



**SUPPLEMENTARY  
REGULATIONS  
BIKE- QUAD**

**#AER24**

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**You must consult:**

The FIM International Sporting Code and its appendix,

The FIM Cross-Country Rallies Regulations (O.80),

The FIM environmental and anti-doping codes.

Website <http://www.fim-live.com/fr>:

Sport, Cross Country Rallies / Official documents / Code and regulations on the web site FIM :

[Cross-Country | FIM \(fim-moto.com\)](http://www.fim-moto.com)

# 1. PUBLICATION

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The “Moto Club du Desert” is organising, in conjunction with SARL OCT, the fifteen Cross Country Rally named for 2024 the “AFRICA ECO RACE, an international event to be held in December 30<sup>th</sup> 2023 to January 14<sup>th</sup>, 2024, on behalf of the Federation Française de Motocyclisme and of the ASN's of the country to be crossed: Morocco, Mauritania and Senegal.

The event will be held in accordance with the FFM Sporting Codes and of these current Supplementary Regulations.

This regulation has received the FFM organization consent N° 3.

The documents, publications of the organizer as well as the specific regulations will be published in French and English.

Approved Supplementary regulations will be published on the organiser website and a printed version will be given at the administrative checks.

In case of discrepancy or conflict between the two texts concerning the interpretation, the French text prevails.

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

All additional provisions of a technical or organisational nature not contained in these Supplementary Regulations will be announced by means of a numbered, dated and signed addendum (bulletins). Such bulletin will form an integral part of the Supplementary Regulations and shall be posted on the official notice board of the Rally. They will also be communicated during the riders' briefing and the riders will be notified in the shortest time practicable with signature.

# 2. ACCESS

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## START

Nearest airport: Nice

Nearest town: Menton

## ARRIVAL

Nearest airport: Dakar

Nearest town: Dakar

# 3. HONOUR COMMITTEE

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Does not apply

# 4. ORGANISING COMMITTEE

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Sporting Director:

General Coordinator and Logistic:

Moto Club du Désert President:

Anthony SCHLESSER

Régis SELLIER

# 5. PERMANENT SECRETARIAT

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From Monday to Friday, from 9.00AM to 1.00PM and from 2.00PM to 6PM.

E-mail : [concurrents@africarace.com](mailto:concurrents@africarace.com)

GSM: +377 6 40 62 86 03

Website: [www.africarace.com](http://www.africarace.com)

# 6. LIST OF OFFICIALS

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Office	Name	Nationality	License #
Président du Jury	RIDA SBAI LARBI	MAR	16841
Jury Members	Nelson CORREIA	POR	16082

	Kamel BEN HALIMA	TUN	16430
Clerck of the Course	Chamseddine ZEMZEMI	TUN	14276
Technical Steward	Patrick THEVENARD	FRA	15800
Competitor Relations Officer (CRO)	Mariagiulia PADOVANI	ITA	
Event Secretary	Anne POINSOT	FRA	
Chief Medical Officer	Philippe VALERO		
Opening cars	José SERVIA & Fina ROMAN	ESP	

Any person who is part of the organization and holds a license issued by FFM or FIM except the Jury Members, will be authorized to make a report to the Race Direction

## 7. EVENT PROGRAM

November 1 <sup>st</sup> , 2023	Closing of entries
December 29 <sup>th</sup> & 30 <sup>th</sup> , 2023	Administrative and technical checks, Menton – France, Rondelli stadium Parc Fermé in Monaco – Monaco
December 30 <sup>th</sup> , 2023 – 7PM	Official ceremony at Monaco
December 31 <sup>th</sup> , 2023	Boat embarkation in Sete - France of all the vehicles and participants registered 1 <sup>st</sup> Jury's Meeting Posting of the pilots allowed to start and starting list of the 1st stage
January 1 <sup>st</sup> , 2024	Compulsory general briefing Compulsory GPS ERTF Training
January 2 <sup>nd</sup> , 2024	Disembarkation at Nador – Morocco
From January 2 <sup>nd</sup> to 14 <sup>th</sup> , 2024	12 stages across Morocco, Mauritania and Senegal
January 7 <sup>th</sup> , 2024	Resting day in Dakhla – Morocco
January 14 <sup>th</sup> , 2024	Arrival at the Lac Rose – Senegal Prize giving ceremony at the Lac Rose – Senegal Boat embarkation of the vehicles at Dakar harbor - Senegal

### 7.22 – OFFICIAL NOTICE BOARD

All the official informations will be posted on the official board and downloaded on Sportity. The sportity code will be confirmed later on.

December 29 <sup>th</sup> & 30 <sup>th</sup> , 2023	At the administrative checks, at Menton
January 1 <sup>st</sup> , 2024	On the boat, Information deck
From January 2 <sup>nd</sup> to 13 <sup>th</sup> , 2024	At the bivouac, catering area
January 14 <sup>th</sup> , 2024	At the rally hotel, KING FADH PALACE - Dakar

All the results and information of the rally will be on the Live website : [www.africarace.com](http://www.africarace.com).

### 7.23 – BRIEFING

1. A general briefing, with all the competitors and services, will be held on the boat, March 13<sup>th</sup>, 2023. The presence of at least one crew member is compulsory on pain of a penalty of 100€ and a penalty of 15 minutes at the discretion of the College.
2. During the rally, a briefing will be held every evening at the bivouac in the catering area :
  - 1<sup>st</sup> bivouac, January 2<sup>nd</sup>, 2024 : 8PM,
  - Other days: 7PM.

### 7.24 – BIVOUAC

1. 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.
2. Servicing in a closed and/or private place is not authorized, on pain of penalties to be decided upon by the Sporting Stewards (Jury).
3. After having checked in at the time control at the end of the leg, pilots or team members may take race machines out of the bivouac for refuelling, cleaning or for testing. All tests must be done outside of the route of selective sections. **The "tracking" must be permanently connected and helmet must be worn.**
4. It is forbidden to circulate at excessive speeds (more than 20km/h) and/or to drive dangerously in the bivouac area, on pain of penalties up to and including exclusion from the race, to be decided upon by the Jury.
5. **At the bivouac, on parked machines, it is forbidden to turn the motors on, on pain of penalty at the discretion of the Jury.**

## 7P25 – OFFICIAL TIME

1. In France and in Morocco : Time GMT + 01 :00 means same time France & Morocco
2. There will be a change of time, January 8th 2024, when crossing Mauritanian border : -1 hour
3. In Mauritania and Senegal : GMT +0 (-1 hour compared to France)

# 8. RIDERS

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## 8.1 – ENTRIES CONDITIONS & RIGHTS

1. The rider enters the AFRICA ECO RACE in full awareness of the risks that he/she may take by participating in this event. He undertakes to take all precautionary measures to avoid any accident and assumes responsibility for any damage he may cause, by his own doing, to the equipment or even to others during his participation in the AFRICA ECO RACE 2024.
2. The rider releases in advance the Organisers and the Officials from any criminal or civil responsibility in the event of a physical or material accident as a result of participating in the 2024 AFRICA ECO RACE.
3. The competitor submits himself to the sporting jurisdictions specified in the FFM Sporting Code and the Regulations of the event.
4. The AFRICA ECO RACE Cross Country Rally is open to machines adapted to “Cross-Country” use and complying with the norms imposed by the French Highway Code and the FIM technical Regulations for Cross-Country Rallies and to the Supplementary Regulations and its appendix.
5. All machines must be registered and hold a log book (certificate of registration). All temporary registrations are forbidden (customs laws).
6. All technical modifications are forbidden unless expressly authorized by the supplementary regulations for the category or group in which the motorcycle is entered.
7. It is for each competitor to prove to the scrutineers that his motorcycle conforms at all times with all race regulations as well as those of the Vienne Convention, relating to vehicles travelling on public roads.
8. By the fact of entering, the rider undertakes to:
  - a. Respect the current regulations,
  - b. Respect the laws in force in the countries crossed by the rally,
  - c. Respect the environment and throw any waste in the areas provided for this purpose,
  - d. Guarantee the accuracy of the information given on machines and riders,
  - e. Present at any time his / her machine complying with the regulations,
  - f. Be in possession of all the necessary administrative documents and be solely responsible for their validity.
  - g. Subject only to the sporting jurisdictions specified by the International Sporting Code and the FFM Code of Discipline and Arbitration, as well as to the provisions of these special regulations, technical regulations, assistance and their annexes, as well as to decisions the Clerk of the Course and the Jury.
9. To be registered on the AFRICA ECO RACE, any person of any nationality over 18 years old, must be in possession of the FIM 2024 Cross-Country Rallies World Championship license (annual or single event), issued by their National Federation.
10. Any copy or statement of loss or theft of the above-mentioned rider's driving license will not be accepted as it does not legally substitute the possession of a driving license conforming to the capacity of the motorcycle.
11. The Organising Committee reserves the right to refuse the entry of any competitor.

## 8.2 – ENTRY FORMS

1. Anybody wishing to take part in the event must register online on the website: [www.africarace.com](http://www.africarace.com)
2. To be valid, registration application must be accompanied by the amount of the entry fees and copies of their documents.
3. Complying with deadlines is imperative, whether it regards payments or information and / or documents to be sent to the organization. Organizers disclaim any responsibility for administrative complications if required information has not been provided on time.
4. Applications are one a “first come, first serve” basis.
5. The rider releases in advance the Organisers and the Officials from any criminal or civil responsibility in the event of a physical or material accident as a result of participating in the 2024 AFRICA ECO RACE.

## 8.3 – RACE ENTRY FEES

Entry fees for a pilot and its machine, with Organizer's advertising, are as follows:

	Registration before 15/06/2023	Registration before 15/09/2023	Registration before 1/11/2023
BIKE Pilot + Bike	10 000 €	11 500 €	12 000 €
QUAD Pilot + Quad	11 000 €	12 600 €	13 200 €
MOTUL XTREME RIDER Malle Moto : in extra		1 200 €	

#### Race entry fees including:

- Official start ceremony,
- Boat transport to Morocco of each passenger, in an interior cabin, to share with 3 other person, 2 nights onboard,
- Boat transport two-ways of the vehicle Europe/Morocco & Dakar / France,
- Meals during the boat crossing, at the self-service,
- Customs formalities,
- Bivouacs in Africa,
- Accommodation on bivouacs (breakfast, packed lunch, dinner) and lunch at the Lac Rose,
- Prize-giving ceremony at Lac Rose,
- The rally's t-shirt,
- Sum up of the rally,
- Photo gallery free of rights,
- 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

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 1st, 2023.

The final list of crew members must be confirmed before November 1st, 2023.

#### Penalties after November 1st, 2023 in case of :

1. **Any changes of name or vehicle:** Any changes to the list made after the entries closure date will incur additional fees of 300 €/change.
2. **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 1st, 2023

## 8.4 – SECURITY DEPOSIT

1. For each machine and service 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:
  - a. 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.
  - b. **Obligation to sign a waiver if a participant leaves the rally.**
  - c. Obligation to respect the customs formalities of the crossed countries.
  - d. Obligation to return the equipment given temporarily to the competitors during the event.
  - e. 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.

- f. Obligation to discharge the organisation of all fees (such as: accommodation, other return journey than planned, miscellaneous fees etc.).
  - g. Obligation to respect safety rules during the event.
  - h. **Obligation to respect the chief doctor decisions.**
2. 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.
  3. **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.**
  4. Nota: Any non-payment of the deposit entails the interdiction to compete for the AFRICA ECO RACE:  
Amount of the deposit for each machine and/or service crew : 1 000 €uros

## 8.5 – ASSISTANCE ENTRY FEES

	Registration Before 15/06/23	Registration Before 15/09/23	Registration Before 1/11/23
<b>VEHICLE* : -2,8m high / -7m long</b>			
Vehicle + 2 persons	13 000 €	15 000 €	15 600 €
<b>VEHICLE* : +2,8m high / -9m long</b>			
Vehicle + 2 persons	14 500 €	16 700 €	17 400 €
<b>EXTRA PERSON</b>	5 000 €	5 700 €	6 000 €
<b>FLAT TRAILER*</b>			
-7m long, towed by a vehicle -2,8m high		2 000 €	
-9m long, towed by a vehicle +2,8m high		3 000 €	
<b>CLOSED TRAILER*</b>			
-7m long, towed by a vehicle -2,8m high		3 000 €	
-9m long, towed by a vehicle +2,8m high		4 000 €	
<b>*EXTRA METER LONG</b>		700 €	

### Fees including :

- Official ceremony,
- Boat transport to Morocco of each passenger, 2 nights, in an interior cabin, to share with 3 other person
- Meals during the boat crossing, at the self-service up to 100€,
- Boat transport two-ways of the vehicle Europe/Morocco & Dakar / France,
- Customs formalities,
- Bivouacs in Africa,
- Accommodation on bivouacs (breakfast, packed lunch, dinner) and lunch at the Lac Rose,
- The rally's t-shirt,
- Photo gallery free of rights,
- Prize-giving ceremony at Lac Rose,
- 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

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 1<sup>st</sup>, 2023.

The final list of crew members must be confirmed before November 1<sup>st</sup>, 2023.

## PENALTIES AFTER NOVEMBER 1<sup>ST</sup>, 2023 IN CASE OF

Changes of name or vehicle:

1. Any changes to the list made after the entries closure date will incur additional fees of 300 €/change.
2. 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 1<sup>st</sup>, 2023

## 8.6 - TRANSPORT

### MACHINE – ASSISTANCE VEHICLE

1. Boat transport two-ways of the machines are included in the entry fees.
2. **During boat crossing Dakar / Europe, bikes must imperatively be loaded and transported in the service vehicle (s) of the rider.**
3. Machines of the MALLE MOTO category will be loaded on the organization trucks. **Riders must provide strap.**
4. All the vehicles will be measured at the checks. In case of different dimensions compared to those declared:
  - a. Participants must pay the additional cost due to new dimensions found, only in cash
  - b. The organization cannot be held responsible if the vehicle cannot be loaded because of lack of space on the rally boat Europe / Morocco
5. Vehicles that are not presented for boarding at the given time will be refused
6. 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
7. 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.**
8. Assistance vehicles must in no case measure more than 4.20m high (including the gallery), otherwise they will not be able to board the boat.

### RIDER – PERSON IN ASSISTANCE

The boat transport of the pilot and the person(s) registered in Assistance for Morocco, in a quadruple cabin (to be shared with 3 other people) for 2 nights is included in entry fees.

## 8.7 – PAYMENT

Payments for entries must be made by SWIFT bank transfer.

Bank reference are mentioned on the invoice.

Competitors must write the entry references on the bank transfer (Name or Team name).

### 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.

Start will be refused to any riders that have not been paying in full as well as the deposit.

## 8.8 – ENTRY REFUSAL – WITHDRAWAL – NO SHOW

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

- in case of cancellation made before September 15th, 2023 = **1.000€** administration costs retained per bike/quad, 1500€ for each service vehicle

- in case of cancellation made on September 15th, 2023 and after = **100% of the amount paid 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). 1.500€ per bike/atv.

After the administrative and technical checks, all crew refused to start for non-administrative or technical conformity will be entitled to any reimbursement of their entry fees.

## 8.9 - CANCELLATION OR RESCHEDULING OF THE EVENT

If the start of the Rally is delayed/postponed, the Organiser will inform the new race calendar by official means.

The Organiser will automatically transfer entries to the new dates of the current edition. These entries do not presume the competitor's actual participation in the postponed edition, which remains subject to the usual rules. In any case, participants will not be able to claim any compensation.

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, pandemic etc... Organiser will be liable only for funds paid.

The amounts received by the Organizer will be refunded no later than March 1<sup>st</sup>, 2024 or postponed for the next edition, at the choice of the competitor.

## **9 – PARTICULAR CONDITIONS OF VISITED COUNTRIES**

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### **9.1 - PASSPORT**

It is compulsory to have:

1. A passport valid till July 31st, 2024.
2. 2 blank pages in your passport.

### **9.2 - VISAS**

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

#### **Mauritanian Visa**

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

#### **Senegal Visa**

If you are nationals of KAZAKHSTAN, KYRGYZSTAN or CHINA, you need a disembarkation. The organization will take care of the administrative formalities (120 €/pers.)

### **9.3 - VACCINATION**

1. Yellow fever: Recommended, not compulsory
2. Protection against paludism: A preventive treatment is recommended

### **9.4 - CUSTOMS**

A specific information will be sent.

### **9.5 - DRIVERS' CODE**

#### **GENERAL BEHAVIOR**

1. Competitors and crews must behave with respect both on the route and with regard to:
  - a. citizens in the countries that are travelled through,
  - b. other competitors,
  - c. the organizers and sporting stewards.
2. Any impoliteness which is proven will be subject to a penalty of €500.
3. Any incorrect, fraudulent, or unsporting action carried out before or during the event by the competitor or crew members of the service team (see art.14.1.1) will be judged by the Jury, who may impose a penalty which can go as far as exclusion or allow an organizer to refuse the entry of the incriminated competitor(s) or to refuse them the start.
4. 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 exclusion 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.

# 10. CATEGORIES AND CLASSES

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## 10.1 – ELIGIBLE CATEGORIES AND CLASSES

Category 1	450 cc
Category 2	Quad Group G/ Quad Racers: Propelled by the action of two wheels (2 wheel driven). Group H/ Quad Racers: Propelled by the action of four wheels (4 wheel driven)
Category 3	+ 450 cc
Category 4	Open
Category 5	+650cc to 1000cc multicylinder
Category 6	Over 1000cc multicylinder
Category 7	Experimental
Class 1	Female
Class 2	Junior
Class 3	Veteran's
Class 4	Malle Moto / Motul Xtreme Rider
Class 5	Rookie Rider by Acerbis

### OPEN category

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

# 11. IDENTIFICATION

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## 11.1 – BRACELET

Access to the rally is exclusively reserved for people who have a 2024 AFRICA ECO RACE identification bracelet, and who have completed and paid in advance the entry fees.

The pilot will be recognisable by means of an identity bracelet.

Any breach noted by an official may result in a cash penalty equivalent to 10% of the sum of the entry fee.

The emergency number HQ will be written on this bracelet: +33 1 83 73 55 54

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

## 11.2 – MARKING OF THE MACHINES

- In all categories: the frame, the engine (and the spare engine) and silencer system.
  - The machine and the rider are associated by a race number and will be identified by marks at scrutineering.
  - The frame is considered as all welded parts around the motor, supporting the steering column and supporting the rear suspension.
- The absence or falsification of identity markings (stamps, paint or wire seals) will result in penalties up to and including the exclusion of the rider from the race. Sanctions may be demanded to be imposed by the rider's national federation.
- Any change of engine will have to be told to the Race Director and the Technical Scrutineer.

## 11.3 – CHANGE OF ENGINE AND NUMBER OF ENGINE

Any change of engine must be indicated to the Clerk of the Course or the Technical Steward/FIM Technical Director, at the latest before his start, on pain of a penalty of 60 minutes.

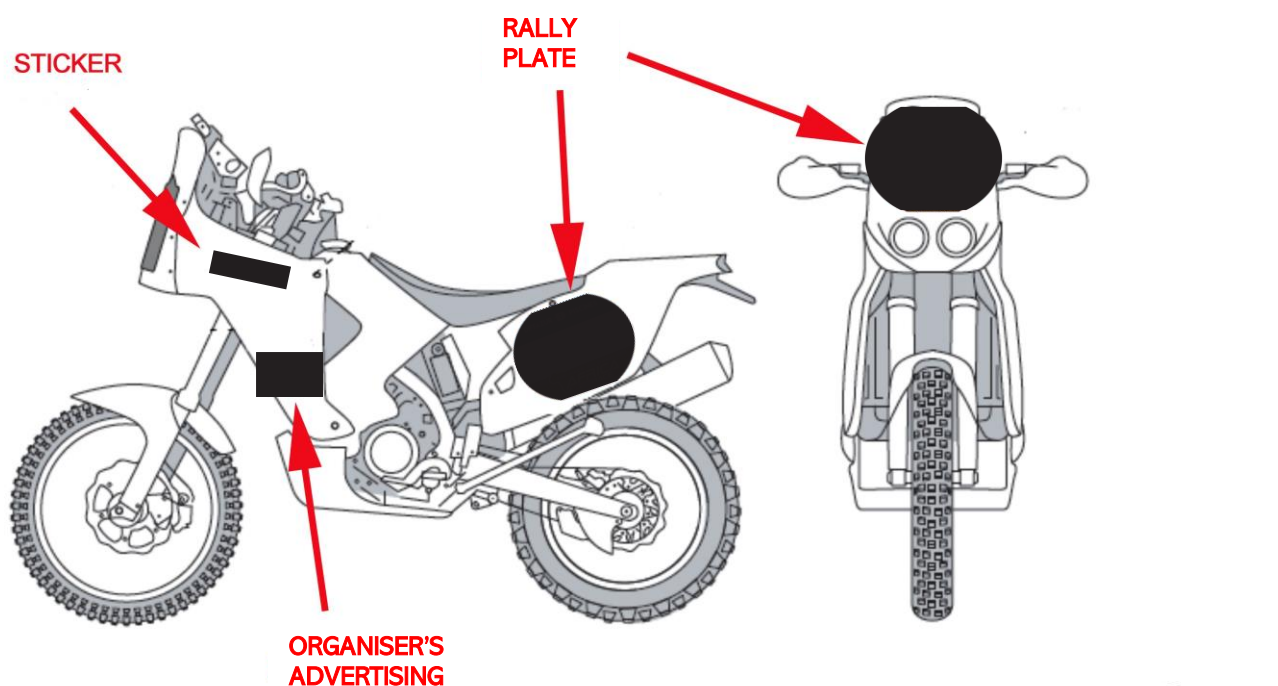
Changes of engine during the Rally are free, in quantity, but a time penalty will be applied as follows:

- 1<sup>st</sup> change: 15'
- 2<sup>nd</sup> change: 45'
- 3<sup>rd</sup> and following change: 120'

The spare engine(s) must have identical technical specifications and must be marked by the Technical Stewards during the first technical inspections, for use during the entire duration of the event. The number of engines presented at the preliminary technical inspection is free.

## 12. ADVERTISING

1. Competitors are allowed to affix any kind of advertising to their machines, provided that:
  - a. it is authorized by the FIM Regulations and the legislation of the countries crossed;
  - b. it is not likely to give offence;
  - c. it does not encroach upon the spaces reserved and defined here.
2. Competitors must ensure that the advertising is properly affixed throughout the running of the Event. If compulsory or optional advertising is absent or wrongly fixed, a penalty of 10% of the entry fee will be incurred for the first offence, and 100% of the entry fee for each repeated offence.
3. 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.
4. The race numbers bib and all the plates will be given at the scrutineering. They may not be cut or modified.
5. It will be possible for competitors to produce their own stickers for their Vehicle/Machine, by requesting the PDF from the organisation beforehand. They will be given to them after validation of the official entry list.
6. In case of the bib not fixed properly, a penalization which can go up to a exclusion, at the discretion of the sporting steward will be applied.



1 front rally plate 27 x 20 cm, compulsory (Malle Moto : race number on a red background).

2 side rally plates on the back side 27 x 20 cm, compulsory (Malle Moto : race number on a red background).

2 organiser's advertising panels 8 x 12 cm, compulsory, front side.

2 sponsor panels 5 x 7cm, compulsory, front side.

1 bib, 26 x 30 cm, compulsory (Malle Moto : race number on a red background).

## 13. RACE NUMBERS - STARTING ORDER

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

### 13.1 – MINIMUM INTERVAL BETWEEN THE LAST MOTORCYCLE AND THE FIRST CAR

For all the stages, a minimum interval of 30 minutes will be respected between the ideal starting time of the last bike / quad and that of the first car at the start of the stage and of the Selective Sector.

Under no circumstances will a rider be allowed to start once the first car is in the race.

### 13.2 – START ORDER

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

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

The starting orders will consider only the times obtained in the selective sections which will be added the penalties that a competitor has incurred for infringement (missed PC, missed waypoint, speeding, unfair behaviour) committed during the selective section. In case of ex aequo, the start will be given by order of the race number.

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

### c) Mass starts

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

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

d) Every evening at the bivouac, the starting order of the first 30 will be posted at 9.00 pm. Competitors who did not arrive by 11 pm will start after the others, in function of their penalties, 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.

e) 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.

A different starting order may be decided by the Members of the Jury on the proposal of the Clerk of the Course.

## 14. ROAD BOOK AND NAVIGATION

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1. The route will remain secret until the road book is given to the pilots, at least 1 hour before (depending of the modifications quantity), at the Bivouac CH of the day.
2. The modifications made by the opening car will be submitted at least 1 hour before (depending on the number of modifications) the delivery of the color road-book, at the CH Bivouac.
3. Before and during the AFRICA ECO RACE, it is prohibited to competitors who are entered or who are likely to enter to carry out or to have carried out the slightest reconnaissance of the route giving even a minor advantage. Only the Road book notes of the considered leg will be allowed inside the vehicle. Maps are allowed inside the car with the exception of photographic satellite maps. Competitors who do not respect these rules will be refused a start or be excluded from the race.
4. No information concerning the route has been and will be divulged to anybody until the end of the event, with the exception of the communications issued to all the competitors.
5. The distance of the legs will be given to the competitors from November 15<sup>th</sup>, 2023.
6. All pilots will receive a road book color for each leg.
7. 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 ...).
8. The road book for the first leg will be issued on the boat, on January 1<sup>st</sup>, 2024.

### 14.1 - ASSISTANCE

A machine has to move by its own means.

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

In control zones, these actions will be penalised:

1. Zone at the start of a leg or/and at the start of a Selective Section: start refused,
2. CP zone : 5 minutes,
3. CH zone : 15 minutes (except in the case art.16).

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

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

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

**The transporting of a pilot by helicopter or aboard any other means of transport during all or part of a leg will result in exclusion from the race.** The pilot may continue on the rally out of the classification. In this particular situation, he may not pretend to get a prize.

#### **14.1.1 – AUTHORIZED ASSISTANCE**

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

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

Each competitor is responsible for his assistance and vice versa. Racing competitors are responsible for the behaviour of the assistance enrolled by them.

A competitor may be temporarily or permanently deprived of his assistance vehicle and the equipment it is transporting, depending on the seriousness of the offenses committed by it (see Assistance regulations).

Assistance is authorized

**1. On the route of a Selective Section :**

By a vehicle of the assistance category, after the closing of the finish control of this Selective Section and only after having notified and received the agreement of the Race Direction and the PC.

**2. On the route of a Road Section :**

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

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

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

**4. At the Bivouac, after the Start of the Selective Section :**

- a. Once the Vehicle has taken the Start of the Selective Section, assistance at the Bivouac (under conditions described in point 3) is authorized providing the Vehicle does not return to the Bivouac in the opposite direction to the Rally itinerary.
- b. Where there is only one track, returning to the Bivouac is forbidden, on pain of Exclusion.
- c. In the case of off-track, for safety reasons and so as not to meet Vehicles coming in the other direction, Competitors must move away from the tracks to the bivouac, without incurring penalties.

**5. Crossing itineraries :**

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

**6. Authorized zones :**

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

**7. At the bivouac :**

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

#### **14.1.2 – FORBIDDEN ASSISTANCE**

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

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

1. Transport of the racing machine on a part or on the hole itinerary will result in an immediately exclusion.
2. Transport of spare parts, assistance by a vehicle other than a car, motorcycle or truck officially entered as competing or assistance.
3. The leaving or parachuting of spares parts, tools, persons and fuel.
4. Assistance outside the bivouac, on each leg, except refueling at petrol stations.
5. Any assistance in a closed area, even if this area is on the bivouac. A tent is not considered as a closed area.
6. All aerial assistance that is not controlled by the organization (All presence during a leg of aircraft having onboard a person connected in any way with a competitor).

7. The presence of any sort of transport not controlled by the organizers (car, motorcycle, plane, helicopter, etc.) on the course the same day or a few days before the rally will result in the immediate exclusion of all participants having any connection with this vehicle.
8. Transport of assistance material (spare parts etc ...) in private planes or organisation plane.
9. Assistance vehicle on the racing itinerary (road sections and selective sections) when the assistance itinerary is different.
10. During the resting day, assistance carried out by a non-accredited person.
11. The use of an assistance vehicle on the route of a selective sector (except in the case Art; 14.1.1).
12. Assistance by a vehicle non-accredited by the organization.
13. **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.**

## **14.2 – ELECTRONIC SYSTEM & NAVIGATION**

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

### **14.2.1 – SATELLITE TELEPHONE, GSM, DIGITAL TABLET, GPS WATCHES**

1. For safety reasons, the presence of an Iridium satellite telephone and/or a GSM phone is authorised.
2. The smartphones are tolerated only if they do not possess additional cartographic/geo-localisation applications. Spot checks will be made.
3. Digital tablets as well as GPS watches are strictly prohibited.
4. Checks may be carried out either on the Machines / Vehicles or on the Drivers / Competitors. Any offense will result in the penalties provided for in Article 14.2.1.
5. Attention, network coverage may be very weak in places. It is preferable to be equipped with an Iridium satellite phone.
6. 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.
7. On Selective Sections, the telephone must remain switched off. Only in case of problems may telephones be used, ONLY with the machine stopped, to signal a withdrawal, an accident or a breakdown. Beforehand, the pilot will have to inform the Race Control (PCO) of their situation via their IRITRACK.
8. These telephones may be used only machine stopped, only on Road Sections.
9. During Selective Sections, no transmissions (to or from the machine) of the type SMS, MMS, or data is authorised. All equipment (data cables, infra-red, Blue Tooth, Wi-Fi or others) is forbidden.
10. Only the mode telephone is authorised.
11. **All infractions will result in penalties up to and including Exclusion.**

### **14.2.2 – RADIOS AND TRANSMISSIONS**

1. Only the following aerials will be authorised:

- for the race GPS, supplied by the Organiser's supplier;
- Iridium linked to the IRITRACK and supplied by the Organiser's supplier;

To the exclusion of all other type of aerial, linked or not, of type Standard C, D+, M, mini M, Argos, radios, telephones, etc. All infractions may result in Exclusion from the Race.

#### **2. Radios**

Only Walkie Talkies operating on one single frequency, used within the confines of the Bivouac are admissible. If they are not provided by the Organization's radio provider (Marlink), requests for authorization must be made to the authorities of the countries crossed and the frequencies used must be transmitted to the Organizer.

#### **3. Satellite links**

All satellite links or other links between a racing Machine/Vehicle on a Selective Section and an exterior base or another Vehicle, other than the IRITRACK 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 Exclusion, with the exception of IRITRACK and Sentinel.

### **14.2.3 - NAVIGATION**

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

Smartphones are tolerated if they do not have additional mapping / geolocation applications. Unannounced checks will be made.

Tablets and GPS watches are strictly prohibited.

### **1. G.P.S. UNIK2 (compulsory on machine)**

The mounting of a GPS ERTF UNIK2 of a single model, excluding any other type of GPS, supplied by the organisers' suppliers is compulsory.

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

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

### **2. GPS compass heading, speed and odometer repeater (optional)**

Only equipment from ERTF may be fixed to the GPS UNIK2. 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.

### **3. Tripmeter (odometer) - free model**

A distance counter linked uniquely to the rotation of the wheels.

This equipment must not be linked to any other piece of equipment making the use of this information by another piece of equipment possible.

The "odometer" function of the single GPS cannot be considered as a trip meter and therefore cannot take its place.

### **4. Odometer of the GPS Unik2 (function of the GPS Unik2)**

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 UNIK2.

### **5. Magnetic or electronic compass of the competitors' choice (optional)**

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

### **6. Generalities**

- a. The use of GPS points other than those supplied by the organisers for AFRICA ECO RACE is forbidden.
- b. Each piece of equipment, apart from the GPS Unik2, may perform only one function (compass, odometer etc.) with the exception of the odometer function of the GPS Unik2.
- c. Only the linking of the GPS and the GPS compass-heading (unique models) are authorised.
- d. 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.
- e. The carrying or possession of any system not explicitly described in these regulations is forbidden, and notably all computer systems, electronic navigation aids, computerized map positioning systems, computerised maps scanners or storage devices.
- f. All linking of communication of whatever kind (cable, radio, infra-red, etc.) of different pieces of equipment is forbidden. External communications are also forbidden.
- g. The presence on the machine of all non-justifiable wiring is forbidden (electricity supplies, aerials, pick-ups etc).
- h. 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 may result in exclusion from the race.**



In the case of doubt concerning the functions of equipment authorized but of the competitors' choice, their transport may be forbidden.

#### 14.2.4 – ONBOARD CAMERA

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 according to the needs of the Organization. Any refusal will be penalized at the discretion of the Jury.

These cameras will be fixed:

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

Type	Numbers	Power requested	Weight	Dimensions	Battery power
GoPro Hero 4 Black avec valise	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)

## 15. FUEL / AUTONOMY

### 15.1 - AUTONOMY

On selective sectors, the organization will organize a refuelling every 250kms maximum.

Each rider is responsible for the calculation of their autonomy, they cannot under any circumstances fault the Organization if their vehicle does not cover the minimum distances, whatever the nature of the terrain.

For security, an additional autonomy of 10% is required.

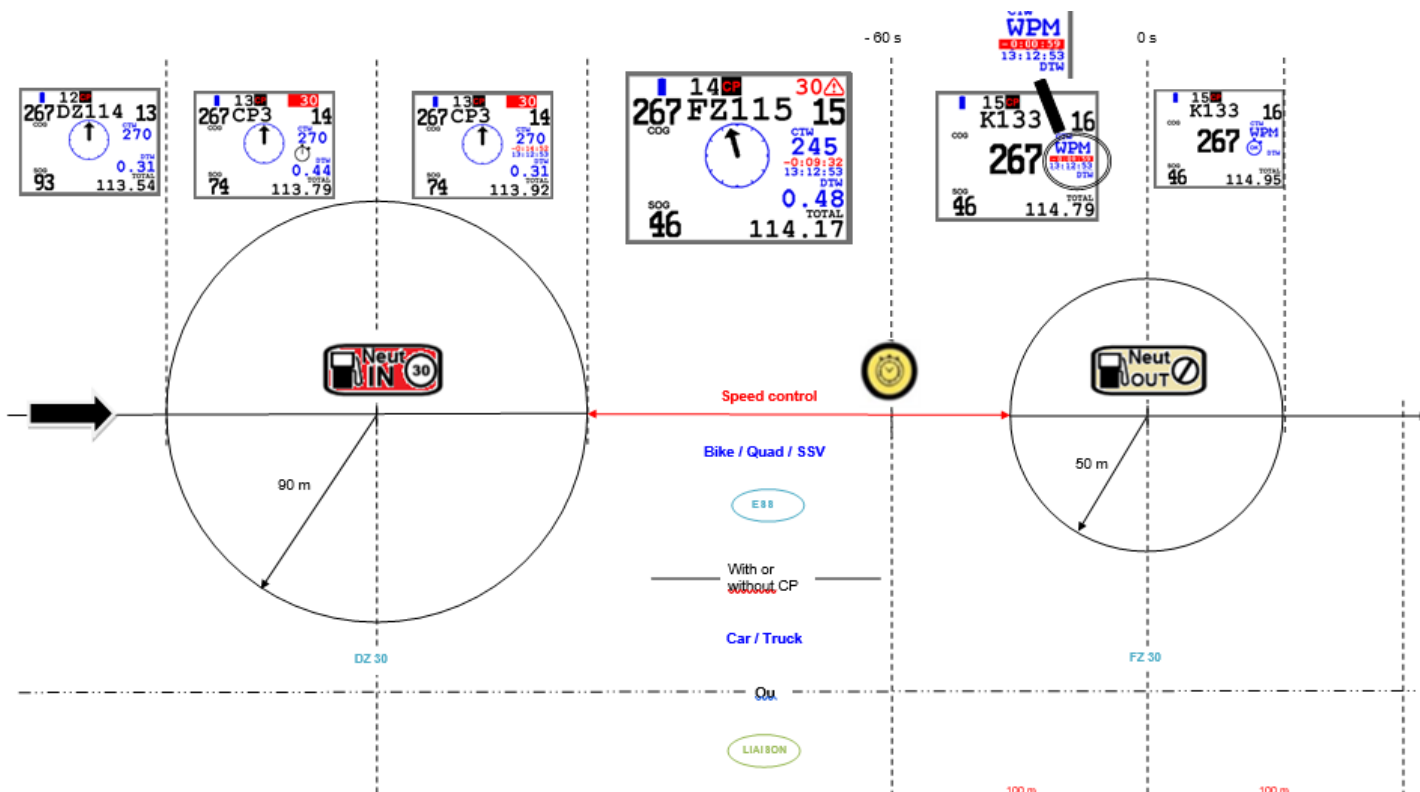
For liaisons, the authorized petrol stations for refuelling are indicated in the Road Book.

#### Refueling on a selective sector

Refuelling in selective sector will take the form as a 15 minute neutralisation

1. A refuelling, during selective sector, is not included in the entry fees. An order form will be sent by the organization.
2. Each competitor is personally responsible for the calculation of their own autonomy.
3. Refueling in selective sections will take the form of a 15-minute-neutralisation.
4. All competitors motorcycle and quad shall stop in this zone.
5. Refueling shall be done in the order of arrival in the zone.
6. Refueling must be made with the engine stopped.
7. In the refueling zone, mechanical interventions are authorized only if carried out by the rider or another rider in the zone.
8. Competitors will be solely responsible for their checking-in.
9. To check-in, a function of the GPS enables to see:
  - a. their entry time into the zone,
  - b. the remaining neutralization time.
10. Any early exit from the zone will be recorded in the GPS and penalized by periods of 30 seconds (from 1 to 30 seconds early, from 31 to 60 seconds early, from 1 minute 1 second to 1 minute 30 seconds early, etc.).
11. Any early exit will be penalized by 2 minutes per period of 30 seconds.
12. Penalties for exceeding the speed in the refueling zone will be the same ones as the ones applied for a CP safety zone.
13. **Operation of the Refueling Zone on a Selective Section: will be detailed during the compulsory Navigation training on the boat, January 1<sup>st</sup>, 2024.**

Waypoint		Rayon de visibilité	Rayon validation
NEUT IN	Entry neutralisation zone	2000m	90m
NEUT OUT	Exit neutralisation zone	WPE once NEUT IN is validated	50m



## 15.2 - FUEL

1. The organisation will provide, in extra fees, refuelling for bikes and quads on Selective Sections and on bivouacs in Mauritania.
2. On liaison sections, the local petrol station will be indicated in the race and service road book. This fuel must be paid with local money.
3. When there is no petrol station close to the bivouac, the Organizer will make fuel available at the bivouac. 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.

# 16 – TRAFFIC – SPEED LIMITS – CONTROL ZONES – CLOSING THE TRACK

## 16.1 - TRAFFIC

### 16.1.1 - GENERALITIES

1. The machine must comply with the national legal requirements for road traffic of the country in which the machine is registered and with the other standards specified in these Regulations.
2. Equipment in all categories must comply in all respects with the International Convention on Road Traffic.
3. During the course of the race, riders must strictly observe the Highway Code of the countries crossed.
4. Competitors must, in all cases, adapt their driving to the course conditions which change frequently and the greatest attention will always be necessary, whatever the type of course (selective, liaisons, off-road...).
5. In the case of an accident with a third party on a road section, causing injuries or material damage, **the rider must immediately contact the PC Course by any means and as soon as possible**, so that the latter may send the required mean of intervention as quickly as possible.
6. It is forbidden under pain of penalties which may go to exclusion decided upon by the Jury Members deliberately to block the passage of the vehicles, or to prevent them from overtaking.
7. In the event of an infringement of the traffic laws committed by a Rider participating in the Event, Traffic Agents, Judges of Fact or Officials of the Event having noted the infringement must inform the offender there of as soon as possible. Should they decide against stopping or are unable to stop the Rider in the wrong, they may request the application of the penalties provided for, subject to the following:
  - a. That the notification of the infringement is made through official channels and in writing, before the posting of the classification of the Stage during which the infringement was committed;
  - b. That the statements are sufficiently detailed for the identity of the offending Rider to be established beyond all doubt, as well as the exact place and time of the offence;
  - c. That the facts are not open to various interpretations.

## 16.1.2 – CROSSING SPEED CONTROL ZONES

1. 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.
2. 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.
3. 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.
4. In speed control zones, if over speed, a signal will appear on the GPS screen who will indicate the overrunning and register it. The GPS may be controlled at the arrival of the Selective Section or/and at the bivouac CH.
5. Any over speeding recorded by the GPS will be penalised as follows:

### 1st infringement:

- a. up to 20 km/h: 1' x IMP (number of impulsions)
- b. between 21 and 40 km/h: 2' x IMP
- c. more than 40 km/h: 6' x IMP

2<sup>nd</sup> infringement will be when speeding once or several times in another Speed Control Zone. The Number of Speed Infringements (NSI) will be added during the event. From the second offence each pulse signal (IMP) will be penalized as follows:

- a. up to 20 km/h: 1' x IMP x NSI (Number of Speed Infringements)
- b. between 21 and 40 km/h: 2' x IMP x NSI
- c. more than 40 km/h: 6' x IMP x NSI

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

## 16.1.3 – PULSE SIGNAL (IMPULSION)

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

Any over speeding recorded by the GPS will be penalised as written 16.1.2.

## 16.2 – SPEED LIMITS

### 16.2.1 – 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.

On certain road sections, the maximum speed may be limited. Speed limits will be written on the road-book (DZ : Start zone ; FZ : end zone).

Penalties incurred will be identical to those of article.16.1.2.

### 16.2.2 – SELECTIVE SECTOR

On the whole selective section, the maximum speed limit will be of 150km/h.

Penalties incurred will be identical to those of article.16.1.2.

## 16.3 – SPEED CONTROL ZONE

### 16.3.1- DEFINITION

#### 1. Entry of a control zone: DZ

- a. 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". To validate the entry of Zone "DZ" or "DZS", the vehicle must pass at less than 90 m (radius around the Waypoint "DZ"), on pain of penalties for missing Waypoints
- b. 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,
- c. 90m before this GPS point competitors will be informed by their GPS that they are approaching a speed control zone (deceleration),
- d. The 90m after the GPS point is considered as a deceleration zone (zone of tolerance), before entering in the

control zone.

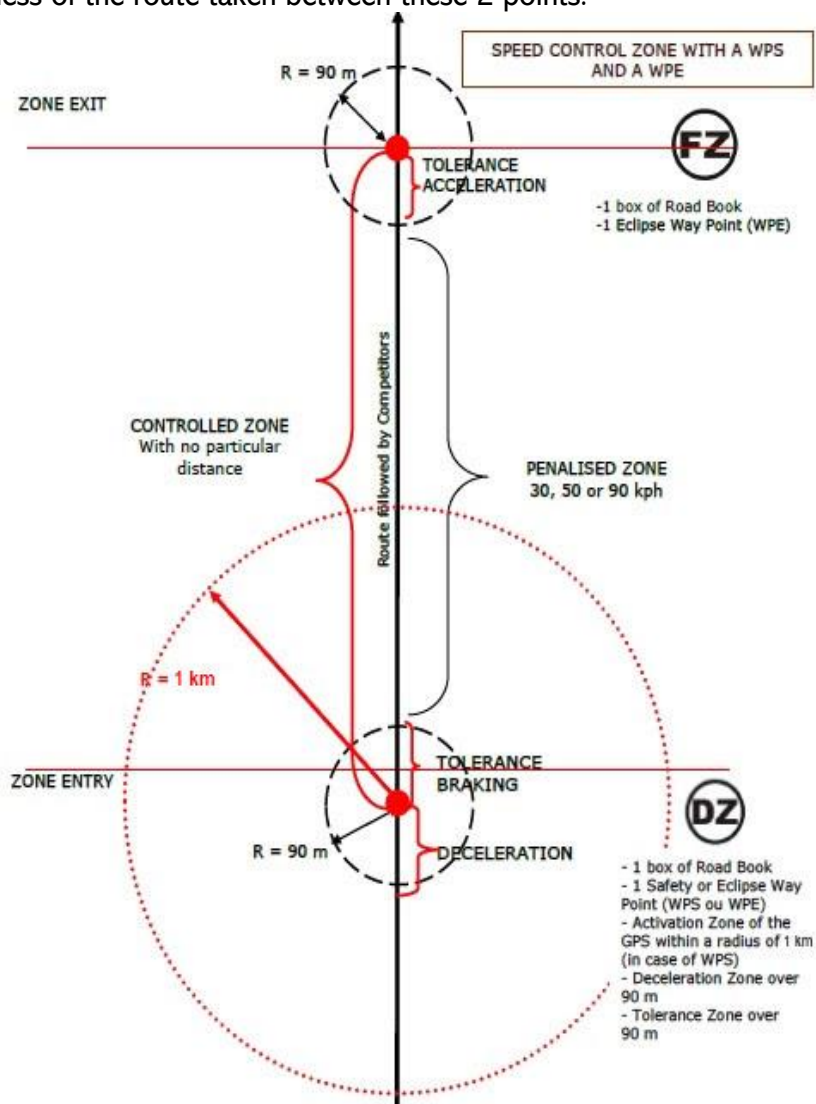
## 2. Speed control zone:

- 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.

## 3. Exit of the control zone: FZ

- The end of a GPS speed control zone will be indicted on the road book by a box marked « FZ ».
- 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.
- An infringement consists of one or more instances of speeding in one and the same speed control zone, defined by a DZ and a FZ. A second infringement will come about when one or more instances of speeding have occurred inside new control zone. In case of a repeated offence during the event, the 3rd infringement (in 3 different zones) may result in penalties that may go as far as exclusion, depending on the excess speed noted, and decided upon by the Jury Stewards.

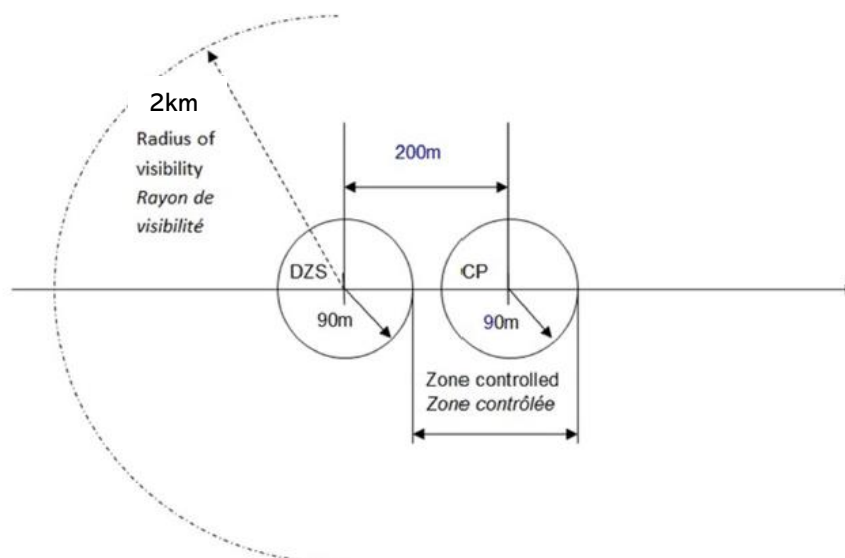
**16.3.2** - The speed of a competitor will be limited to 30, 50 or 90 kph, between the point of entry and the exit point of the zone, regardless of the route taken between these 2 points.



## 16.3.3 – CP SAFETY ZONE

- With the aim of ensuring safety in the PC zone, a "Safety Zone" will be installed at each PC;

2. Speed in the zone will be limited to 50 kph and controlled by the GPS;
3. The speed check will be carried out according to the sketch below;



4. The regulation boards at the entry to the PC zone do not indicate the Start of the Safety Zone (SSZ). Only the information displayed on the GPS monitor(s) will be considered authentic;
5. In case of infringement: see 16.1.2

#### 16.3.4 – CONTROL PROCEDURE

1. Any incident that is the fault of the competitor (loss, destruction, switching off, etc.) and that makes it impossible to read the GPS and/or any attempt at cheating or manipulation will result in penalties to be decided by the Jury Members and may include exclusion from the race. Penalties applied will be identical to those for a crew who have failed to enter the day's code into their GPS.
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 will inform the competitor. The controller will inform the Race Direction of all the infractions.
3. In the case of protest, accompanied by the appropriate deposit, the competitor has half an hour after notification to make written protest to the Clerk of the Course. The GPS will then be dismantled and sealed by a GPS technician in the presence of the competitor (or their representative) before being examined by a GPS technician who will hand his/her report to the Clerk of the Course and to the competitor.

#### 16.3.5 - INFRACTION (SPEED CONTROL ZONE)

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

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

Any absence of validation of a WPT, DZ or FZ will be penalised of 15 minutes.

#### 16.4 – CLOSING THE TRACKS

1. The organisers' « sweeper » vehicles will close the rally track.
2. As it is impossible to guarantee that the sweeper truck will pass by the exact spot where a machine has broken down.
3. It is the competitors' responsibility to indicate their position to the Rally HQ using the blue button of the IRITRACK.
4. The sweeper trucks will pick up competitors whose vehicle has broken down, but will under no circumstances tow the broken-down vehicle.
5. No appeal concerning the consequences of a theft of their machine can be done against the organization.
6. 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.

7. No action may be taken against the organisers in the case where competitors refuse to board the sweeper truck. However, refusal to sign the disclaimer will not result in exclusion from the race.
8. In case of abandonment for mechanical breakdown on the Selective Section, the pilot must wait for the sweeping truck.
9. In no case can the organization ensure the return of the balai before the start of the stage the next day. In this case, the competitor being unable to start the next day on the day's stage, will be penalized in accordance with Art. 21.2.
10. The rider who has re-joined the rally after being picked up by balai can do it a maximum 2 times. At the 3rd time, the rider will be disqualified. He will then have to cross his number and follow the rally by the assistance route.

## **17 – INSURANCE**

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

### **17.1 – THIRD PARTY LIABILITY**

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

#### **RC Organisateur : AQ002754**

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, December 29<sup>th</sup>, 2023. The guarantees will stop, latest, on January, 14<sup>th</sup>, 2024, 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.

Participant undertakes in advance to release the organizers of the AFRICA ECO RACE 2024 from any legal or civil responsibility emanating from any accidents to material or persons during the AFRICA ECO RACE 2024. 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 2024 in Europe, Morocco, Mauritania and Senegal.

Competitors thus enter the AFRICA ECO RACE 2024 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.

## 17.2 – REPATRIATION FOR MEDICAL REASONS

### A - DEFINITIONS

#### A.1 Organizer:

The Organizer has passed assistance / repatriation services, 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.

**ASSISTANCE : AIG 4904597**

#### Beneficiaries:

All the persons registered on the event AFRICA ECO RACE 2024 (Pilots & co-pilots / Assistance / Raid / Officials / Organisation & Press).

### IMPORTANT

Motocycle pilots must have a FIM license (Fédération Internationale de Motocyclisme)

The FIM license automatically entitles you to a repatriation assistance guarantee which provides for the following deductibles:

- CHF 10,000 (€ 9,101) for medical expenses per pilot and per event
- CHF 40,000 (€ 36,404) for repatriation assistance costs to the pilot's country of origin.

The device put in place by the organizer provides for the assumption of expenses included in these franchises.

Beyond these amounts, the assumption of expenses is included in the insurance to which the FIM license gives right.

The organizer, in connection with his broker, manages these different supports.

#### 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 the insurance company.

#### Area of application:

Cover is provided for AFRICA ECO RACE event from December 30<sup>th</sup> 2023 to January 14<sup>th</sup> 2024.

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 medical 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 company insurance 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 the insurance company, 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 company insurance 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 insurance company 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 insurance company medical team, in agreement with the medical team of the Rally, to decide on his transfer or repatriation, insurance company 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 2024

With the prior agreement of its Medical Director and before any repatriation, insurance company 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, insurance company 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, tranquilizers 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.

### 17.3 – PERSONAL 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.

## 18 – ADMINISTRATIVE & TECHNICAL OBLIGATIONS

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Administrative and technical checks will take place on November 29<sup>th</sup> and 30<sup>th</sup> 2023, in Menton – Stade Rondelli.

The rider as well as the registered service crews are all required to submit themselves to the administrative checks.

1/ Each competitor will receive, for this purpose, a convocation specifying the day and the exact time at which they will have to present their machine to the Stewards and Controllers charged with carrying out these technical checks. Failure to respect the convocation times will incur a penalty of:

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

2/ The time of convocation is the time when the pilot must enter the administrative checks. There will be a Time Control (CH) at the entry.

3/ When leaving administrative checks, the rider and his machine will have 30 minutes to get at the technical checks. Any delay of more than 30 minutes at the CH will result in a penalty

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

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

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

- a. 50 € for the 1st hour late
- b. 80 € for the following hours.

The start is refused to any pilot who presents himself to the administrative and / or technical checks beyond the limits envisaged by the Regulations except in case of force majeure, duly recognized as such, by the Stewards.

### 18.1 – EACH RIDER

Each participant will receive a “verification card”, which will be stamped at each stand during administrative checks.

Original documents to be submitted by riders:

1. **A 2024 FIM international license.**
2. Valid national driving licences, corresponding to the category of machine entered.
3. Permission of the owner to use the machine, when they are not part of the crew.
4. Valid log book or registration certificate (provisional registrations not acceptable).

5. Proof of bike or quad insurance valid for France, Monaco and Morocco.
6. Passport valid until 31/07/2024 with 2 blank pages.

Competitor undertakes, on their honour, only to present valid documents.

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

## 18.2 – EACH MACHINE

Only pilots who have passed the administrative checks may present themselves with their machine at the technical checks.

Each pilot may only enter one motorcycle which will be identified and marked at the technical control and he/she may not use the machine of another competitor.

The rider must show at the checks:

1. His machine
2. A valid log book or registration certificate (provisional registrations not acceptable)
3. His security equipment: homologated helmet for international event Europe ECE2205 et ECE22.06, Japon JIST8133.2015, USA SNELL M2015 ou SNELL M2020, his full body armour and airbag with cartridges necessary during all the rally
4. His stickers: plate number and publicity already in place on his machine
5. Accessories of navigation and safety systems must be fixed on the machine.
6. The power supply required for the safety and navigation systems will have to be functional

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

The main circuit breaker of the vehicle must act on the positive but the GPS must be directly connected.

Machines 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 UNIK2, IRITRACK).

**Failure to do so will result in a penalty of 150 € per item or equipment not installed.**

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

All machines 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.

Any vehicle which appears non-compliant or not adapted to the standards of the event during technical verifications, could either have their category changed or be refused at the start (Jury decision).

In the latter case, the entry fees will remain with the organization.

In conformity with Article 2.1.20 of the Code, additional checking of the pilot as well as of the machine may be carried out at any time during the event. At all times during the event, the competitor is responsible for the technical conformity of his machine. The fact of presenting a machine for scrutineering is considered as an implicit statement of conformity.

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

All machines checked will be placed in a parc fermé in Monaco till the Official start, on December 30<sup>th</sup> 2023.

## 19 – CLASSIFICATIONS

The Clerk of the Race bears the responsibility for timekeeping.

a) Penalties shall be expressed in hours, minutes and seconds.

There will be a separate classification for quads.

The final results shall be determined by adding together the times obtained in the Selective Sections and the penalties (incurred during the Liaison Sections, Selective Sections and other penalties expressed in time).

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

b) In the case of ex aequo, the Rider which accomplished the best time for the last Selective Section will be proclaimed winner. If this is not enough to determine the winner, the times of the previous Selective Sections shall

be taken into consideration, except for the Stages where no Selective Section has been run, in which case dead heats will be determined according to the order of starting numbers. This rule may be applied at any time during the Rally.

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

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

d) The official classification of the AFRICA ECO RACE will be posted on the official notice board at the bivouac of MPal, latest 6 hours after the arrival of the 1<sup>st</sup> machine, on January 14<sup>th</sup> 2024. The stage 12 is an exhibition, not counting for the event classification.

**They become definitive 30 minutes after their posting if no reclamation.**

e) There will be separate classification :

Scratch

450 cc

+ 450 cc

Multicylinder : +650cc to 1000cc

Multicylinder : + 1000cc

OPEN

EXPERIMENTALE

Quad

Female

Junior (-25 years old)

Annex : Veteran (+45 ans), MOTUL XTREME RIDER / Malle Moto (transport by the organization exclusively of the pilot stuff), ROOKIE RIDER by ACERBIS

## 19.1 – LIST OF PRIZES

Trophies will be given to the winners during the prize-giving, at the Lac Rose, on January 14<sup>th</sup> 2024.

### GENERAL MOTORCYCLE CLASSIFICATION : 1st, 2nd, 3rd

-450 cc	1st, 2nd, 3rd
+450 cc	1st, 2nd, 3rd
Bicylinder : +650cc to 1000cc	1st, 2nd, 3rd
Bicylinder : + 1000cc	1st, 2nd, 3rd
OPEN	1st
EXPERIMENTAL	1st
QUAD	1st
Female	1st
Junior (-25 years old)	1st
Veteran (+45 years old)	1st
Motul Xtreme Rider / Malle Moto	1st, 2nd, 3rd
ROOKIE RIDER by ACERBIS	1st, 2nd, 3rd
Senegalese Motorcycle	1st

## 19.2 – CEREMONY

Trophies and medals will be given to the winners during the prize-giving, at the Lac Rose, on January 14<sup>th</sup> 2024.

## 19.3 – PROTESTS

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

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

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

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

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

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

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

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

All accused Riders must be heard by an International Jury.

## **20. COMPULSORY EQUIPMENT RENTAL**

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Ertf and Marlink suppliers will be present:

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

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

**On the boat, there will be a compulsory training for the GPS/Sentinel and the "tracking system".**

### **20.1 – GPS**

#### **20.1.1 – RENTAL GPS UNIK2**

**It is compulsory for all racing machines to be equipped with an ERTF UNIK2 GPS, Including the Sentinel function.**

1. Upon confirmation of entry, the organiser will forward to you an information sheet concerning this equipment. Trainings are available on the ERTF website.
2. The instruments will be delivered by our supplier, ERTF, during the scrutineering.
3. 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.
4. 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.
5. 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.
6. 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 UNIK2.
7. The deposit of any GPS not returned to ERTF in working order will be cashed.

ERTF : Parc Technologique de Soye - 56275 Ploemeur - France

Tel: + 33 (0)2 9787 2585 - Fax: + 33 (0)2 9737 5921 - [competition@ertf.com](mailto:competition@ertf.com)

#### **20.1.2 – GPS UNIK2 OPERATING**

##### **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 UNIK2. The functions of this equipment have been intentionally restricted in order to preserve an element of navigation in Cross Country.

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

##### **WPM (Hidden waypoint)**

A compulsory passage point memorised in the GPS and indicated in the road book, and the coordinates of which are not revealed to the competitors. The GPS directs the competitor towards this point only once he has come within a 2 kilometre of it.

## WPS (Security waypoint)

A compulsory passage point, for security reasons, memorised in the GPS and indicated in the road book, and the coordinates of which are not revealed to the competitors.

1. All dangers sign !! will be signaled by Sentinel buzzer.
2. All dangers !!! are considered as WPS and will be signaled by Sentinel buzzer. The GPS directs the competitor towards this point only once he has come within a 1 km of it.

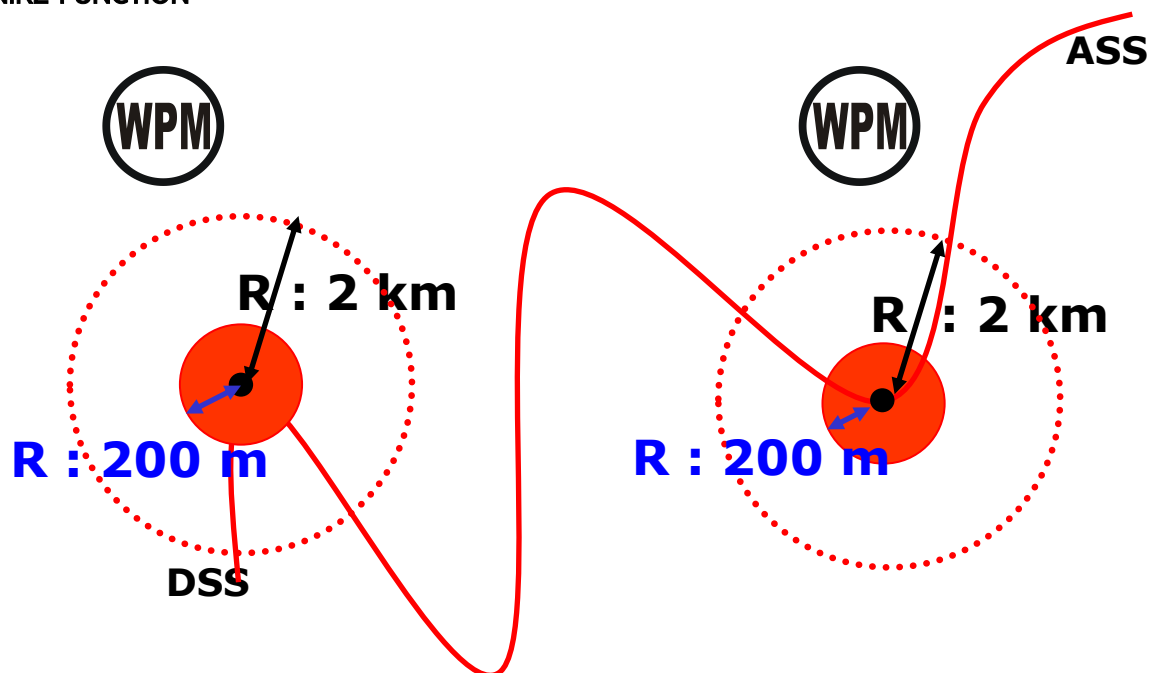
1. **Each Waypoint** is considered as a compulsory passage point. To validate his passage, the competitor must pass less than:

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

Any absence of validation of a WPT, DZ or FZ will be penalised of 15 min.

Value of a missing CP : 2 hours.

## 2. GPS UNIK2 FUNCTION



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

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

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

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

However, the Rider can force the GPS to align itself on another Waypoint using the key "WPT+" or "WPT-".

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

### 20.1.3 - UNBLOCKING OF THE GPS

1. For security reasons, competitors have 2 options for unlocking the GPS by entering a specific code:
  - a. A code allowing him to unlock the next WPT,
  - b. A code to activate the GPS in its usual functions and makes the GPS Points visible of the stage. This code can only be used for security reasons or by decision of the race direction. In the latter case, the stage will be considered neutralized. The rider must then imperatively follow the road-book to reach the various points visible on the GPS (off-road not always possible).
2. To obtain these unlocking codes, the competitor must request them from the PC Course who, with the agreement of the Clerk of the Course, can provide the unlocking code.
3. Each use of the code results in a fixed penalty of 2 hours. This, with a maximum of 4 uses during the rally under penalty of exclusion.
4. He **MUST** make known to Competitor Relations or the Clerk of the Course his intention to take part in the next day's stage. If this is not the case, he will be considered as not starting.

## 20.1.4 – SUMMARY OF THE WAYPOINTS

Waypoint		Rayon de visibilité	Rayon validation	Pénalité
WPV	Waypoint Visible	Flèche	200m	15 min
WPE	Waypoint Eclipse	Une fois WPT précédent validé	200m	15 min
WPM	Waypoint masqué	2000 m	200m	15 min
WPS	Waypoint Sécurité	1000 m	90m	15 min
WPC	Waypoint de Control	500 m	300m	15 min
!!!	Waypoint Sécurité	1000 m	90m	15 min
DZ	Début zone de vitesse	1000 m	90m	15 min
FZ	Fin zone de vitesse	WPE une fois DZ validé	90m	15 min
DZS	Zone de sécurité CP	2000 m	90m	15 min
CP	Check Point	Une fois DZS validé	90m	120 min
DSS	WPE	Une fois WPT précédent validé	200m	Pénalité F.
ASS	WPM	2000m	90m	Pénalité F.
NEUIN	DZ 30 Début de Neutralisation	2000 m	90m	120 min
NEUOUT	FZ 30 Fin de Neutralisation	WPE une fois NEUIN validé	50m	15 min

## 20.2 – SYSTEM « ALARM VEHICLE TO VEHICLE » : SENTINEL

The SENTINEL function is integrated in the GPS UNIK2, rented to ERTF.

Any rider overtaken by another must pull over to allow the other competitor to pass.

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 15sec. following the third request by the over taker, will be given the following penalties:

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

Repeat offenders will receive penalties up to and including exclusion, at the discretion of the Jury.

The Jury 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.

## 20.3 – TRACKING SYSTEM: IRITRACK

### 2.3.1 – RENTAL

**The hire of a IRITRACK is compulsory in race.**

All machines in race must be fitted with this system in order to be able to pass scrutineering.

The use of this device is compulsory (under penalty of refusal to start), as well as its maintenance in working condition, throughout the event, as well as its operation on the entire race, including links.

1. On confirmation of your entry, the organizer will send you information regarding this equipment.

2. It will be issued to you during the administrative checks by our supplier, Marlink.
3. 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.
4. 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.**
5. In the case where a new IRITRACK or is requested during the rally (following problems or loss of the first), a new deposit will be requested directly by our supplier.
6. The IRITRACK must be returned at the end of the rally to Marlink, who will ensure recuperation.

### **Telephone – Safety Equipment**

All safety and survival equipment can be obtained, like satellite telephones (optional), from Marlink.

MARLINK – DEPARTEMENT RALLY RAID : Tel : +33 (0)1 48 84 34 07 - Email : valentin.bourdon@marlink.com  
114/126 Avenue D'Alfortville - 94600 Choisy- le-Roi -France

## **20.3.2 – IRITRACK OPERATING**

### **20.3.2.1 GENERALITIES**

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

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

a) Automatic mode:

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

b) manual mode:

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

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

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

### **20.3.2.2 – IN CASE OF AN ACCIDENT**

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

2) The competitor must:

- a. 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,
- b. push the red button on the Iritrack to inform the PC Course of the accident,
- c. push the blue button on the Iritrack to be able to communicate with the PC Course and inform them of the situation

3) If the vehicle represents a danger to other competitors or, to make safe the area of the accident pilot must, after having pressed the 2 alarm blue buttons of the GPS, place a red reflective triangle in an appropriate position, at least 50 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.

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

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

### **20.3.2.3 - ASSISTANCE IN THE EVENT OF AN ACCIDENT OF ANOTHER COMPETITOR**

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

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

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

- a. stop,
- b. 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,
- c. press the red button on their IRITRACK,
- d. give the first aid to the crew members and get information on their condition,
- e. call the PC Course via their Iritrack (blue button) to report the situation,

- f. wait for the rescue service or another competitor to arrive,
  - g. press the green button on their Iritrack, to signal that they are leaving the scene.
4. The total stopping time between the 2 IRITRACK alerts (red button on arriving and green on restarting) will be subtracted from the time taken to cover the selective section on same day, but **only for the first two crews to stop at the scene of the accident**, upon the request of the competitor to the Race Direction, made within a maximum of 30 minutes after finishing the day's leg.
  5. The total stopping time can be checked and validated by the Iritrack and/or by the GPS Unik.
  6. 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.

## 20.4 – SAFETY AND SURVIVAL EQUIPMENT

### 20.4.1 - GENERALITIES

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

1. 1 reserve of 3 litres of water: 3 litres « camelback » type drinking system at the start of each stage,
2. 1 lunch pack,
3. 1 smoke flare, 1 light stick,
4. 1 distress mirror,
5. 1 compass,
6. 1 lighter,
7. 1 foil survival blanket per person (2m x 1m env.),
8. 1 first aid kit (art. 080.27.1),
9. 1 IRITRACK,
10. 1 GPS UNIK2,
11. Back (norm EN1621-2) and front body armor (norm EN14021 or EN1621-3),
12. Airbag, and cartridges necessary during all the rally, are strictly recommended but not mandatory.

See FIM Cross Country Rallies, art. 080.28 & 80.29

b) All pilots coming to the start of a leg without all the compulsory survival equipment (water and safety material) will have a time limit of 30 minutes in which to conform to these regulations.

The time taken will be considered as time late for a time control and will result in penalties of 1 minute for every minute late. A new start time will be given.

All lateness over 30 minutes will result in exclusion from the race.

Repeat offender on following legs will receive penalties up to and including exclusion from the race, decided upon by the Members of the Jury.

Repeat offenders will be readmitted one time only.

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

### 20.4.2 – CLOTHES AND HELMET

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

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

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

Replacement helmets will be marked at the scrutineering.

**Helmet** : type of helmets international event : Europe ECE2205 et ECE22.06, Japon JIST8133.2015, USA SNELL M2015 or SNELL M2020

**The airbag is strictly recommended but not mandatory, and the pilot, if he uses, must bring enough cartridges for all the rally.**

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

## 21. PENALTIES

Missing a Waypoint (WPT) : 15 minutes

Control of passage (CP) : 2 hours



Standard penalty (PF) : 2 hours  
Sporting penalty (PS) : 5 hours

## 21.1 – RETIREMENT - EXCLUSION

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

Failure to respect this important safety clause will result, without any discussion, the non-refund of the deposit. In addition, failure to respect the obligation to inform the organisers in the case of retirement, where search operations are carried out, will result in the crew in question being liable for the financial cost of search operations and the request to the crews' national federation for further sanctions, upon the discretion of the Members of the Jury.

**b)** The transporting of a pilot by helicopter or aboard any other means of transport during all or part of a leg will result in exclusion from the race. The pilot may continue on the rally out of the classification. In this particular situation, he may not pretend to get a prize.

**c)** The pilot excluded or retired must leave the rally and remove their race numbers and rally plates. They may continue on to Dakar as an assistance vehicle only if they comply with the article 14 and Appendix ASSISTANCE REGULATIONS.

**d)** In the case of retirement, it is pilots' responsibility to ensure that safety material is returned as fast as possible to the relevant suppliers (IRITRACK & GPS UNIK2). 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.

## 21.2 – NEW START AFTER RETIREMENT

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

1. having mentioned by writing, at the latest at the evening briefing, to the Race Director their decision to return to the race for the next stage.
2. having submitted a successful technical check of their machine which must be hold at least one hour before the start of the first competitor of the day's stage.

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

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

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

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

### **A rider takes the start of a leg and leaves it will be penalized:**

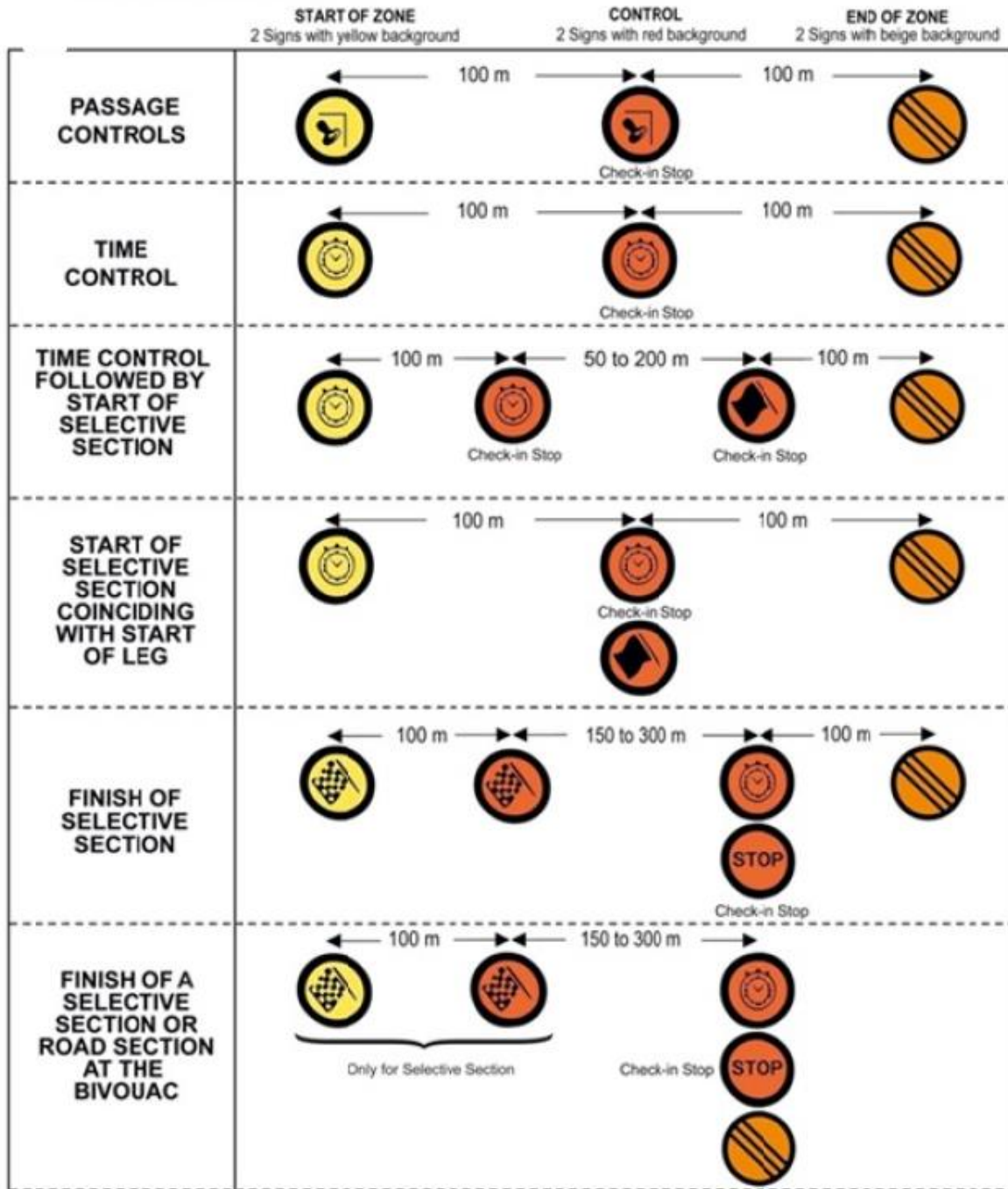
3:00 for leg not finished + Sporting Penalty + maximum time of the Selective Section + time allotted for liaison sections not done + value of all the waypoints not validated.

**To be in the classification**, the rider must not have more than 3 Sporting Penalties.

Rider will more of 3 Sporting Penalties will be out of the classification.

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

## 21.3 – CONTROL ZONES



1. It is strictly forbidden to enter or leave a control area from any direction other than that prescribed by the itinerary of the event or to re-enter a control area once checking in has taken place at this control, on pain of:
  - a. 1st infringement: penalty of 10 minutes,
  - b. 1st repetition of the infringement: penalty of 1 hour,
  - c. 2nd repetition of the infringement: penalty which may go as far as exclusion decided upon by the Jury's Members.

2. Control posts shall be ready to function 1 hour before the target time for the passage of the first crew. They will stop to operate 30 minutes after the target time for the last crew ; calculated considering the maximum time allowed preceding this control for the last classified competitor.
3. The target check-in-time is the responsibility of the crews alone, who may consult the official clock on the control table.
4. On pain of a penalty which may go as far as exclusion, the crews are obliged to follow the instructions of the marshal in charge of the control post, who must be assisted by a controller (all possible cases will be examined by the Stewards following a written report by the marshal in charge of the control post).

## **21.4 – TIME CONTROLS**

### **21.4.1 - LATE AT THE TIME CONTROL AT THE START OF A STAGE**

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

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

### **21.4.2 - LATE AT THE TIME CONTROL AT THE START OF A SELECTIVE SECTION**

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

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

### **21.4.3 - CHANGING OF THE MAXIMUM TIME ALLOWED**

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

### **21.4.4 - OVERRUNNING OF THE MAXIMUM TIME ALLOWED AT STAGE FINISH TIME CONTROL**

1. All Competitors arriving at a Time Control at the Finish of a Stage after the maximum time allowed will be penalized by a minute for every minute late.
2. After the closure of the control, checking-in must be done at the Race Control (PCO) with the Official in charge.
3. All riders arriving after the closing of the control may take the start of the following Stage on condition that they:
  - a. present themselves at the Time Control of the Start of the Stage up to 5 minutes before the start of the 1<sup>st</sup> car,
  - b. have their time card from the proceeding Stage stamped and give it to the Race Director or the marshal in charge of Start Time Control,
4. Prove to have rested for 6 hours at the Bivouac between the two Stages or have the approval of the doctor.
5. A new time and a new start order will be given to the Competitor, at the discretion of the person in charge of the start.
6. All Riders who do not manage to retake the start of a Stage in these conditions will be penalized as article 21.2.

### **21.4.5 - INTERVIEWS**

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

## **21.5 – SELECTIVE SECTIONS**

1. The Start of a Selective Section may only be delayed in relation to the scheduled starting time by the controller in a case of great circumstance.  
If several Competitors arrive during the same minute, the marshal in charge of the post must stagger the starting times of these Competitors at intervals of at least 30 seconds in the order in which they arrived.
2. The Selective Sections will end in a flying finish (see sign posting art. 080.20 FIM reg):  
Stopping between the yellow warning sign and the STOP sign is forbidden. All infractions will result in a time penalty of 15 minutes.  
If the Competitor is unable to leave the zone under his/her own power, penalties as laid down will apply. If a Competitor does not stop at the Stop point to have his time taken a penalty of 1 hour will be incurred.

3. During a Selective Section, any assistance is forbidden other than that of a racing Rider using parts transported by another racing Competitor.  
However, approved assistance zones may be set up by the Organization.
4. The starting intervals for Selective Sections must respect the same dispositions as those laid down for starting Stages except in a case of a road penalty.
5. Interruption of a Selective Section  
By decision of the Clerck of the race for safety reasons, a selective section can be stopped.  
In this case, to reach the bivouac, a code for unlocking the GPS will be communicated. A code activates the GPS in its usual functions and makes the GPS points of the stage visible. The stage will be considerate as neutralized. Then, the competitor must follow the road-book to reach the various points visible on the GPS (off-track is not always possible). In this case, missing waypoints will not be penalized
6. **The rider who takes the start of a leg and leaves it after** will be penalized as follows:  
3 hours for stage not finished + Sporting Penalty + Maximum time of the Selective Section + Time allotted for time not Road Sections + the value of all waypoints not validated.

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

## 21.6 – PASSAGE CONTROLS

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

The Control Zone will be defined using the following official double signposting (art.21.3).

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

## 26-1 - PENALTIES FOR MISSING CP

1. Value for a missing CP: 2 hours.  
In case the official route is not followed in full or the competitor does not validate any CP on the stage, penalties up to exclusion may be imposed by the Jury Members.
2. 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.

## 21.7 – PARC FERME

1. The following rules will apply:
  - a. It is forbidden to refuel or repair the machine in a Parc Fermé.
  - b. Starting a machine with the help of pushing from another Competitor still racing shall be penalized by 1 minute.
  - c. Machines are considered to be in Parc Fermé from the moment they enter a Start Park, regrouping or end of Stage, until they leave it.
  - d. Machines will be in Parc Fermé from the moment they enter a Control Zone. From the Stop point until the zone exit, if the machine is unable to restart, it may be pushed out of the zone with external help without penalties, under the supervision of the chief marshal.
  - e. Machines are considered to be in Parc Fermé as soon as they reach the end of the Event and at least until the time for lodging protests has expired.
2. Except in the case of a Time Control at the Finish of a Road Section-Bivouac, any infringement of the Parc Fermé Regulations shall result in a penalty ranging from 10 hours to exclusion.
3. Before the exit from all the Parks or at the start of a Stage, if the Scrutineers of the Event note that a machine seems to be in a condition which is not compatible with normal use, they must immediately inform the Clerck of the Race, who may request that it be repaired.  
In this case, the minutes used for such repairs shall be considered as the same number of minutes lateness registered on a Road Section. To prevent a Competitor from trying to make up lost time after repairs, the Competitor shall be given a new starting time.
4. By way of exception, and on the responsibility of an Official, Competitors may, while in the Parc Fermé at the start, regrouping zone or end of Stage: change one punctured or damaged tire using the equipment on board, a damaged front or back light.  
These repairs must be completed before the starting time, otherwise a penalty of one minute for every minute of lateness shall be imposed.
5. In order to remove a machine from a Parc Fermé for the start, regrouping halt or end of Stage, competitors will be allowed to enter the Parc Fermé 30 minutes before their starting time.
6. Inside the Parc Fermé, the engine may be started by means of an external battery, which may be brought in and taken out by a team member under the supervision of an official of the Event.

## 21.7.2 - SPECIFIC

Machines will be subject to Parc Fermé rules:

1. After the technical checks,
2. At the arrival of the event, last bivouac in Senegal, on January 13th, 2024, till 30 minutes after posting the results at the bivouac.

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

## 21.8 – SUMMARY OF PENALTIES

RACE	ART. N°	Start refused	Time penalties	Financial penalties	Penalties	Disqualification
Absence at the general briefing 1/01/2024	7.23			100€		
Assistance in a closed/private area	7.24 2				Jury's discretion	
Speed over 20km/h or dangerous on the bivouac	7.24 4				Up to disqualification	
Non-respect payment schedule	8.3			Superior fees + 10%		
After date closure : Changing name Missing document	8.3 & 8.5			300€/change 100€/doc		
Non-respect	8.4			Deposit not refund		
Sizes of the vehicle different than the ones declared	8.6	If not enough place in the boat		Payment of the difference		
Not total payment of the entry fees, extra fees and deposit	8.7	■				
Entries cancellation : Before 1/08/22 After 1/08/22	8.8			1 000€ 100%		
Impoliteness	9.5 2			500€		
Any incorrect, fraudulent or unsporting	9.5 3				Up to disqualification	
Wheels/tires on the itinerary Recidive	9.5 4			1000€/tire	Up to disqualification	
Bracelet : breach noted	11.1			+10% entry fees		
Absence or falsification of identity markings	11.2 2					■
Changes of engine 1st change: 2nd change: 3rd and following change:	11.3		15min 45min 120min			
Absent or wrongly fixed advertising 1 <sup>st</sup> penalty	12 5			+10% entries fees		
2 <sup>nd</sup> penalty				+100% fees		
Lubrication brand, tires, petrol advertising	12 6			+60% fees		
Bib wrongly fixed	12 9				Up to disqualification	

Other notes than organizers ones	14 4	■				■
Assistance : - Start zone or/and SS zone - CP Zone - CH Zone - Towing by somebody else than a competitor - Help or assistance by a person and/or a vehicle not registered	14.1	■	5min 15min		Deposit cashed	■ ■
Pilot transported by helicopter	14.1					■
Infringement to the reg.	14.1. 1				Up to disqualification	
Forbidden assistance	14.1. 2					■
Use of forbidden equipment	14.2. 1 & 2					■
Refusal to install an onboard camera	14.2. 4				Steward discretion	
Refuelling : Early exit	15.1		2min per period of 30 sec CP safety zone			
Excessing speed						
Deliberately to block the passage of the vehicles, or to prevent them from overtaking	16.1. 1				Up to disqualification	
Speed control zones - 1 <sup>st</sup> infringement: Up to 20 km/h Between 21 & 41 km/h More than 40 km/h - 2 <sup>nd</sup> infringement: Up to 20 km/h Between 21 & 41 km/h More than 40 km/h - 3 <sup>rd</sup> infringement:	16.1. 2		1' x IMP 2' x IMP 6' x IMP  1' x IMP x NIV 2' x IMP x NIV 6' x IMP x NIV		Up to disqualification	
Over speed in liaison	16.2. 1		Cf 16.1.2		Cf 16.1.2	
Over speed over 150km/h during a SS	16.2. 2		Cf 16.1.2		Cf 16.1.2	
Over speed in CP safety zone	16.3. 3		Cf 16.1.2		Cf 16.1.2	
GPS incident that is the fault of the competitor	16.3. 4				Up to disqualification	
Lack of validation: WPT, DZ, FZ	16.3. 5		15 min			
Pilot picked up in the balai: 3 <sup>rd</sup> time	16.4					■
Non-respect convening time : 1 <sup>st</sup> hour late Following hours	18				50 € 80 €/hour	
Late entrance in Parc Fermé : 1 <sup>st</sup> hour late Following hours	18				50 € 80 €/hour	
Non presentation of original documents	18.1	■				

Non installation of various mounting brackets, cables etc.. for GPS & IRITRACK	18.2			150 € / unmounted material		
Machine not conform	18.2				Steward discretion	
Protest necessitates the dismantling and reassembling: 2-stroke engine 4-stroke engine	19.3			230 € 460 €		
Lack of validation : WPT, DZ, FZ	20.1. 2		15 min			
Missing CP	20.1. 2		2 hours			
Lack of validation of CP on a stage	20.1. 2				Up to disqualification	
Use on unblocking code 4 <sup>th</sup> time	20.1. 3		2 hours		Up to disqualification	
3rd request to overtake, the pilot who hasn't allowed an overtaking: 1 <sup>st</sup> offence 2 <sup>nd</sup> offence 3 <sup>rd</sup> offence Over 3 offence	20.2		3 min 7 min 10 min		Up to disqualification	
Fraudulent on IRITRACK	20.3. 2				Up to disqualification	
Non presentation of the compulsory equipment at the start Repeat offence	20.4. 1		1 min per min late		Up to disqualification	
Non wearing helmet	20.4. 2					■
Non-conformity of security equipment	20.4. 2	■				
Missed WPT Missed CP Standard penalty : PF Sporting penalty : PS	21		15 minutes 2 hours 2 hours 5 hours			
In case of retirement: not inform PC	21.1			Deposit cashed in		
Specific research in case of retirement not informed	21.1			At the pilot charge		
Pilot transported by helicopter	21.1					■
Not attend the start of a leg <u>without warning the race director</u>	21.2					■
Start of a leg not taken	21.2			6h + PS + SS maxi time + Liaison time allowed not done + WPT non validated		
Gives up in the leg	21.2			3h + PS + SS maxi time + Liaison time allowed not done + WPT non validated		
More than 3 PS	21.2			Out classification		

Control Zone : Entry or exit in a wrong way - 1 <sup>st</sup> infringement - 1st repeat - 2 <sup>nd</sup> repeat	21.3		10 min 1 hour		Up to disqualification	
Non-respect of Marshall order	21.3					■
Late at the start of a stage Over 30min late	21.4. 1	■	1min/1min late			■
Late at the start of a SS until 5min before the start of the 1 <sup>st</sup> car	21.4. 2		1 min / 1 min			
Over running of the maxi time allowed at stage finish	21.4. 3		1 min / 1 min			
Refusing interviews at the ASS	21.4. 5			500 €		
Missing CP	21.6		2 hours			
Lack of CP on a stage	21.6				Up to disqualification	
Towing in PARC FERME	21.7		1 min			
Infringement to the PARC FERME regulations	21.7		10 hours		Up to disqualification	
Repair before the start in Parc Fermé : Late after the time	21.7		1 min / 1 min			
<b>ASSISTANCE</b>	<b>ART. N°</b>	<b>Start refused</b>	<b>Time penalties</b>	<b>Financial penalties</b>	<b>Steward penalties</b>	<b>Exclusion</b>
Changing crew members	8			500 €/pers		
Infringement	8					■ racing veh
Incivility : - 1 <sup>st</sup> infringement - 2 <sup>nd</sup> infringement - 3 <sup>rd</sup> infringement	9.6			100 € 200 €		■
Wheels/tires on the route	9.6			1 000 €		
Forbidden to sell vehicle	9.6			Deposit cashed		
Non-respect of the environment - 1 <sup>st</sup> infringement Repeat	9.6			500 €		■
Non-respect of the itinerary: - 1 <sup>st</sup> infringement - 2 <sup>nd</sup> infringement - 3 <sup>rd</sup> infringement	14.2			50 € 100 €		■
Non-respect of the article See art. 14.1	14.3					
Over speed Between 0 & 20 km/h : - 1 <sup>st</sup> infringement - 2 <sup>nd</sup> infringement - 3 <sup>rd</sup> infringement Over 20 km/h : - 1 <sup>st</sup> infringement - 2 <sup>nd</sup> infringement	16.2			100 € 200 €  200 €		■  ■
Over speed on bivouacs	16.2. 2				Up to disqualification	
Not wearing safety belt - 1 <sup>st</sup> infringement - 2 <sup>nd</sup> infringement - 3 <sup>rd</sup> infringement	20.4			100 € 500 €		■

## 22. SAFETY PLAN

In addition to the safety systems positioned on each rider machine and the real-time monitoring by the race PC:



## **22.1 – AERIAL MEANS**

1. 1 specific medicalized helicopter,
2. 1 helicopter (Race director) medicalized,
3. 1 Press helicopter that can be requisitioned for rescue
4. 3 relay planes for VHF

## **22.2 – LAND BASED MEANS**

1. 6 rapid intervention vehicles: hereinafter referred to as "Tangos"
2. 1 vehicle (mobile resuscitation center)/ hereinafter called an ambulance
3. 2 vehicles transporting the Bivouac medical
4. 2 sweeping track with a medical staff onboard

### **LOCATION OF THE VEHICLES**

1. 6 vehicles on the selective section
2. 1 medical tent at the bivouac
3. 1 vehicle in tarmac closure for the medicalization of the race caravan
4. 1 vehicle (medical ambulance) in parallel with the race, for possible evacuation

## **22.3 – COMPOSITION OF THE MEDICAL STAFF**

1. Helicopter medicalized with 1 emergency doctor and 1 nurse anaesthetist,
2. Medical Helicopter Race Direction with 1 emergency doctor,
3. Medical cars (Tango) with 4 emergency doctors and 2 SMUR nurses,
4. Medical ambulance van with 1 emergency doctor,
5. Vehicles carrying the bivouac medical station, opening and closing with 1 emergency coordinator doctor, 1 emergency doctor, 1 nurse, 3 osteopaths,
6. Medical "Balai" trucks with 1 emergency nurse in each vehicle.

# APPENDIX # 1: AFRICA ECO RACE BRANDS - TRADEMARKS

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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.

## CONDITIONS FOR USING THE COMPETITOR'S LOGO:

1. 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 2024 edition of the AFRICA ECO RACE,
2. You may reproduce the Competitor Logo, and only this one, just below by downloading it,
3. 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,
4. 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,
5. 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.
6. Under no circumstances may this composite label be directly or indirectly associated with any commercial or institutional trademark. 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,
7. 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.
8. The photos are intended exclusively to illustrate your presentation files or your press kits on paper or electronically; any other use and, in particular, any use for commercial communication and / or advertising purposes must be subject to the express and prior agreement of the organizers,
9. You agree not to do anything that could harm, directly or indirectly, the image, reputation, reputation and / or rights of AFRICA ECO RACE, and its organizers,
10. Only competitors registered to participate in the 2024 edition of the "AFRICA ECO RACE" are authorized to use the Competitor's Logo and photos under the conditions provided,
11. The right to use the Competitor's Logo and photos do not confer any right of ownership and use apart from these. You therefore agree that there is no confusion in the minds of third parties about such use. Any use not explicitly authorized is strictly prohibited.

# APPENDIX # 2: AUDIO VISUAL COVERAGE

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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](mailto:contact@africarace.com).

# APPENDIX # 3: BOAT – ACCOMODATION – VISAS

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

Any extra services cancelled after November 1<sup>st</sup> 2023 will not be re-imbursed.

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

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

## 1- BOAT

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

Boat return for vehicle is included in the entry fees.

### IN CASE OF DIFFERENT DIMENSIONS COMPARED TO THOSE DECLARED

1. Participants must pay the additional cost due to new dimensions found, only in cash
2. 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

1. Vehicles that are not presented for boarding at the given time will be refused
2. 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

### 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](mailto:concurrents@africarace.com).

## 3- VISAS

To obtain your visa, it is compulsory to have:

- A passport valid until July 31th 2024,
- 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

No more visa is needed except for CHINA, KAZAKHSTAN or KYRGYZSTAN citizen.

The Organizer will take care of administrative procedures (120 €/pers).

# APPENDIX # 4: ASSISTANCE REGULATIONS

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The Assistance Supplementary Regulations takes in consideration the Bike/Atv Supplementary Regulations as well as the following ones.

**Any "Assistance" registration must be attached to a competitor in the race to be accepted.**

**Consequently, failure to comply with the following articles and in particular with certain infringements may result in the exclusion of the competitor in the race.**

## 8 - CREWS

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Crews may be composed of:

1. 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.
2. 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.
3. 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.**

Sporting 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 exclusion from the race of the racing vehicle which it is attached.**

### 8.2 - DEMAND

Conforming to article 8.1 & 8.2.

All « assistance » entries must be attached to a competitor in the race to be accepted.

The non-respect of the following articles may go to exclusion from the race of the assistance vehicle.

**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.**

## 9- PARTICULAR CONDITIONS OF VISITED COUNTRIES

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Conforming to articles 9.1, 9.2, 9.3, 9.4, 9.5

### 9.6 – DRIVING CODE

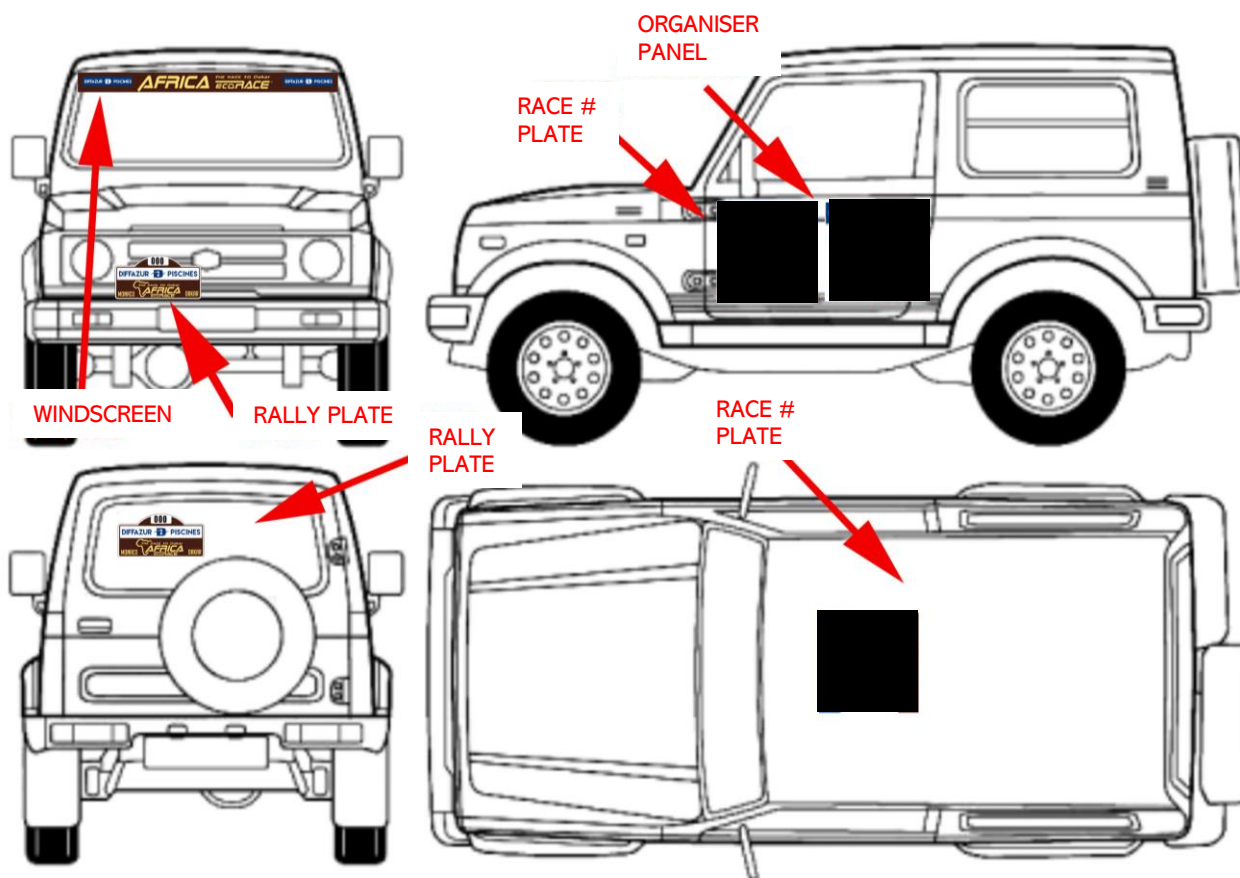
1. Vehicles and persons registered in the assistance category are obliged to behave respectfully on the road and towards:
  - a. the population of the countries crossed,
  - b. the other competitors,
  - c. the members of the organisation.All incivility noted will result in a penalty of:
  - a. 1st infraction: fine of 100 €.
  - b. 2nd infraction: fine of 200 €.
  - c. 3th infraction: exclusion.
2. It is forbidden to leave wheels and/or punctured or damaged tyres on the itinerary of the route. Any crew caught disobeying this rule will be penalised 1000 € per tyre or wheel. Repeat offending will result in penalties up to exclusion from the race.
3. If a crew abandons or leaves the rally, or at the end of the rally, it is strictly forbidden from transferring or selling its vehicle in any of the countries crossed. Any crew found to have breached this rule will lose its deposit.

4. In agricultural or forest areas, populated zones or zones that are sensitive from an environmental or safety stand point, the itinerary and all the boxes of the road book must be scrupulously followed. In particular it is forbidden to 'cut' corners by crossing fields, forests, orchards or marshes.
  - a. 1st infraction: 500 €,
  - b. Repeat offence: exclusion.
5. 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.

## 10 - ELIGIBLE VEHICLES

1. All standard petrol and diesel vehicles conforming to Standard regulations,
2. Standard off-road small truck below 3.5 tonnes.
3. Standard off-road trucks over 3.5 tonnes.
4. 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.
5. According to the height of the vehicle (roof rack included), different vehicle plate fees.
6. 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.

## 12 - ADVERTISING



- 1 Windscreen: 120 x 10 cm
- 2 Rally plates: 43 x 22 cm, at the front and rear of the vehicle
- 3 race number plates: 46 x 48 cm: on each side and 1 on the roof
- 2 organisers panels: 46 x 48 cm

## 13 – START NUMBERS AND STARTING ORDER

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

## 14 – ROAD BOOK – OFFICIAL ITINERARY – ASSISTANCE

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### 14.1 – ROAD BOOK

The electronic road book is downloaded in the ERTF UNIK4 GPS.

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

### 14.2 – 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 exclusion. 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:

1. 1st infraction: fine of 50 €.
2. 2nd infraction: fine of 100 €.
3. 3th infraction: exclusion.

### 14.3 – ASSISTANCE

See article 14.1

**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.**

1. It is forbidden for assistance vehicles to intervene on the day's special, on pain of exclusion from the race of the assisted competitor.
2. However, they can intervene on road sections, only on sections of the itinerary shared with competitors.
3. 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.
4. For safety reasons, people registered in the assistance category must inform the organiser when they go back on the track to get a competitor, on pain of exclusion of both vehicles.
5. **For safety reasons, assistance vehicles are not allowed to transport fuel** (tolerance of 20 litres).
6. All refuelling (of petrol) of a competitor by an assistance vehicle is forbidden, on pain of exclusion from the race of the assisted competitor.
7. All infractions of the assistance regulations will result in penalties up to exclusion of the assistance vehicle and the race vehicles concerned.

## 15 – AUTONOMY

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### 15.1 – AUTONOMY

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

## 16 – TRAFFIC – SPEED – CONTROL ZONES

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### 16.1 – TRAFIC

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

#### 16.1.1 - GENERALITIES

See article 16.1

### 16.2 –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:

1. 1<sup>st</sup> infringement: 100 €,
2. 2<sup>nd</sup> infringement: 200 €,
3. 3<sup>rd</sup> infringement: exclusion.

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

1. 1<sup>st</sup> infringement: 200 €,
2. 2<sup>nd</sup> infringement: exclusion.

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

### **16.2.1 – CROSSING VILLAGES OR TOWNS**

Assistance vehicles must respect the same rules than race vehicles when driving through villages or towns (read ART 16).

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

1. 1<sup>st</sup> infringement: 200 €,
2. 2<sup>nd</sup> infringement: 500 €,
3. 3<sup>rd</sup> infringement: exclusion.

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

1. 1<sup>st</sup> infringement: 500 €,
2. 2<sup>nd</sup> infringement: exclusion.

### **16.2.2 – 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 exclusion from the race, to be decided upon by the Sporting Stewards.

### **16.3 - CONTROL PROCEDURE**

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 exclusion, to be decided upon by the Sporting Stewards.

## **17 – INSURANCE**

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Conformed to the article 17.

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

## **18 – ADMINISTRATIVE OBLIGATIONS**

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See article 18

Only racing vehicles will be placed in PARC FERME after the checks.

### **18.1 – EACH CREW MEMBER**

Each participant will receive a “verification card”, which will be stamped at each stand during administrative checks.

Original documents to be submitted by each person:

1. Passport valid until 31/07/2024 with 2 blank pages.
2. Valid national driving licences, corresponding to the vehicle entered.
3. Permission of the owner to use the vehicle, when they are not part of the crew.
4. Valid log book or registration certificate (provisional registrations not acceptable).



5. Proof of vehicle insurance for France, Monaco and Morocco.

Crew members undertakes, 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.

## 18.2 – EACH VEHICLE

Only crew who have passed the administrative checks may present themselves with their vehicle at the technical checks.

The crew must show at the checks:

1. His vehicle
2. A valid log book or registration certificate (provisional registrations not acceptable)
3. His stickers: plate number and publicity already in place on his machine
4. Accessories of navigation and safety systems must be fixed on the vehicle.
5. The power supply required for the safety and navigation systems will have to be functional

The SMALLTRACK and GPS UNIK4 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.

Machines 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, Tracking).  
**Failure to do so will result in a penalty of 150 € per item or equipment not installed.**

## 20 – COMPULSORY EQUIPMENT

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ERTF & MARLINK suppliers will be present:

- every morning at the start from the bivouac,
  - permanently at the Safety Centre, close to the Race Control,
- for advice, repair and, in case of retirement, to collect your equipment.

### 20.1 – GPS

#### 20.1.1 – RENTAL OF THE GPS UNIK4

**It is compulsory for all Service vehicle to be equipped with a ERTF GPS UNIK2;**

**With the ERTF GPS, speed controls will be done and the Assistance road book will be downloaded.**

1. Upon confirmation of entry, the organiser will forward to you an information sheet concerning this equipment.
2. The instruments will be delivered by our supplier, ERTF, during the scrutineering.
3. 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.
4. 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.
5. 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.
6. In case of damaged to rented equipment, an invoice issued by ERTF.
7. The GPS must be returned at the end of the rally to ERTF, who will ensure recuperation and in case of retirement.
8. In all the case, the competitor will must demand a receipt mentioning the state of the GPS.
9. The deposit of any GPS not returned to ERTF before 10<sup>th</sup> of February 2024 in working order will be cashed.

ERTF : Parc Technologique de Soye - 56275 Ploemeur - France

Tel: + 33 (0)2 9787 2585 - Fax : + 33 (0)2 9737 5921 - [competition@ertf.com](mailto:competition@ertf.com)

### 20.3 – TRACKING SYSTEM : SMALLTRACK

**It is compulsory for all Service vehicle to be equipped with a MARLINK SMALLTRACK.**

**The use of this equipment is mandatory, as well as its maintenance in working condition, throughout the event, and its operation throughout the entire rally.**

1. On confirmation of your entry, the organizer will send you information regarding this equipment.
2. It will be issued to you during the administrative checks by our supplier, Marlink.
3. 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.
4. In the case where a new Smalltrack or is requested during the rally (following problems or loss of the first), a new deposit will be requested directly by our supplier.
5. The Smalltrack must be returned at the end of the rally to Marlink, who will ensure recuperation.

### **Telephone – Safety Equipment**

All safety and survival equipment can be obtained, like satellite telephones (optional), from Marlink.

MARLINK – DEPARTEMENT RALLY RAID: Tel: +33 (0)1 48 84 34 07 - Email : valentin.bourdon@marlink.com  
114/126 Avenue D'Alfortville - 94600 Choisy- le-Roi -France

## **20.4 – SAFETY & SURVIVAL EQUIPMENT**

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:

1. 1<sup>st</sup> infringement: 100 € per infringement,
2. 2<sup>nd</sup> infringement: 500 €,
3. 3<sup>rd</sup> infringement: exclusion.

Checks will be made on the itinerary by the organisation.

### **20.4.1 – SECURITY EQUIPMENT**

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

- ➔ GPS UNIK4– ERTF
- ➔ SMALLTRACK – MARLINK

Order forms will be sent later on by the organization.

### **20.4.2 - SURVIVAL KIT & MEDICAL EQUIPMENT**

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

1. Safety belts or harness 4 points minimum for all the crew members,
2. 1 manual powder fire extinguisher of 2kg homologated,
3. 2 external mirrors,
4. Trailing rings at the front and at the back,
5. A laminated windshield,
6. 1 powerful horn,
7. 2 spare wheels,
8. 1 fluorescent gilet/pers,
9. 1 towing rope (10 meters),
10. 1 first aid kit,
11. 1 seat belt cutter accessible,
12. 1 foil survival blanket per person,

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

**[www.africarace.com](http://www.africarace.com)**