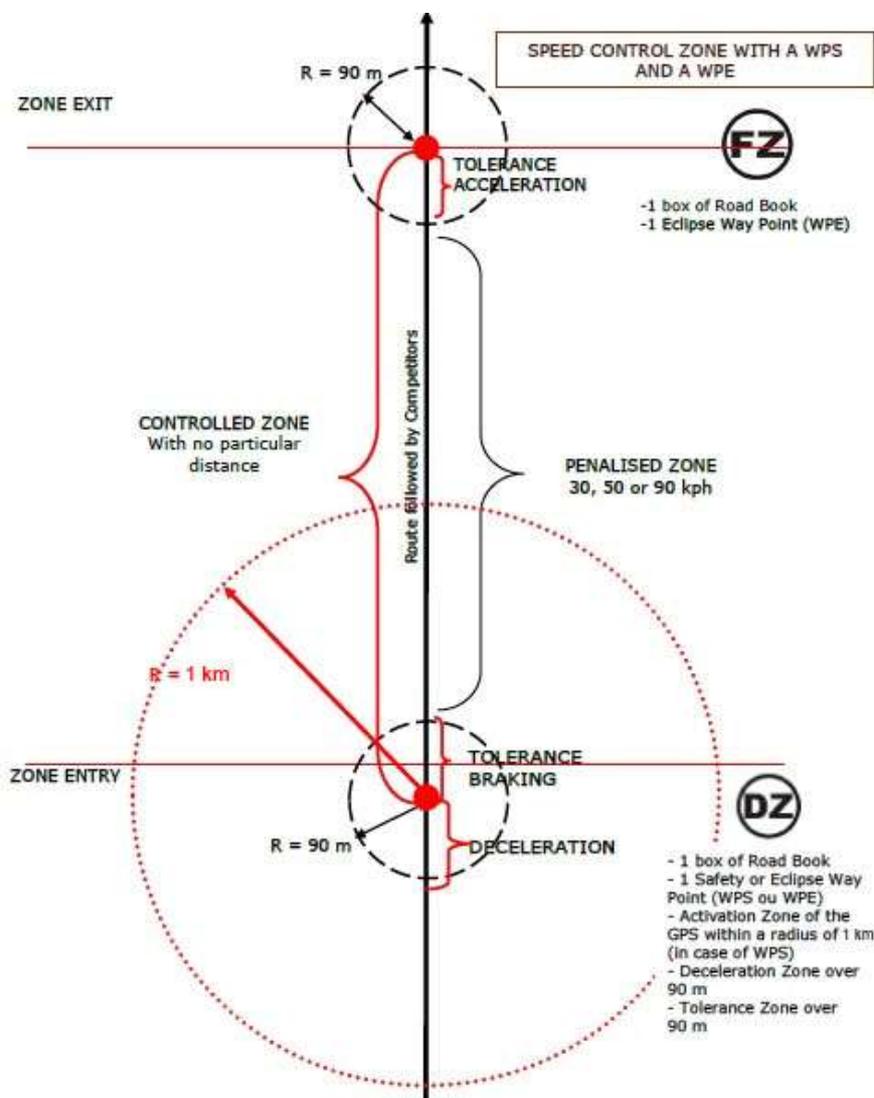
- ➔ The start of a speed control zone registered in the GPS will be indicated in the road book by a box marked: “DZ” or “DZS”. It won’t be marked by a physical sign.
To validate the entry of Zone “DZ” or “DZS”, the competitor must pass at less than 90 m (radius around the Waypoint “DZ”), on pain of penalties for missing Waypoints
- ➔ In a radius of 1km of a DZ point and of 2km of a DZS 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.

23P3 - 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 ». It won’t be marked by a physical sign.
This point is considered as an eclipse waypoint (WPE) and will be visible once the DZ Waypoint is validate.
- ➔ Around this point there will be a zone of tolerance of 90m so as to avoid any arguments concerning the measuring of speed.
- ➔ From 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 waypoint.

Waypoint		Visibility radius	Validation radius
WPE	Eclipse waypoint	Once previous WPT is validate	200m
WPS	Security waypoint	1000 m	90m
DZ	Start of the speed zone = WPS or WPE	1000 m	90m
FZ	End of the speed zone = WPE	Once the DZ validate	90m

Each Waypoint is considered as a compulsory passage point. To validate his passage, the competitor must pass less than: 90m from a DZ, FZ, DZS, WPS.



23P5 - 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 30, 50 or 90 kph between the point of entry and the exit point of the zone, regardless of the route taken between these two points.
- ➔ Visibility CP Waypoint once the DZS Waypoint is validate.
- ➔ Only the information displayed on the GPS will be binding.

23P8 – CONTROL PROCEDURE

23P8.1 - 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 College of Sporting Stewards and may include disqualification 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 (s).

23P8.2 - 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 Clerk of the Race.

23P8.3 - 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(s) 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.

23P8.4 - Control of the GPS(s)

If a crew possesses 2 working « GPS(s) » and the 2 speeds recorded are different, the crew will be penalised on the lowest speed.

If a crew has two GPSs working and only one of the two GPSs validates the passage of a WPM/WPE, no penalty will be given.

23P9 - 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 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 disqualification, depending on the excess speed noted, and decided upon by the College Stewards.
- ➔ Any lack of WPT, DZ, FZ validation will be penalized by a penalty of 15 minutes or according to art.21P4.

When over speeding, an impulsion is recorded in the GPS every 150 meters minimum and the speed is shown on the speed page of the GPS.

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 Clerk of the Race within half hour of notification, so that the GPS can be further examined.

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: up to disqualification at the Stewards' discretion depending on the excess speed noted.

In case of a repeated offence during the event, the 3rd infringement may result in penalties that may go as far as disqualification, depending on the excess speed noted.

Nota: Fines must be paid within 24h00 after notification, on pain of being refused a start.

25P – TRAFFIC - SPEED

25P1

It is forbidden under pain of penalties which may go to disqualification decided upon by the College Stewards:

- To transport the vehicles,
- Deliberately to block the passage of the vehicles, or to prevent them from overtaking.

25P2 - 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 30, 50 or 90 kph according to indication on the road book.

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.

25P4 - SPEED LIMITS CARS - TRUCKS

25P4.1 - SPEED LIMITS – ROAD SECTIONS

On the road sections, if nothing is specified on the road-book, the speed will be limited to that in force in the various countries, the speed limit signs being taken as proof.

Penalties incurred will be identical to those of article 23P9.

25P4.2 - SPEED LIMITS - TRUCKS / T3-SSV

a) Over the entire selective section, the speed of racing truck is limited to 150kph and 140kph for the T3-SSV.

On certain road sections (indicated by bulletins), the maximum speed will be limited. Penalties incurred will be identical to those of article 23P9.

b) During speed overruns, a pulse is recorded in the GPS every minimum 150 m and speeds are displayed in the speed page of the GPS.

At the finish of the special stage and / or on arrival at the bivouac, the controller notes all the overtaking and shows them to the competitor.

If the competitor has 2 GPS working and the 2 speeds are not the same, the competitor will be penalized on the speed indicated on the main GPS.

If the competitor contests the infringements, he must make a written complaint, accompanied by his deposit, which he will send to the Clerk of the Race within half an hour of notification, to proceed with the deloadage of the GPS.

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

- between 151 and 155 kph: 3' x the number of impulsions + a fixed amount of 100 €
- between 156 and 170 kph: 6' x the number of impulsions + a fixed amount of 200 €
- more than 170 kph:
 - 1st impulsion: 20' + 300 €
 - 2nd successive impulsion : 1h00 + 1.000 €
 - 3rd successive impulsion : disqualification

In case of a repeated offence during the event, the 3rd infringement may result in penalties that may go as far as disqualification, depending on the excess speed noted.

Any crew which fails to comply with the prescriptions of the articles 23 & 25 will be reported to the Stewards who may impose penalties as provided in the Code.

26P - VEHICLE TO VEHICLE ALARM SYSTEM

26P1 - 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.

26P3 - If it is noted that the system is not in operation, through the fault of the crew, the following penalties will apply:

- ➔ 1 hour for competitors classified among the top 20 in the general Car classification, the top 10 in the general Truck classification, and/or priority drivers.
- ➔ 300 € for the other competitors.

26P4 - All competitors caught by another must do whatever is necessary to pull over and allow themselves to be overtaken.

Any competitor who has received 3 requests for overtaking (acoustic warnings) from one and the same competitor in a period of time less than or equal to 45s must, within 15s after the third request, make every effort to facilitate the overtaking by the requesting competitor.

The competitor who has not allowed an overtaking in the 15s following the third request by the over taker, will be given the following penalties:

- ➔ 1st offence: 3-minute-penalty
- ➔ 2nd offence: 7-minute-penalty
- ➔ 3rd offence: 10-minute-penalty
- ➔ Over 3 offences: penalty up to exclusion, at the discretion of the College.

Repeat offenders will receive penalties up to and including disqualification, at the discretion of the College stewards. The College may, depending on the circumstances, apply other penalties (time or financial), possibly to the highest ranked competitor of the team of the offending competitor. In case of dispute, a downloading of the data of the device will be carried out, on written demand to the Race Director, latest 30 minutes after the infringement notification.

26P6 - Activation of this function for one of the crew members must be made through a deported button.

26P8 - All contested cases will be treated by the College of Sporting Stewards, following an audition with the two parties concerned. Depending on the circumstances they may apply other penalties (time or financial), notably to the best placed crew of the team of the crew at fault.

27P - TRACKING SYSTEM & ACCIDENT RESPONSE

27P1 - NEW TRACK

- ➔ The New Track is a satellite tracking system, set up by the organization and mandatory for all competitors.
- ➔ The alarms and alerts may be let off either automatically or manually.
 - 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.
 - Manual mode:
 - Blue button: phone call to the race control (PC Course),
 - Red button: accident with injuries,
 - Green button: accident without injuries or breakdown.
- ➔ Alternatively, at any moment, when in doubt, the PC Course can contact a competitor by telephone.
- ➔ Throughout the Rally, competitors are responsible for the correct functioning of their New Track. 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 disqualification, to be decided upon by the College of Sporting Stewards.

27P8 - ACCIDENT

- ➔ In case of an accident with injured people, it is compulsory to one of the crew members, to inform immediately the Rally HQ in order, for the organisation, to provide assistance in the most appropriate manner until the rescue service arrives.
- ➔ As crew, if at least one of its members is conscious and capable of moving:
 - ❶ 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,
 - ❷ Push the red button on the New Track to inform the PC Course of the accident,
 - ❸ Push the blue button on the New Track to be able to communicate with the PC Course and inform them of the situation.
- ➔ If the vehicle represents a danger to other competitors or, to make safe the area of the accident, a crew member must, after having pressed the 2 alarm blue buttons of the GPS, place a red reflective triangle in an appropriate position, at least 50 meters 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.
- ➔ Any crew involved in an accident which results in physical harm will be subject to an investigation by the College of Sporting Stewards. Depending on the circumstances, penalties may be applied, including disqualification.
- ➔ Any crew which fails to comply with the prescriptions of the present article 28P1 will be reported to the Stewards who may impose penalties as provided for in the Code.

27P9 – ASSISTANCE OF AN ACCIDENT OF ANOTHER COMPETITOR

- ➔ It must be remembered that ethics demand that a crew 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.
- ➔ Any crew that witnesses an accident placing another competitor in physical danger must in the following order:
 - ❶ Stop,
 - ❷ 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,
 - ❸ Press the red button on their New Track,
 - ❹ Give the first aid to the crew members and get information on their condition,
 - ❺ Call the PC Course via their New Track (blue button) to report the situation,
 - ❻ Wait for the rescue service or another competitor to arrive,
 - ❼ Press the green button on their New Track, to signal that they are leaving the scene.
- ➔ The total stopping time (if more than 3 minutes) between the 2 New Track 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 New Track and/or by the GPS Unik.
- ➔ 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.

27P10 - DRIVERS' CODE

➔ General behavior

- ❶ Competitors and crews must behave with respect both on the route and with regard to:
 - citizens in the countries that are travelled through,
 - other competitors,
 - the organizers.

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

- ❷ 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 disqualification or allow an organizer to refuse the entry of the incriminated competitor(s) or to refuse them the start.
- ❸ It is forbidden to leave wheels or punctured or damaged tires on the itinerary of the route. Any competitor caught disobeying this rule will be penalized 1.000 € per tire or wheel. Repeat offending will result in penalties up to and including disqualification from the race.

➔ 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.

28P – ELECTRONIC EQUIPMENT

1) Only the following aeriels will be authorised:

- For the race GPS, supplied by the Organiser's supplier;
- Iridium linked to the New Track and supplied by the Organiser's supplier;
- Radio aeriels designed only to receive AM or FM public radio broadcast on authorised wavebands. to the disqualification of all other type of aerial, linked or not, of type Standard C, D+, M, mini M, Argos, radios, telephones, etc.
- All infractions may result in disqualification from the Race.

2) Radios

All HF-VHF-UHF-CB transmitters and/or receivers or all other means of communication are forbidden throughout the entire Rally itinerary aboard Vehicles in the race. 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 disqualification.

Only Walkie Talkies operating on one single frequency, used within the confines of the Bivouac are admissible.

3) 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 New Track are forbidden.

4) Data

All data transmission systems, that allow the tracking of Vehicles and management of Vehicle fleets is forbidden. And that whatever the means or technical system used, on the pain of Disqualification, with the exception of New Track and Sentinel.

5) Satellite telephone, GSM, digital tablet, GPS watches

1) For safety reasons, the presence of an Iridium satellite telephone and/or a GSM phone on board the Vehicle is authorised.

The smartphones are tolerated only if they do not possess additional cartographic/geo-localisation applications. Spot checks will be made.

Digital tablets as well as GPS watches are strictly prohibited.

Attention, network coverage may be very weak in places. It is preferable to be equipped with an Iridium satellite phone.

- 2) The number(s) of all SIM cards inside the car, for whatever type of communication system must be given to the Organisers during Administrative Checks. Except in cases detailed in 3) below, in no case may telephones be in 'on' mode during Selective Sections. Spot checks will be made.
- 3) On Selective Sections, the telephone must remain switched off. Only in case of problems may telephones be used, only OUTSIDE OF THE VEHICLE, WITH THE VEHICLE STOPPED, to signal a withdrawal, an accident or a breakdown. Beforehand, the crew will have to inform the Race Control (PCO) of their situation via their New Track.
- 4) These telephones may be used from inside the Car / Truck, only on Road Sections and only by the co-driver.
- 5) No permanent aerial, 'hands-free' kit, fixed installation or pre-wiring is authorised in the Vehicle, except for the GPS(s) and tracking systems supplied by the Organiser.
- 6) During Selective Sections, no transmissions (to or from the Vehicle) of the type SMS, MMS, or data is authorised. All equipment (data cables, infra-red, Blue Tooth, Wi-Fi or others) is forbidden.
- 7) Only the mode telephone is authorised.
- 8) All infractions will result in penalties up to and including disqualification.

29P – OPENING OF THE ROUTE

29P2 – OPENING CARS

The opening of the route will be covered by 2 cars with the following crew:

José Maria SERVIA & Fina ROMAN

Raul GIRONA ROMAN et Daniel CAMARA ORDONEZ

30P – SERVICE

30P1 – GENERALITIES

In additional to the CCR GP FIA 2019:

- ➔ Service carried out by service personnel is allowed only on the sections common to the competition and to the service vehicles.
- ➔ Any violation of the rules of the Assistance will result in penalties up to and including disqualification. Any Assisted Crew will be jointly and severally liable for his Assistance.
- ➔ No other assistance areas on the selective sections or on the possible intersections between the service and race section will be allowed.
- ➔ In no case, vehicles will drive in the opposite direction of the race.
- ➔ Any team member (including crews) is allowed to drive the team's competition outside the bivouac, for technical testing only, away from the route of any selective section, and in 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 College of Stewards.
- ➔ 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 Clerk of the Course.

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.

30P9 – Servicing in a closed area and/or private place is not authorized.

- 1st infringement: 3 hours for the racing vehicle
- 2nd infringement: infringement decided upon the College Stewards which may go as far as disqualification.

30P10 – Group T3 & SSV: Assistance allowed on Liaison sectors

Vehicles from T3 & SSV group can be loaded in/on service vehicles during liaison sectors only on the stage 1 – Zalda / Goulmina and stage 6 – Dakhla / Guerguerat (Morocco border).

31P – TEAM TO VEHICLE COMMUNICATIONS

Conform to the GP CCR FIA 2019

32P – REFUELLING

32P1 – ORDER AND REFUELLING LOCATIONS

The order system of petrol 98 and AVGAS, the prices, and the refuelling locations will be mentioned later on.

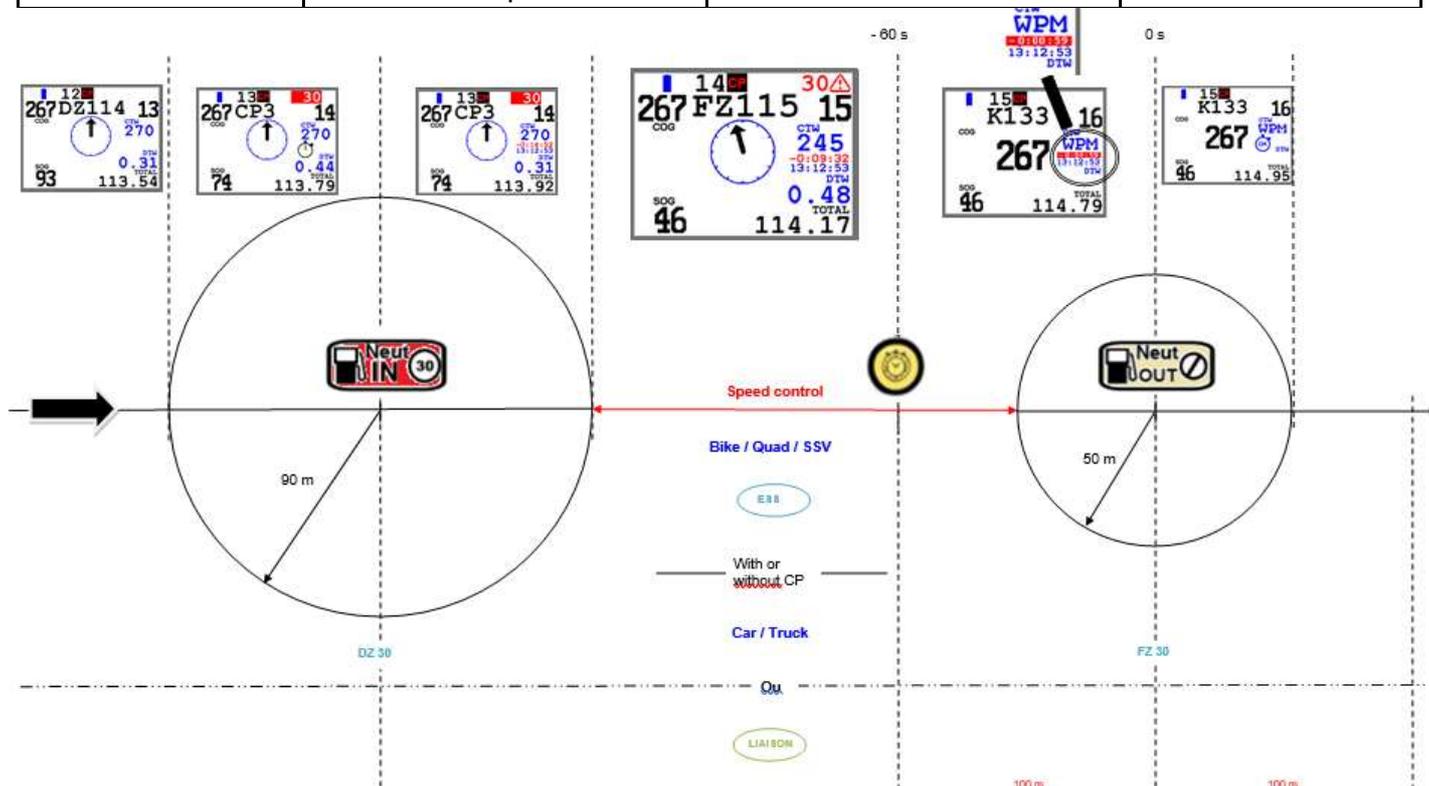
32P11 - AUTONOMY

- Car / Truck: 600 kms for a stage, 450 kms for Selective Stage. For security reasons, an additional autonomy of 10% is recommended.
 - SSV: 250 kms in Selective Stage. For security reasons, an additional autonomy of 10% is recommended. A refueling point will set up before or after the selective stage. The refueling system, not included in the entry fees, will have to be ordered to the organization. It will operate as a forfeit. Order form will be sent later on.
- The mileage without any petrol station will be mentioned later on.

32P12 - REFUELING ZONE, SELECTIVE SECTIONS (SSV ONLY)

- ➔ All SSV competitors (T3 and SSV categories) must stop 15 minutes in this zone, whether they refuel or not, according to their fuel range.
- ➔ Refueling shall be done in the order of arrival in the zone. Engines must be stopped, crews outside the vehicle.
- ➔ In the refueling zone, no intervention on the vehicle will be authorised, except for refuelling.
- ➔ Competitors will be solely responsible for their checking-in.
- ➔ To check-in, a function of the GPS enables to see:
 - their entry time into the zone,
 - the remaining stop time.
- ➔ Any early exit from the zone will be recorded in the GPS and penalised of 1-minute period of 30 seconds.
- ➔ Penalties for exceeding the speed in the refuelling zone will be the same ones as the ones applied for a CP safety zone.
- ➔ **Si Operation of the Refueling Zone on a Selective Section:** will be detailed during the compulsory Navigation training on the boat, January 6th 2020.

Waypoint		Visibility radius	Validation radius
NEUT IN	Entry Stop Zone	2000m	90m
NEUT OUT	Exit Stop Zone	WPE once NEUT IN is validated	50m



33P – FUEL

a) The local petrol station will be indicated in the race and service road book. This fuel must be paid with local money.

b) The aviation fuel (AVGAS) is authorised. An order form will be sent later.

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.

34P – INSURANCE

The entry fees include the civil liability insurance towards third parties as well as the repatriation insurance.

34P1 - ASSISTANCE REPATRIATION

A - DEFINITIONS

A.1 Organiser:

The Organiser has passed assistance / repatriation services to Europ Assistance, 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 : Europ Assistance – Contract #TBA

Beneficiaries:

All the persons registered on the event AFRICA ECO RACE 2020 (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 Europ Assistance.

Area of application:

Cover is provided for AFRICA ECO RACE event from January 3RD to 19th 2020.

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 Europe, 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 organize 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 Organizer, the Medical Director of the rally, in liaison with the Europ Assistance 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 center, 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 Europ Assistance, 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 Europ Assistance 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 Europ Assistance medical team, deems most appropriate, he expressly frees the Rally Medical team and the ISOS 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 organize 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 organization 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 Europ Assistance medical team, in agreement with the medical team of the Rally, to decide on his transfer or repatriation, Europ Assistance 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 2020

With the prior agreement of its Medical Director and before any repatriation, Europ Assistance 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 organizes:

- the cost of transporting the corpse to the funeral parlor 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, Europ Assistance 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.

34P7 – CIVIL RESPONSIBILITY INSURANCE

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

Contract n°: TBA

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, Organization 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, 03/01/2020. The guarantees will stop, latest, on 19/01/2020, 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 stage 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 Organizer 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 Organizer accepts no liability, therefore, in the case of theft which occurs in a country being crossed by the Rally.

Competitors thus enter the AFRICA ECO RACE 2020 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.

Participant undertakes in advance to release the organizers of the AFRICA ECO RACE 2020 from any legal or civil responsibility emanating from any accidents to material or persons during the AFRICA ECO RACE 2020.

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 2020 in Europe, Morocco, Mauritania and Senegal.

34P11– INDIVIDUAL ACCIDENT INSURANCE

Non-French competitors must contact their national federations to find out what cover their license 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.

35P – TIME CARD

35P3 - At the start of a Leg, crews 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.

35P4 - The loss of a Time Card will entail a 5 minutes penalty.

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

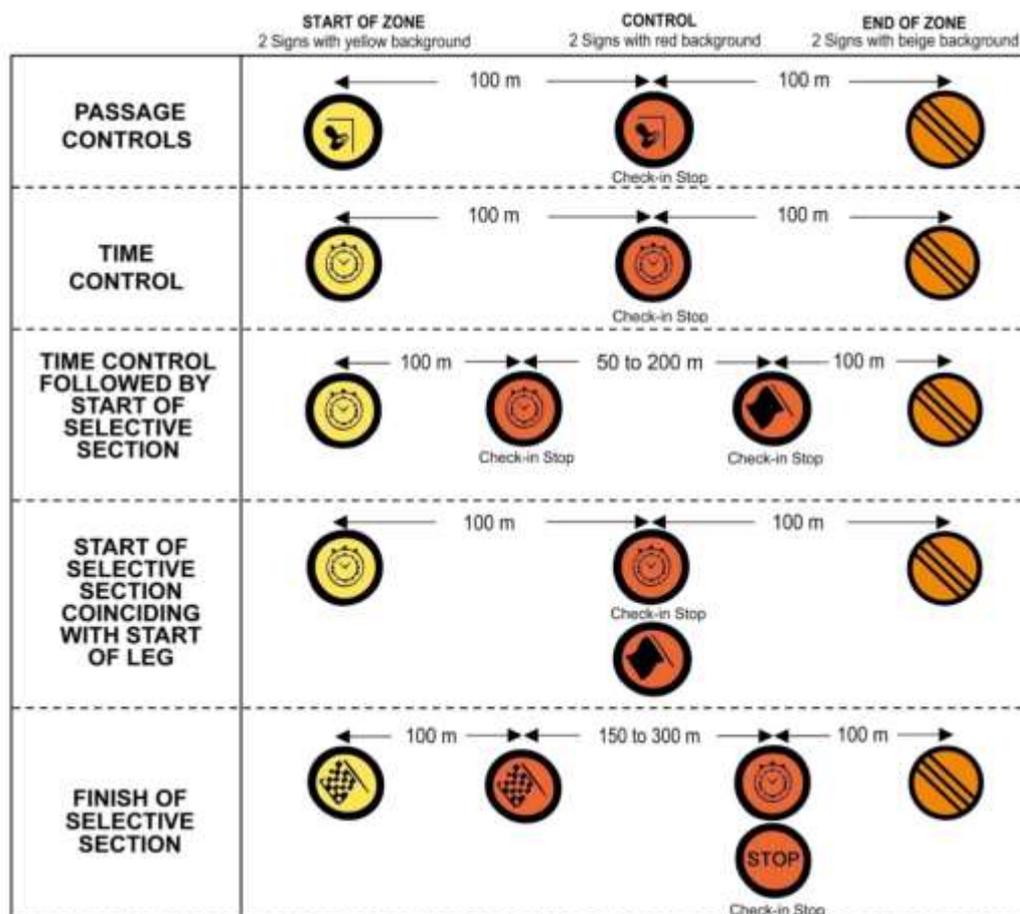
35P6 - Crews are obliged, under pain of penalties which may go as far as disqualification, to have their passage checked at all points mentioned on their Time Card, and in the correct order.

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 disqualification.

35P7 – 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 (see 30P).

36P – CONTROL ZONES



36P5 – In addition to the CCR GP FIA 2019: They will stop 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.

36P7 - On pain of a penalty which may go as far as disqualification, 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).

36P8 - A vehicle must move by its own means, engine running. If the vehicle is unable to move, towing and/or pushing by a competitor in the race is allowed, or by an assistance crew or vehicle when the race and the assistance route follow the same itinerary.

In control zones, these actions will entail the following penalties:

- Start area of a Leg and/or start area of a selective section: the start will be refused.
- Passage control Zone: 5 minutes
- Time control zone: 15 minutes.

In control zones, once the infringement has been noted, the vehicle may be removed from the zone using outside help.

37P – TIME CONTROLS

37P7 - 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 1 minute per minute or fraction of minute for late, and 2 minutes per minutes or fraction of minute for early.

For selective sections, the finish time will be taken to the second.

37P12 - 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 Stewards decide otherwise.

37P13 - Any failure on the part of a crew to observe the rules of the check-in procedure (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 sent in a written report to the Clerk of the Course.

38P – SELECTIVE SECTION CONTROLS

38P6 - Any crew refusing to start in a selective section at the time and in the position allocated to it shall be given a penalty of 30 minutes and must make it available to the post chief who will notify it of its new start time.

38P10 - If a competitor is unable to leave the zone under his own power, penalties of the Article 36P8 are applied

39P – SELECTIVE SECTIONS

39P1 - During the selective sections, all members of the crew must conform to the standard described in the FIA Appendix L, Chapter 3 and article 13P of these supplementary regulations. The following penalties will be applied:

- At the start of selective sections, the start will be refused.
- During the selective route, penalties which may go as far as disqualification decided by the College Stewards.

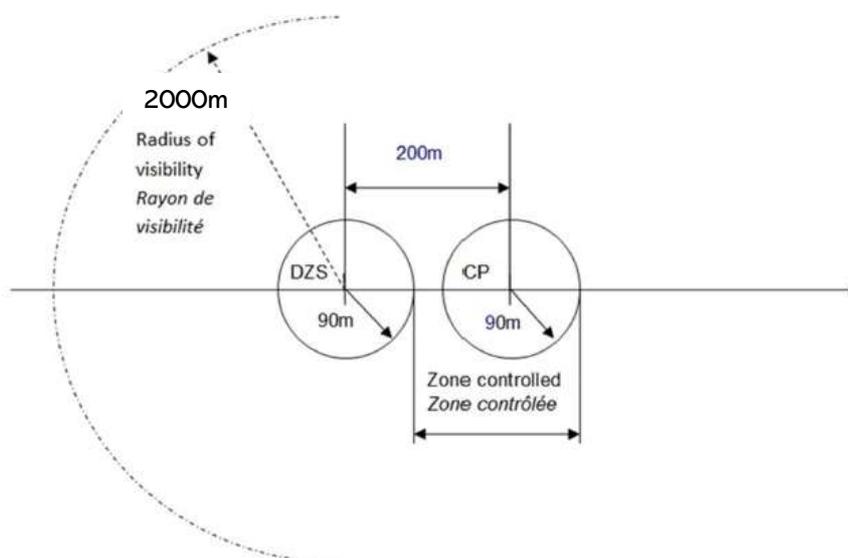
Waypoint		Visibility radius	Validation radius
DSS	WPE	Once previous WPT is validate	200m
ASS	WPM	2000m	90m

42P – PASSAGE CONTROLS

42P2 – SAFETY ZONES

With the aim of ensuring safety in the CP zone, a “Safety Zone” will be installed at each CP;
Speed in the zone will be limited to 50kph maximum and controlled by GPS
The speed check will be carried out according to the sketch hereafter:

Waypoint		Visibility radius	Validation radius
DZS	CP safety zone	2000m	90m
CP	Check point	Once DZS is validate	90m



42P6 - CLOSING TIME FOR PASSAGE CONTROLS

The closing time for passage controls will be declared taking into account:

• the ideal time of the last competitor, increased by 30 minutes. This time must be mentioned on the time card or on the itinerary/schedule or by means of a bulletin.

42P7 - PENALTIES

- ➔ Penalty for missing passage control (CP): 2 hours,
- ➔ Non visible stamp on the competitor's time card: 5 minutes,
- ➔ In case the competitor doesn't validate any CP on a stage, penalties will be decided by the Collee Stewards, which may go as far as disqualification.

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.

After the closing of a passage control, the validation by the GPS of a WPM/WPE will be taken into account and will prove of the respect of the official itinerary by the competitor. In this case, there will not be any penalty for missing passage control.

44P – PARC FERME

44P3 - In order to remove its vehicle from a parc fermé for the start, regrouping halt or end of Leg, the crew will be allowed to enter the parc fermé 30 minutes before its starting time.

44P4 - Starting the car with the help of towing or pushing from another competitor still racing inside the parc fermé will be penalised by 1 minute.

45P – CLASSIFICATIONS

45P4 - There will be a special classification for:

- T1,
- T2,
- T3,
- SSV, Xtreme Race Challenge
- T4,
- 2 wheels-drive,
- 2 rigid axles vehicles

45P6 - The various classifications will be posted each evening at the bivouac at 7.00pm, in the catering area.

The provisional classification of leg will be posted 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. On the rest day, the classifications of the previous leg will be posted at 3.00pm and become definitive 30 minutes after.

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.

45P7 - The official classification of the AFRICA ECO RACE 2020 will be posted on the official notice board at the bivouac at Saint Louis, on January 18th 2020, at the latest 12 hours after the 1st vehicle will be finished.

They become definitive 30 minutes after their posting.

The program of the last day will be mentioned by an information note.

45P9 – FINAL CLASSIFICATION

To be in the final classification, the competitor must start the last special stage, cross the finish line and park his car in the Parc Fermé before the closing hour limit.

46P – PROTESTS & APPEALS

46P1 – Protest fees: 700 €

46P5 - The cost of a national appeal is 3300 €.

International appeal is 6.000 €.

46P6 – DEPOSIT IN CASE OF INTERNATIONAL APPEAL

In the case a competitor wishes to appeal a decision to the FIA Appeals Tribunal, he must pay to the French Federation a bond of an amount corresponding to that required under Article 15 of the FIA Court of Appeal rules, ie for the year 2018, 12000 €.

The licensee must, in addition, accompany this deposit of an amount to the order of the FFSA in the amount of 5000 € corresponding to the administrative and assistance costs of the FFSA.

Any non-respect of the texts of this regulation whose penalties are not mentioned will be the subject of a report to the Clerk of the Course, and the Stewards will judge the penalty to be inflicted.

When the text of the article and the table differ, the text of the article is authentic.

48P – PRIZE-GIVING

The trophies will be given to the winners at the official prize-giving ceremony at the Lac Rose, on January 19, 2020.

CARS OVERALL CLASSIFICATION: 10 first ones

Group T1.1	1st
Group T1.2	1st
Group T1.3	1st
Group T1.4	1st
Group T2.1	1st
Group T2.2	1st
Group T3.1	1st
Group T3.2	1st
SSV Xtreme Race	1st, 2nd, 3rd
Group OPEN	1st
SOLO	1st
Group EXPERIMENTAL	1st
Two rigid axles	1st
Car -2L	1st
Open AER	1st
Senegalese crew	1st

TRUCKS OVERALL CLASSIFICATION: 1st, 2nd, 3rd

Group T4.1(10 000 cm3 or over)	1st
Group T4.2 (less 10 000 cm3)	1st

49P – TV RIGHTS – ON BOARD CAMERAS

TECHNICAL FILE

Product	Number	Power requested	Weight	Dimensions	Battery power
GoPro Hero 4 Black with case	2	12 V	88 gr	H41mm x W59mm x D 30mm	3.885 Wh (1050 mAh)
Y-DOL Action Camera	15		76 gr	H41mm x W59mm x D 30mm	3.7 V - 4.995Wh (1350mAh)

Competitors will have the obligation to accept the assembly of a kit (power supply + support), the installation of cameras and a sound system embedded during the Rally. These systems will be temporarily installed in the Vehicles according to the needs of the Organization. Any refusal will be penalized at the discretion of the stewards.

50P – PENALTIES

RACING VEHICLES	ART. N°	Start refused	Time penalty	Financial penalty	Decisions or Penalties up to the College of Sporting Stewards	Disqualification
Absence at the 1 st Briefing	3P2			100€		
Assistance in a closed space or private area	3P3				Penalty at steward discretion	
Speed in the bivouac, over: 20km/ph	3P3				May go as far as disqualification	
Engine on while parked vehicles	3P3				Penalty at steward discretion	
3rd infraction in a speed control zone (in 3 different zones)	3P18				May go as far as disqualification	
No respect of the road book points	3P19				May go as far as disqualification	
Arriving ahead or after liaison target time	3P21		1 minute for 1 minute			
Exceeding maximum time allowed	3P22		Fixed penalty		May go as far as disqualification	
No respect of payment schedule	10P9			Superior fees + 10%		
Changing name or vehicle after entries closure	10P9			300 €		
Missing document after Nov 15 th	10P9			100€/missing doc.		
No payment of entry fees and failure to pay the deposit	10P10	■				
Retirement not signified and in case of research	10P11			Deposit cashed in		
Assistance by a vehicle or person non-registered	10P11			Deposit cashed in		
Deposit failure to be paid	10P11					■
Not wearing safety equipment	13P5		Delayed start up to 30 min 1min/min late			■ After 30min
Failure to inform the PC of retirement	13P7			Deposit cashed in		
Search operations for non-information about retirement	13P7				Sanctioned by ASN	
Leg in which the competitor has retired during the SS	13P8		3.00 + maxi time allowed of the SS + penalties for missing WPT and CP			
Start not taken	13P8		6.00 + maxi time allowed of the SS + penalties for missing wpt and CP			
Competitor in the balai: 1 st time	13P8		3.00 + maxi time allowed of the SS + fixed penalty + penalties for missing wpt and CP			
Competitor in the balai: 2 nd time	13P8					■
Refusal of optional advertising	15P4			Entry fees +100%		

Absence or wrongly fixed of at least 2 plates	15P5			Entry fees + 20%		
Advertising relating with tires, petrol or lubricating brand	15P6			+60% of entry fees		
No respect of convening times 1.00 late: Over 1.00:	16P1			50 € 80 €/h		
Maximum time allowed between Administrative checks / Technical checks: 30min over time 1.00 late: Over 1.00 :	16P1			50 € 80 €/h		
Maximum time allowed between Technical checks/parc fermé: 30min over time 1.00 late: Over 1.00:	16P1			50 € 80 €/h		
Failure to the GPS & Irtrack training	16P1			500 €		
Mounting brackets, cables, and aerials of safety equipment not fitted before checks	16P1			150 €/material not fitted		
Vehicle not conform	16P1	■		Entry fees not refund	Changing of group	
No presentation of the original documents	16P2	■				
Non presentation of the new identification marks	16P10					■
Absence of hole for seal	17P1			150€ per missing hole		
Change of engine block T1 Group	17P1		6.00			
Falsification of seal marks	17P2				May go as far as disqualification	
Early start at a SS	18P12				May go as far as disqualification	
Value of the PF	19P		2.00			
Non-respect of the official route	20P6					■
Non-use of the ERTF GPS	21P1	■				
Lack of WPT validated	21P4		15 min			
Use on the unblocking code	21P6		3 hours			
3 rd use of the unblocking code	21P6					■
Non respect of art.	21P7					■
Possession of other RB notes or satellite photos	22P5	■				■
DZ: non validated	23P2		WPT missing			
FZ: non validated	23P3		WPT missing			
Attempted fraud of the GPS or illegible	23P8.1				May go as far as disqualification	
Over speed in a control zone 3 rd infringement (in 3 different zones)	23P9				May go as far as disqualification	
WPT, DZ, FZ non validate	23P9		15 min			
Pulse signal – Speeding in a control zone Between 01 & 15 km/h Between 16 & 40 km/h Over 40km/h: 1 st impulsion 2 nd impulsion 3 rd impulsion 3rd infringement	23P9			3'/impulsion 6'/impulsion 20mn 1.00	100€ 200€ 300€ 1.000€	Stewards' discretion May go as far as disqualification
Non-payment of the financial penalty	23P9	■				
Vehicle transportation, block passage, avoid to overtake	25P1				May go as far as disqualification	

Liaison: overspeed Between 01 & 15 km/h Between 16 & 40 km/h Over 40km/h: 1 st impulsion 2 nd impulsion 3 rd impulsion 3rd infringement	25P4.1		3'/impulsion 6'/impulsion 20mn 1.00	100€ 200€ 300€ 1.000€	Stewards' discretion May go as far as disqualification	
Trucks: Over max speed Between 151 & 155 km/h Between 156 & 170 km/h Over 170 km/h: 1 st impulsion 2 nd impulsion 3 rd impulsion 3rd infringement	25P4.2		3'/impulsion 6'/impulsion 20mn 1.00	100€ 200€ 300€ 1.000€	May go as far as disqualification	■
GPS not operating due to the crew members: First 20 of General Car Classification First 10 of General Truck Classification The others	26P3		1.00 1.00	300 €		
Non used of the Sentinel: 1 st infringement 2 nd infringement 3 rd infringement Over 3 infringement	26P4		3 min 7 min 10 min		May go as far as disqualification	
Attempt fraud on the Iritrack	27P1				May go as far as disqualification	
Crew involved in an accident	27P8				May go as far as disqualification	
Assistance to another competitor in case of accident: Time stopped over 3 min	27P9		Downtime counted for the 2 1 st crews stopped, on demand to the PC			
Any impoliteness towards anybody	27P10			500 €		
Any incorrect, fraudulent or unsporting action	27P10				May go as far as disqualification	
Leave tires or wheels	27P10			1000 €		
Sales or transfer of a vehicle	27P10				Not allowed to register in the future	
No respect of the art.	28P					■
Any infringement to the regulations	30P1				May go as far as disqualification	
Tracking not switch on for tests	30P1				Stewards' discretion	
Competitor in helicopter	30P1					■
Assistance by a person or/and vehicle no registered	30P1			Deposit not refund		■
Assistance in a closed or/and private area: 1 st infringement 2 nd infringement	30P9		3 h		May go as far as disqualification	
Early exit	32P12		1min/30sec			
Lost of the time card	35P4		5 min			
Correction or amendment of time card	35P4				May go as far as disqualification	
Absence of stamp on time card, failure to hand in a control	35P6				May go as far as disqualification	
Non-respect of the Marshal instructions	36P7				May go as far as disqualification	

Towing in a Control Zone: Start area of a leg or SS: PC Zone : CH Zone :	36P8	■		5 min 15 min		
Difference between target check in time and actual check in time	37P7			1 min per 1min late 2 min per 1 min early		
Refuse to start on time at a SS start	38P6			15 min		
No conformity of FIA security equipment & art. 13P At the start of a SS Along the SS	39P1	■				May go as far as disqualification
Value of a missing CP	42P7			2 h		
Stamp not visible	42P7			5 min		
Infringement to the Parc Fermé regulations	44P1			10 h		May go as far as disqualification
Towing in the Parc Fermé	44P4			1 min		
Work on a vehicle in the Parc Fermé, asked by Stewards over 30min	44P6					May go as far as disqualification
No respect art.	44P10					May go as far as disqualification
Amount of appeal	46P1				700 €	
National appeal	47P5				5 000 €	
International appeal	47P5				12 000 €	
ASSISTANCE	ART. N°	Start refused	Time penalty	Financial penalty	Decisions or Penalties up to the College of Sporting Stewards	Disqualification
Changing / modification of a crew	3P6			500 €		
No respect of the article	3P6 10P1					■ racing vehicle
No respect of payment schedule	10P9			Superior fees + 10%		
Changing name or vehicle after entries closure	10P9			300 €		
Missing document after Nov 15 th	10P9			100€/missing doc.		
No payment of entry fees and failure to pay the deposit	10P10	■				
Retirement not signified and in case of research	10P11			Deposit cashed in		
Assistance by a vehicle or person non-registered	10P11			Deposit cashed in		
Deposit failure to be paid	10P11					■
Not wearing safety belt: 1 st infringement 2 nd infringement 3 rd infringement	13P1			100 € 500 €		■
Failure to inform the PC of retirement	13P7			Deposit cashed in		
Search operations for non-information about retirement	13P7				Sanctioned by ASN	
Refusal of optional advertising	15P4			Entry fees +100%		
Absence or wrongly fixed of at least 2 plates	15P5			Entry fees + 20%		
Advertising relating with tires, petrol or lubricating brand	15P6			+60% of entry fees		

No respect of convening times 1.00 late: Over 1.00:	16P1			50 € 80 €/h		
Maximum time allowed between Administrative checks / Technical checks: 30min over time 1.00 late: Over 1.00 :	16P1			50 € 80 €/h		
Maximum time allowed between Technical checks/parc fermé: 30min over time 1.00 late: Over 1.00:	16P1			50 € 80 €/h		
Failure to the GPS training	16P1			500 €		
Mounting brackets, cables, and aerials of safety equipment not fitted before checks	16P1			150 €/ material not fitted		
Vehicle not conform	16P1	■		Entry fees not refund		
No presentation of the original documents	16P2	■				
Non-respect of the official route 1 st infringement 2 nd infringement 3 rd infringement 4 th infringement	20P			50 € 100 € Immobilio°		■
Non-use of the ERTF GPS	21P1	■				
Attempted fraud of the GPS or illegible	23P8.1					■
Overspeed Between 01 & 20 km/h 1 st infringement 2 nd infringement 3 rd infringement Over 20 km/h 1 st infringement 2 nd infringement	25P4			100€ 200€ 200 €		■ ■
Crossing villages: Overspeed Between 01 & 10 km/h 1 st infringement 2 nd infringement 3 rd infringement Over 10 km/h 1 st infringement 2 nd infringement	25P5			200€ 500€ 500 €		■ ■
Over speed on the bivouac	25P6				May go as far as disqualification	
Any impoliteness towards anybody	27P10			500 €		
Any incorrect, fraudulent or unsporting action	27P10				May go as far as disqualification	
Leave tires or wheels	27P10			1000 €		
Sales or transfer of a vehicle	27P10				Not allowed to register in the future	
No respect of the art.	28P					■
Any infringement to the regulations	30P					■

APPENDIX #1: INSTALLATION OF THE SAFETY EQUIPMENT

All Safety and Navigation suppliers will be present:

- every morning at the start from the bivouac,
- permanently at the PC Race Control,

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

GPS / SENTINEL (ALARM SYSTEM VEHICLE TO VEHICLE)

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

All assistance vehicles must be equipped with an ERTF GPS.

- ➔ 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.
- ➔ The instruments will be delivered by our supplier, ERTF, during the scrutineering.
- ➔ 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.
- ➔ 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.

ERTF : Parc Technologique de Soye - 56275 Ploemeur - France
Tel: + 33 (0)2 9787 2585 – Email: competition@ertf.com

TRACKING / NEW TRACK SYSTEM

The hire of an New Track is compulsory in race.

Assistance vehicle must hire a SmallTrack.

- ➔ On confirmation of your entry, the organizer will send you information regarding this equipment.
- ➔ 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.
- ➔ 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 New Track or is requested during the rally (following problems or loss of the first), a new deposit will be requested directly by our supplier.
- ➔ The New Track 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

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 / NEW TRACK). Failure to do so will result in a penalty of 150 € per item or equipment not installed.

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.

The logo below (hereinafter the "Competitor Logo") has been specially designed to be used by competitors who are regularly registered to participate in the 2020 edition of the AFRICA ECO RACE defined by the conditions below:

CONDITIONS FOR USING THE COMPETITOR'S LOGO:

- ➔ The Competitors logo is designed for you to add your name or that of your team exclusively for the purpose of identifying your participation in the 2020 edition of the AFRICA ECO RACE,
- ➔ You may reproduce the Competitor Logo, and only this one, just below by downloading it,
- ➔ You agree to strictly apply the graphic code of the Competitors logo without modifying it apart by inserting your name and that of your team in the dedicated area,
- ➔ The Competitor Logo may be affixed to the following communication supports exclusively: partner search files, press kit, clothing of your entire team, social networks and competitor's website, as well as on vehicles Race and assistance. Any other use of the Competitor Logo and the "AFRICA ECO RACE" trademark on other support and / or for commercial, advertising and / or promotional purposes is strictly prohibited unless having been authorized by the organizers,
- ➔ The right to use the Competitor Logo does not confer any right of ownership and use apart from what is specified above. You therefore agree that there is no confusion in the minds of third parties over such use. Any use which isn't authorized, is strictly forbidden.
- ➔ 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 an 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 licenses.



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 intended 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: contact@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 Savona / Tangier is included in the entry fees with extras fees (vehicle and crew members). Boat return for vehicle is included in the entry fees.

IN CASE OF DIFFERENT DIMENSIONS COMPARED TO THOSE DECLARED

- ➔ Participants must pay the additional cost due to new dimensions found, only in cash
- ➔ The organization cannot be held responsible if the vehicle cannot be loaded because of lack of space on the rally boat Europe / Morocco

GENERAL INFORMATION ABOUT BOAT TRANSPORT

- ➔ Vehicles that are not presented for boarding at the given time will be refused
- ➔ According to the overseas regulations, it is completely prohibited to carry fuel in the ferry. Vehicles will be checked at the port and vehicles carrying fuel will not be allowed to board on the ferry

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 MENTON town can take care of your reservations. Contact them directly:

Christophe BARELLI – Tel: +33(0)4 92 10 51 82– Email: christophe.barelli@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 31th 2020,
- 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.

MAURITANIA

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

SENEGAL

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

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

APPENDIX # 5: TECHNICAL REGULATIONS

PREAMBLE

The technical regulation for the AFRICA ECO RACE conforms to the 2019 F.I.A. regulations for cars and trucks. There are however some exceptions, which you will find detailed in the following pages.

The FIA technical regulations can be consulted on their web site: www.fia.com

- click on: Sport / Regulation / FIA cross country rallies

- Then: articles 281, 282, 283, 284, 285, 286, 287.

F.I.A. - Tel: + 41.22.544.44.00 (Switzerland)

Technical contact – cars, ssv and trucks

André OLIVIER : +33 6 79 14 11 42 – Mail : andre.olivier9@wanadoo.fr

GROUP T1 – IMPROVED CROSS COUNTRY VEHICLES

Appendix J. Article 285. Supplementary regulations for improved cross-country vehicles (GROUP T1).

For T1, 2 wheels drive, several tanks are allowed. They may be located forward of the main hoop tube and not also towards the front underneath the fixing points for the seats onto the chassis, but must be no less than 1100 mm from the front axle.

3P - MINIMUM WEIGHT

3P1 - Cars are subject to the following scale of minimum weight based on the engine size:

Over	Up to and including	4x4	4x2 : Declared and built up to 31/12/2017	4x2 : Declared and built as from 01/01/2018
	1600	1325	800	1055
1600	2250	1400	950	1130
2250	2750	1475	1010	1205
2750	3250	1550	1070	1280
3250	3750	1625	1130	1355
2750	4250	1700	1190	1430
4250	4750	1775	1250	1505
4750	5250	1850	1310	1580
5250	5750	1925	1340	1580
5750		2000	1340	1580

Diesel 4x4 mono-turbo vehicles lose 2 weight classes.

Vehicles with 2 rigid axles lose 2 weight classes cannot be combined with mono-turbo.

When supercharging of reciprocating piston engine or piston engine (s) rotating (s) and turbine engine, refer to Section 282 of Appendix J for calculating equivalent displacement.

4P - ENGINE

- Series engines produced to more than 1000 copies are allowed without modifications, except for the exhaust and intake.
- Free engines must respect the FIA regulation (Art. 285-Appendix J) (Compression ratio, camshaft, intake system).
- Or, if serial engine, see the following table:

4P1.1.1 – Restrictor for petrol engines (4X4 and 4X2)

Standard – vehicle in conformity with Appendix J 2019	37
Standard V8 rocker arm engines over 5.4L 4X2	37.2
Standard V8 rocker arm engines over 5.4L 4X4	37

4P1.1.2 - Restrictor for diesel engines

Supercharged prototype	35
Standard single supercharged stage - vehicle in conformity with Appendix J 2019	39
Standard double supercharged stage – vehicle in conformity with Appendix J 2019	38

For the two rigid axles vehicles and serial engine: no turbo restrictor.

4P1.4 – Cooling of the charge - Exchanger

Serial diesel engines made to more than 1000 units will use their original system to cool the charge. If this is not the case they will use the heat exchanger air / air as stipulated in Article P-4.1.6.

Free diesel engines must use an Air/Air exchanger with a maximum total volume of 12l. The total volume of the core is given by its external dimensions (length x width x thickness).

6P - TRANSMISSION

6P1- Gearbox and transfer box

Conception of the gearbox is free but limited to 5 forward gears and 1 reverse gear.

7P - WHEELS AND TYRES

Complete wheels must have a maximum diameter of 940mm for two-wheel drive vehicles and 810mm for four-wheel drive vehicles.

For two-wheel drive vehicles, tires can be recut.

GROUP T3 – IMPROVED CROSS-COUNTRY VEHICLES - LIGHTWEIGHT

GROUP T3.1 et T3.2

Group T3 vehicles must comply with the general prescriptions and with the safety equipment defined in Articles 282 and 283 respectively.

Tires

Outside diameter of the tires is 30 inches maximum

GROUP SSV *XTREME RACE*

Side by side (SxS): Mechanically propelled single-engine land vehicles with 4 wheels propelled by their own means, and of which the propelling device and steering are controlled by a driver on board the vehicle.

These vehicles have two seats side by side, must be registered in one country and comply with the International Convention on Road Traffic with regard to lighting. Vehicles must be 4-wheel or 2-wheel drive only.

There will be a specific classification & trophy for the winner.

Obligations

- ➔ The T3 FFSA technical regulation represents the main reference document of this event. FFSA website: [14 - Règlement Technique SSV et T3](#) or the technical regulation T3 of the National Federation of the competitor
- ➔ These vehicles must comply with the general prescriptions and with the safety equipment defined in Articles 282 and 283 respectively.
- ➔ Vehicles with a FIA passport are accepted.
- ➔ Vehicles with an ASN passport are accepted under acceptance by the organization of the roll cage (send pictures of the roll cage).
- ➔ The safety fittings must be composed of a main cage in diameter 45/2.5 or 50/2mm. The rest of the safety cage component must be 40/2mm in diameter.
- ➔ Any tank containing oil or fuel must be situated in the main structure of the vehicle.

- ➔ Only fuel tanks conforming to the FT3-1999, FT3.5-1999 or FT5-1999 standards are permitted.
- ➔ No part of this housing may be situated less than 40 mm above the reference surface.
 - Reference surface: Plane defined by the lower face of the lowest tubes of the chassis that are situated within the vertical projection of the fuel tank.
 - An additional fuel tank under the seat is accepted if there is an aluminium plate of 6mm.
- ➔ The number of suction points is limited to 2 and the pressure of the suction pumps must not be more than 1 bar.
- ➔ The number of fuel exit is limited to 2.
- ➔ In case of keeping the original tank: it is authorized to add an FIA tank in the body with additional protection for the roll bar with a tank and FIA pipe fitting that flows into the original tank.
- ➔ All vehicles must have a shielding (aluminium alloy or steel plate of 6 mm minimum thickness) fitted directly onto the chassis underneath any part of the tank(s) situated above the reference surface.

Pilot and co-pilot safety equipment (conform to FIA – Art. 286)

Each competitor must have:

- ➔ FIA homologated helmet with full front protection (open helmets allowed only with compulsory, glasses or a helmet visor)
- ➔ Hans System or hybrid (Simpson) compulsory
- ➔ Sticker with name/first name, blood group and flag on each side
- ➔ Homologated fireproof overall suit
- ➔ Fireproof undergarments, balaclava, sock, shoes, gloves (driver) complying to FIA norms
- ➔ Minimum capacity of 3 liters/pers.

These equipments will be checked at the technical checks and every morning before the start.

Vehicle

All mechanical parts of the vehicle must be in perfect condition and will be checked by a technical steward. Departure will be refused to all non-compliant vehicles. Each vehicle must have:

- ➔ Safety cage must be FIA homologated (art. 282 & 283 T3 respectively)
- ➔ Bucket seat homologated FIA
- ➔ 5 or 6 points harness homologated FIA
- ➔ Lateral protection nets for the side windows (upper part attached to the frame)
- ➔ Rigid roof above the occupants of the vehicle, at the top of the arch of the protective structure; the material used may be fiberglass, aluminum foil or steel (minimum thickness 1.5 mm), welded-bolted to the security structure with metal staples. It is forbidden to drill the tubes of the vehicle frame.
- ➔ Absolutely forbidden: position the spare wheel on the roof of the vehicle (allowed only on one side or at the back, secured by safety straps)
- ➔ Circuit breaker accessible by pilots
- ➔ 2 FIA fire extinguishers securely fixed and accessible from the outside, including 1 automatic installed according to the FIA regulations
- ➔ 2 towing rings (front and rear) or a FIA strap allowed
- ➔ Free windscreen
- ➔ Tank(s) allowing to perform 250 km +/- 10%. Any tank change will involve the installation of an FIA homologated tank - Annex J, Articles 283, art. 14 or in accordance with Article CR21 of the Score Regulations,
- ➔ GPS UNIK 2 - ERTF
- ➔ NEW TRACK - MARLINK
- ➔ 1 seat belt cutter per pers
- ➔ Spare wheel (at least one repair bit)
- ➔ 1 shovel
- ➔ 1 towing rope
- ➔ Mud flaps

See Supplementary Regulations, art.14P

Tires

Outside diameter of the tires is 30 inches maximum

VEHICLES CONFORMING TO SCORE US REGULATIONS

Definition of categories and classes: Article 8P of supplementary regulation.

9P - ADMISSIBLE VEHICLES

Technical details, Group OPEN vehicles:

All 2 or 4-wheel drive vehicles conforming to Score regulations (Score International Offroad Racing Rules and Regulations) are admissible, with the exception of classes ½-1600 and 5-1600, under the following conditions: Respect of articles Appendix J – FIA 285.7 and 3P of this regulation.

1. CONCEPTION OF THE ROLL CAGE:

The roll cage must conform to score regulations (see article CR33) or Article 283/8 Appendix J – FIA.

2. ROLL CAGE DIMENSIONS:

The dimensions of the tubes must conform with score regulations (see article CR33) and more precisely respect the following dimensions of the following table:

Vehicle weight	open cockpit	close cockpit
1.350 kg à 1.360 kg	44,4 mm x 3,05 mm	38,1 mm x 3,05 mm
1.361 kg à 1.810 kg	50,8 mm x 3,05 mm	44,4 mm x 3,05 mm
Plus de 1.810 kg	57,2 mm x 3,05 mm	50,8 mm x 3,05 mm

3. WEIGHT:

Group OP.1: For 2-wheel drive, the minimum weight is 1.400 Kg

Group OP.2: The minimum weight is 2.800 Kg

Or respect of art. 3P of this regulation

4. TYRE SIZE:

Tyres must respect the following sizes:

- 950 mm max, for 2-wheel drive Group OP.1 vehicles and for Group OP.2 vehicles.
- 840 mm max, for 4-wheel drive Group OP.1 vehicles, on 15 inch rims.
- Or respect of article 285.8, appendix J FIA and Art. 7P of the supplementary regulations.

5. VEHICLE WIDTH:

Group OP.1

For 4-wheel drive, the max width is 2,20 metres.

For 2-wheel drive, the max width is 2,40 metres.

Group OP.2

The max width is 2,20 metres.

6. RESTRICTOR:

Group OP.1 and OP.2 vehicles must conform to Article 4P of the current technical regulations (2-wheel drive only), as well as with Appendix J FIA, Article 285.4.1.1.A.

7. INFLATION / DEFLATION:

Automatic inflation / deflation will be allowed for Group OP.2 vehicles if it exists as standard and providing the system has not been modified in any way. Automatic inflation / deflation systems are forbidden for vehicles in Group OP.1 4x4 even if fitted as standard.

8. MISCELLANEOUS SAFETY EQUIPMENT

Vehicles must conform to appendix J FIA, Article 283, articles 7, 15, 16, 17, 18 and 19.

9. FUEL TANKS

Fuel tanks must conform either to article CR21 of the score regulations or with Appendix J FIA, Article 283, article 14.

10. FUEL

Fuel used must conform with Appendix J FIA, Article 282, article 9 and the supplementary regulations of the event, article 34P.

GROUP T4 - RACE TRUCKS

Vehicles of T4.1 will have to confirm to the Appendix J FIA regulations, article 287 (2017).

The FIA passport for T4.1 will benefit from an extension of validity for the AFRICA ECO RACE 2019, if and only if no modification contrary to Appendix J - Article 287 to the FIA T4 homologation regulations (01 / 01/2008), is only brought to the vehicle.

Any modification of a T4.1 must have the prior approval of the Organization.

T4.2 Group vehicles must comply with article T7P of the Dakar 2017 technical regulations and be in possession of a Dakar passport, or in the process of obtaining, or a technical passport equivalent to the Dakar passport, issued by the competitor's ASN or by AFRICA ECO RACE.

OPEN AER

For vehicles in Group OPEN with rigid axles which engine is in front of the middle of the wheel base:

Engine: free

Restrictor: 42

Minimum weight 4x2: 1700 kg

Minimum weight 4x4: 2600 kg

Maxi diameter: 33 for vehicles over 2T

APPENDIX # 6: ASSISTANCE SUPPLEMENTARY REGULATIONS

The Assistance Supplementary Regulations takes in consideration the CAR/TRUCK Supplementary Regulations as well as the following ones.

3P - DEFINITIONS

3P6 – CREWS

- ➔ Crews may be composed of:
 - From 2, up to 6 persons, in trucks, if the truck is homologated for 6 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 racing vehicle which it is attached.

8P - 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 reserves 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.
- ➔ According to the height of the vehicle (roof rack included), different vehicle plate fees.
- ➔ 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.

10P - ENTRIES

10P1 - DEMAND

Conforming to article 10P1 of the AFRICA ECO RACE Supplementary Regulations

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 disqualification from the race of the assistance vehicle.

10P7 – CANCELLATION OR POSTPONEMENT OF THE EVENT

Conform to article 10P7.

10P9 –ENTRY FEES

The entry consists of:

1 set « Vehicle Plates » + 1 set « Personal Fees »

	Before 30/06	Before 15/09	Before 15/11
INDIVIDUAL FEES	6.200 €	6.600 €	7.600 €
VEHICLE			
- 1.9m height - 5m long	2.900 €	3.000 €	4.000 €
+ 1.9m height - 5m long	3.400 €	3.500 €	4.500 €
+ 2.9m height - 7m long	4.700 €	5.100 €	5.500 €
2.9m height - 9m long	5.300 €	5.600 €	5.900 €

Vehicle less than 1.9m high or over, 5 meters long and over have to pay an extra amount: 650€ M/L

Vehicle 2.8m high and over, 9m long and over have to pay an extra amount: 650€ M/L

Camping Car 9m long and over have to pay an extra amount: 650€ M/L

PRICE INCLUDING

- ➔ Ceremony of the Official Start,
- ➔ Boat transport to Morocco for the pilot, in an interior cabin to be shared with 3 other persons, meals at the self,
- ➔ Boat transport one-way to Morocco for the vehicle,
- ➔ T-shirt of the rally,
- ➔ Bivouacs in Africa,
- ➔ Accommodation on bivouacs (breakfast, packed lunch, dinner) and lunch in Lac Rose,
- ➔ Prize-giving ceremony at Lac Rose,
- ➔ Transport back of the vehicle by boat Dakar / France,
- ➔ Film of the rally,
- ➔ Mauritanian visa,
- ➔ Vehicle insurance in Mauritania and Senegal,
- ➔ Medical assistance, osteopath,
- ➔ Repatriation assistance,
- ➔ Civil responsibility insurance of the organizers.

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 2019.

The final list of crew members must be submitted before November 15th 2019.

PENALTIES AFTER NOVEMBER 15th 2019 IN CASE OF:

- ➔ Any changes of name or vehicle: Any changes to the list made after the entries closure date will incur additional fees of 300 €.
- ➔ Administrative paper(s) missing: Any administrative paper missing after the entries closure will incur of a penalty of 100 € per missing paper.

ENTRIES CLOSING

November 15th 2019 of the AFRICA ECO RACE Supplementary Regulations.

10P10 – PAYMENT

Conform to article 10P10 of the AFRICA ECO RACE Supplementary Regulations.

10P11 – DEPOSIT

Conform to article 10P11 of the AFRICA ECO RACE Supplementary Regulations.

10P12 - WITHDRAWAL

Conform to article 10P12 of the AFRICA ECO RACE Supplementary Regulations.

13P – CREWS

13P3 – SAFETY EQUIPMENT

13P3.1 – SAFETY BELT / HARNESS

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

- ➔ 1st infringement: 100 € per infringement,
- ➔ 2nd infringement: 500 €,
- ➔ 3rd infringement: disqualification.

Checks will be made on the itinerary by the organisation.

13P3.2 – SECURITY EQUIPMENT

The compulsory safety equipment is to be ordered to the organization provider:

- ➔ GPS – ERTF
- ➔ SMALLTRACK – MARLINK

Order forms will be sent later on by the organization.

13P4 - SURVIVAL KIT & MEDICAL EQUIPMENT

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

- ➔ Safety belts or harness 4 points minimum for all the crew members,
- ➔ 1 manual powder fire extinguisher of 2kg homologated,
- ➔ 2 external mirrors,
- ➔ Trailing rings at the front and at the back,
- ➔ A laminated windshield,
- ➔ 1 powerful horn,
- ➔ 2 spare wheels,
- ➔ 1 fluorescent gilet/pers,
- ➔ 1 towing rope (10 meters),
- ➔ 1 first aid kit,
- ➔ 1 seat belt cutter accessible,
- ➔ 1 foil survival blanket per person,
- ➔ 1 SmallTrack,
- ➔ 1 GPS ERTF.

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

13P7 - RETIREMENT

Conform to article 13P7 of the AFRICA ECO RACE Supplementary Regulations.

14P – IDENTIFICATION

Conform to article 14P of the AFRICA ECO RACE Supplementary Regulations.

15P – ADVERTISING

Take reference to article 15P of the AFRICA ECO RACE Supplementary Regulations.



- 1 – 2 Rally plates, 43 x 22 cm, at the front and rear of the vehicle
- 2 – 2 organisers advertising panels, 50 x 52 cm. For T3/SSV: panels 35 x 24 cm
- 3 – 2 race number plates, 50 x 52 cm: on each side
- 4 – Windscreen « sun » visor strip 120 x 10 cm

16P – SCRUTINEERING AND ADMINISTRATIVE CHECKS

16P1 – GENERALITIES

Conform to article 16P1 of the AFRICA ECO RACE Supplementary Regulations

16P2 – ADMINISTRATIVE AND TECHNICAL OBLIGATIONS

Conform to article 16P2 of the AFRICA ECO RACE Supplementary Regulations.

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.

18P – START 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.

20P – OFFICIAL ITINERARY

The following of the itinerary, as described in the electronic road book is compulsory.

Vehicles must follow the entirety of each stage on pain of disqualification. They may not avoid a stage and then return to the race, unless they make a specific request to the Clerk of the Course. 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 + sealing of the vehicle until the finish time control of the next bivouac.
- ➔ 4th infraction: disqualification.

22P – ROAD BOOK

The electronic road book is downloaded in the ERTF UNIK2 GPS.

The road book of the day will be visible by unlocking the GPS code posted every night.

23P – SPEED CONTROL ZONES

23P8 - CONTROL PROCEDURE

23P8.1 - Throughout the Rally, crews are responsible for the correct functioning of their SMALLTRACK 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 disqualification, to be decided upon by the Sporting Stewards.

25P – TRAFFIC - SPEED

Assistance vehicles must be subject to the controls of the Organization.

26P4 –SPEED LIMIT

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 infringement: 100 €,
- ➔ 2nd infringement: 200 €,
- ➔ 3rd infringement: disqualification.

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

- ➔ 1st infringement: 200 €,
- ➔ 2nd infringement: disqualification.

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 infringement noted will be then transcribed on the notebook at the finish time control, for infringement.

25P5 – CROSSING VILLAGES OR TOWNS

Assistance vehicles must respect the same rules than race vehicles when driving through villages or towns (read ART 25P).

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

- ➔ 1st infringement: 200 €,
- ➔ 2nd infringement: 500 €,
- ➔ 3rd infringement: disqualification.

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

- ➔ 1st infringement: 500 €,
- ➔ 2nd infringement: disqualification.

25P6 – SPEED BIVOUAC / STAGE TOWN

It is forbidden to drive at excessive speed and / or drive dangerously in the area of the bivouac (see art. 3P) or in stage towns, on pain of penalties up to and including disqualification from the race, to be decided upon by the Sporting Stewards.

27P – DRIVER'S CODE

Conform to the article 27P10 of the AFRICA ECO RACE Supplementary Regulations

28P – ACCESSORIES AND NAVIGATION

Conform to the article 28P of the AFRICA ECO RACE Supplementary Regulations

30P – ASSISTANCE

Conform to the article 30P of the AFRICA ECO RACE Supplementary Regulations

Any registered participant receiving assistance or assistance from a person and / or vehicle not registered with the organization will be notified of the exclusion and the non-returnable deposit.

- ➔ It is forbidden for assistance vehicles to intervene on the day's special, on pain of disqualification 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 disqualification 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 disqualification from the race of the assisted competitor.

- ➔ All infractions of the assistance regulations will result in penalties up to disqualification of the assistance vehicle and the race vehicles concerned.

32P - REFUELLING

32P11 – AUTONOMY

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

34P - INSURANCE

Conformed to the article 34P of the AFRICA ECO RACE Supplementary Regulations.



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