



SUPPLEMENTARY REGULATIONS CAR - TRUCK

#AER24



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APPENDIX A

Technical regulations

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Assistance regulations

The numbering of the articles of these Supplementary Regulations corresponds to the F.I.A. Cross-Country Rally General Prescriptions. The articles of the supplementary regulations appear with a P.

You must consult:

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

On the website

<https://www.fia.com/fr/regulation/category/100>

GENERAL PRINCIPLES

1P – GENERAL CONDITIONS

The Sports Association Déserts Aventures organizes, with the assistance of SARL OCT, the fifteen Cross Country Rally, named for 2024, "AFRICA ECO RACE", an event on the FSAM (Fédération Sénégalaise de Sport Automobile et Motocycliste) national calendar with authorized foreign participation which will take place in December 30th 2023 to January 14th, 2024, under the aegis of the countries crossed; Morocco, Mauritania and Senegal.

The Event is disputed in conformity with:

1. the International Sporting Code of the FIA (the ISC) and its appendices;
2. the FIA Cross-Country Rally Sporting Regulations, with the exception of the points detailed in these Supplementary Regulations ;
3. the FIA Appendix J ;
4. these current Supplementary Regulations and their bulletins, published by the organizer before scrutineering and then by the College of Sporting Stewards (College) which are an integral and inseparable part thereof and to which all Competitors have undertaken to submit ;
5. the FFSA Regulations;
6. Modifications, amendments and / or changes to these Supplementary Regulations will be announced by dated and numbered Bulletin.

Visa number: TBC

1P1 – APPLICATION

1P1.6 - The Organiser delegates the entire authority and the sporting power to the Event Officials, these being responsible of the respect and application of the present Regulations and its appendices.

1P2 - OFFICIAL LANGUAGE

The official language is French.

To facilitate the understanding of the Competitors, the Regulations and their appendices are translated into English.

In the event of any dispute concerning the interpretation of the Regulations, various documents and other publications of the Organiser and the Officials, only the French texts shall prevail.

In the event of a legal dispute, France alone shall be competent for any dispute before the courts and French law alone shall apply.

1P3 - INTERPRETATION

Anything that is not expressly authorised by these Supplementary Regulations is forbidden.

In case of litigation the Clerk of the Course and the College may take into consideration television images, video or photographs as well as data downloaded from IRITRACK/SmallTrack, ERTF GPS or Sentinel.

1P4 - DATE OF APPLICATION

The publication of these regulations is considered official and effective as soon as it is published on the website www.africarace.com and/or as soon as the Addenda are published during the event by the College.

1P5 – ORGANISER'S COMMITTEE

Representative of the FSAM:

Mr The Président Abdou THIAM

Sporting Director:

Manfred KROISS

General Coordinator and Logistic:

Anthony SCHLESSER

A.S.A. Déserts Aventures President:

Régis SELLIER

1P6 – COMPETITORS' DEPARTMENT

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

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

Website: www.africarace.com

1P7 - EVENT PROGRAM

November 1st, 2023

Closing of entries

December 29th & 30th, 2023

Administrative and technical checks, Menton – France, Rondelli stadium

December 30th, 2023 – 7PM	Parc Fermé in Monaco – Monaco
December 31th, 2023	Official ceremony at Monaco
	Boat embarkation in Sete - France of all the vehicles and participants registered
	1 st College' Meeting
January 1st, 2024	Posting of the pilots allowed to start and starting list of the 1st stage
	Compulsory general briefing
	Compulsory GPS ERTF Training
January 2 nd , 2024	Disembarkation at Nador – Morrocco
From January 2 nd to 14th, 2024	12 stages across Morrocco, Mauritania and Senegal
January 7 th , 2024	Resting day in Dakhla – Morrocco
January 14 th , 2024	Arrival at the Lac Rose – Senegal
	Prize giving ceremony at the Lac Rose – Senegal
	Boat boarding of the vehicles at Dakar harbor - Senegal

2P – DEFINITIONS

2P4 – 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 (College).
3. After having checked in at the time control at the end of the leg, competitors or team members may take race vehicles out of the bivouac for refuelling, cleaning or for testing. All tests must be done outside of the route of selective sections. **The “tracking” must be permanently connected.**
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 disqualification from the race, to be decided upon by the College.
5. **At the bivouac, on parked vehicles, it is forbidden to turn the motors on, on pain of penalty at the discretion of the College.**

2P5 - BRIEFING

1. A general briefing, with all the competitors and services, will be held on the boat, March 13th, 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 :
 - 1st bivouac, January 2nd, 2024 : 8PM,
 - Other days: 7PM.

2P17 - MAXIMUM TIME ALLOWED

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

2P21 – 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)

2P22 – OPENING CAR

Opening of the route will be done by :

José Maria SERVIA & Fina ROMAN / Paul GIRONA ROMAN & Raquel CECILIA

2P34 - SELECTIVE SECTIONS

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

2P41 – OFFICIAL POSTING & SPORTITY

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

December 29th & 30th, 2023

At the administrative checks, at Menton

January 1st, 2024 On the boat, Information deck
From January 2nd to 13th, 2024 At the bivouac, catering area
January 14th, 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.

2P42 - INFRINGEMENT (SPEED CONTROL ZONE)

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

2P43 - TARGET TIME

Any crew arriving ahead or after the target time on the road section will incur a penalty given to the minute except on liaison sections after a selective section to the bivouac, early check-in at the CH bivouac is allowed.

WORLD CUPS AND POINTS

Not applicable for AFRICA ECO RACE

OFFICIALS

7P –OFFICIALS & DELEGATES

7P1 – OFFICIAL LIST

Fonction	Name	Nationality	License #
President of the College	Jean Louis DRONNE	FRA	
Clerk of the Course	Joel BOURCIER	FRA	
Sportive Delegate	Jean Yves ESNAULT	FRA	
Sportive Delegate	Jean-Marc BONNAY	FRA	
Technical Delegate	Denis BETHOUX	FRA	13978
Secretary of the Meeting	Anne POINSOT	FRA	6373
Chief Medical Officer	Philippe VALERO	FRA	
Competitor Relations Officer	Jorge GIL	PRT	
Opening Car	José SERVIA & Fina ROMAN	ESP	

7P2 – FIA DELEGATES

Not applicable for AFRICA ECO RACE

7P3 – COMPETITOR RELATIONS OFFICER(S) (CRO)

Date	Location	Time
29 & 30/12/2023	Administrative checks Menton	8AM – 5PM
2/01/2024	Boat	9AM – 6PM
From 2nd to 13th/01/2024	PC Course	4PM – 8PM
7/01/2024	PC Course – Dakhla	9AM – 2PM
14/01/2024	Lac Rose	10AM – 2PM

7P4 – JUDGES OF FACT

All members of the organisation holding an FFSA or FIA official's licence, with the exception of members of the College will be authorized to make a report to the Race Direction.

ELIGIBLE VEHICLES

EQUIPMENT AND TYRES

8P – ELIGIBLE VEHICLES TO ENTER

8P1 – SUMMARY

Group T1 :	Prototype Cross-Country Cars complying with 2023 Appendix J Art. 285
Group T2 :	Series Production Cross-Country Cars complying with 2023 Appendix J Art. 284
Group T3 :	Lightweight Prototype Cross-Country Vehicles, complying with Appendix J Art. 286
Group T4 :	Modified Production Cross-Country Side-by-Side Vehicles, complying with Appendix J Art. 286A
Group SSV XTREM RACE :	The SSV of the SSV XTREME RACE GROUP should respect the following minimum weight : <ul style="list-style-type: none"> - SSV with atmospheric engine: 825 kg - SSV without turbo engine and +1000 cm3 with engines up to 2 litres : minimum 1150 kg and outer diameter of tyres: 32 inches maximum - SSV with turbo engine: 925 kg
Group T5 :	Cross-Country Trucks
Group Experimental :	Alternative energy vehicles; electric, with photovoltaic cells, hybrids, etc ...
Group OPEN :	Cross-Country vehicle with rigid axles, not conformed to the 2023 Appendix J
Group AER OPEN :	The Organising Committee reserves the right to refuse any crew in this category. The vehicle must be equipped with at least the approved roll bars, bucket seats, tanks and harnesses. When entering, a complete file with photos must be sent to the organisation.

8P2 – GROUPS/CLASSES OF VEHICLES

Group	Class	Vehicle
T1	T1.+	Prototype Cross-Country Cars Thermic Complying with 2023 Appendix J Art. 285
	T1.U	Prototype Cross-Country Cars « Ultimate » Complying with 2023 Appendix J Art. 285
	T1.1	4x4 Petrol Prototype Cross-Country Cars Complying with 2023 Appendix J Art. 285
	T1.2	4x4 Diesel Prototype Cross-Country Cars Complying with 2023 Appendix J Art. 285
	T1.3	4x2 Petrol Prototype Cross-Country Cars Complying with 2023 Appendix J Art. 285
	T1.4	4x2 Diesel Prototype Cross-Country Cars Complying with 2023 Appendix J Art. 285
	T1.5	Vehicles complying with « SCORE regulations (see art.8.5 of cross-country regulations)
T2	T2.1	Petrol Series Production Cross-Country Cars Complying with 2023 Appendix J Art. 284
	T2.2	Diesel Series Production Cross-Country Cars Complying with 2023 Appendix J Art. 284
T3	T3.1	Lightweight Prototype Cross-Country Vehicles Complying with 2023 Appendix J Art. 286
	T3.U	Lightweight Prototype Cross-Country Vehicles Complying with 2023 Appendix J, Art. 286-14
T4		Modified Production Cross-Country Side-by-Side Vehicles Complying with 2023 Appendix J Art. 286A
SSV XTREME RACE	SSV.1	SSV with atmospheric engine: 825 kg
	SSV.2	SSV without turbo engine and +1000 cm3 with engines up to 2 litres : minimum 1150 kg and outer diameter of tyres: 32 inches maximum
	SSV.3	SSV with turbo engine: 925 kg
T5	T5.1	10 000cm3 or over
	T5.2	Less 10 000cm3
EXP		Alternative energy vehicles
OPEN		Cross-Country vehicle with rigid axles

		Not conformed to the 2023 Appendix J
AER OPEN		Cross-Country vehicle with an AER Passport

9P - ELECTRONIC EQUIPMENT

1) Only the following aerals 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;
- Radio aerals designed only to receive AM or FM public radio broadcast on authorised wavebands. to the disqualification of all other type of aerial, linked or not, of type Standard C, D+, M, mini M, Argos, radios, telephones, wifi, Bluetooth etc.
- All infractions may result in disqualification.

2) Radios

All HF-VHF-UHF-CB transmitters and/or receivers or all other means of communication are forbidden throughout the entire Rally itinerary aboard Vehicles in the race. AM/FM radio receivers must be commercially available models and not modified. The wavelength of FM receivers is limited to 88 – 108 Mhz. Spot checks will be made. All infractions will result in penalties up to and including disqualification.

Only Walkie Talkies operating on one single frequency, used within the confines of the Bivouac are admissible, in so far as these will be positions blocked on a single frequency.

3) Satellite links

All satellite links or other links between a race Vehicle on a Selective Section and an exterior base or another Vehicle, other than the IRITRACK are forbidden.

4) Data

All data transmission systems, that allow the tracking of Vehicles and management of Vehicle fleets is forbidden with the exception of IRITRACK.

And that whatever the means or technical system used, on the pain of Disqualification.

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

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

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

Digital tablets as well as GPS watches are strictly prohibited.

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

2) The number(s) of all SIM cards inside the car, for whatever type of communication system must be given to the Organisers during Administrative Checks.

In the event of the use of local SIM cards, the competitor must imperatively inform the organization of this. Otherwise, if the organization could not get in touch with a competitor or his assistance, the organization cannot be held responsible.

Except in cases detailed in 3) below, in no case may telephones be in 'on' mode during Selective Sections. Spot checks will be made.

3) On Selective Sections, the telephone must remain switched off. Only in case of problems may telephones be used, only OUTSIDE OF THE VEHICLE, WITH THE VEHICLE STOPPED, to signal a withdrawal, an accident or a breakdown. Beforehand, the crew will have to inform the Race Control (PCO) of their situation via their IRITRACK.

4) These telephones may be used from inside the Car / Truck, only on Road Sections and only by the co-driver.

5) No permanent aerial, 'hands-free' kit, fixed installation or pre-wiring is authorised in the Vehicle, except for the GPS(s) and tracking systems supplied by the Organiser.

6) During Selective Sections, no transmissions (to or from the Vehicle) of the type SMS, MMS, or data is authorised. All equipment (data cables, infra-red, Blue Tooth, Wi-Fi or others) is forbidden.

7) Only the mode telephone is authorised.

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

10P - TIRES

The tires patterns are free for all the competitors.

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

11P – ON-BOARD VIDEO CAMERAS

11P1 - ORGANISER'S CAMERAS

Competitors will have the obligation to accept the assembly of a kit (power supply + support), the installation of cameras and a sound system embedded during the Rally.

These systems will be temporarily installed in the Vehicles according to the needs of the Organization.

Any refusal will be penalized at the discretion of the College.

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

11P5 – IMAGE RIGHTS

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 before the entries closure, to the following email address: contact@africarace.com.

12P - SAFETY TRACKING SYSTEM AND NAVIGATION SYSTEM

All Safety (MARLINK) and Navigation (ERTF) suppliers will be present:

- every morning at the start from the bivouac and/or at the DSS,
- permanently at the PC Race Control,

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

12P1 SAFETY TRACKING SYSTEM - IRITRACK

12P1.1 – COMPULSORY : IRITRACK

The hire of an IRITRACK is compulsory in race.

Assistance vehicle must imperatively hire a SmallTrack.

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, over the whole race.**

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.

Vehicles must be presented in the scrutineering, with the various mounting brackets, cables and aerials of the different safety equipment already fitted, ready to receive these systems.
Failure to do so will result in a penalty of 150 € per item or equipment not installed.

Telephone – Safety Equipment

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

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

12P1.2 - OPERATION

1. The IRITRACK is a satellite tracking system, set up by the organization and mandatory for all competitors.
2. The alarms and alerts may be let off either automatically or manually.
 - a. Automatic mode:
 - i. Alarm following a violent shock (deceleration meter), followed by a stop of 3 minutes,
 - ii. Abnormal inclination (inclination meter) followed by a stop of 3 minutes.
 - b. Manual mode:
 - i. Blue button: phone call to the race control (PC Course),
 - ii. Red button: accident with injuries,
 - iii. Green button: accident without injuries or breakdown.
3. Alternatively, at any moment, when in doubt, the PC Course can contact a competitor by telephone.
4. 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 disqualification, to be decided upon by the College.

12P2 - NAVIGATION SYSTEM (NAV-GPS)

All navigation equipment of whatever type is controlled, especially GPS. The bringing and possession of any system not explicitly mentioned in these regulations is forbidden and will result in disqualification.

12P2.1 – GPS UNIK4 COMPULSORY (GPS, Sentinel, electronic road-book)

All racing vehicles must be equipped with a GPS UNIK4.

All assistance vehicles must be equipped with an UNIK4 GPS.

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

This equipment must be mounted according to the technical instructions supplied. It is Crews' responsibility to correctly install the necessary mechanical, electrical and electronical elements complying with the safety standards before Scrutineering and that with the aid of the installation kits purchased from the named supplier. Electrical supply must be permanent without the circuit breaker, protected by a 5-amp fuse and give a steady continuous current of between 12 and 24 volts. The mechanical mountings must be flexible and use the silent blocks supplied.

This equipment may be fitted twice.

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

1. Upon confirmation of entry, the organiser will forward to you an information sheet concerning this equipment. Information and training are available on the ERTF website : <https://www.ertf.com/support.asp?lg= uk>
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.
2. The instruments will be delivered by our supplier, ERTF, during the scrutineering.
3. A maximum of two GPS UNIK4 (homologated « AFRICA ECO RACE ») will be allowed by vehicle, depending on the availabilities of the supplier.
4. An installation kit 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 12 and 24 volts.
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. In all the case, the competitor will must demand a receipt mentioning the state of the GPS.

Vehicles must be presented in the scrutineering, with the various mounting brackets, cables and aerals of the different safety equipment already fitted, ready to receive these systems.
Failure to do so will result in a penalty of 150 € per item or equipment not installed.

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

12P3 - CONNECTION OF THE SYSTEMS

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

Unannounced checks will be made.

Tablets and GPS watches are strictly prohibited.

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

Only equipment from ERTF may be fixed twice to the GPS UNIK4. A sole model is authorised by the Organisers and supplied by the Organisation's supplier ERTF; they must be linked to the fixed GPS. The linking of all other models, or systems to the GPS is forbidden, especially to computers or organisers of whatever kind.

This equipment may be fitted twice.

b) Mechanical Tripmeter of the Competitors' choice (optional)

A distance counter linked uniquely to the rotation of the wheels or the transmission shaft. This equipment must not be linked to any other piece of equipment making the use of this information by another piece of equipment possible.

This equipment may be fitted twice.

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

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

This equipment may be fitted twice.

d) Generalities

1. The use of GPS points other than those supplied by the AFRICA ECO RACE Organiser is forbidden.
2. Each piece of equipment may perform only one function (compass, odometer, etc.) with the exception of the odometer and compass functions of the GPS UNIK4.
3. Only the linking of the GPS UNIK4 and the GPS compass-heading, speed, odometer repeater (unique models) is authorised.
4. 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.
5. The carrying or possession of any system not explicitly described in these Regulations is forbidden, and notably all computer systems, electronic navigation aids, computerised map positioning systems, computerised maps scanners or storage devices.
6. All linking of communication of whatever kind (cable, radio, infra-red, etc.) of different pieces of equipment is forbidden. External communications are also forbidden.
7. Only the linking of the crew helmets by using a helmet-to-helmet Intercom system is allowed.
8. IMPORTANT: ANY KIND OF DATA ACQUISITION SYSTEM IS AUTHORISED IN THE VEHICLES PROVIDING THAT IT IS NOT EQUIPPED WITH A GPS SYSTEM, AT RISK OF DISQUALIFICATION.
9. The presence on board a Vehicle of all non-justifiable wiring is forbidden (electricity supplies, aerals, pick-ups, etc.).
10. The Organiser reserves the right to carry out physical or electronic test at any moment with the purpose of checking:
 - a) the correct functioning of compulsory equipment;
 - b) the absence or use of forbidden systems;
 - c) the absence of pre-equipment or cabling permitting the later installation of non-homologated equipment.
11. The possession or use of forbidden systems will result in Disqualification.

12. In the case of doubt concerning the functions of equipment authorised but of the Competitors' choice, their transport may be forbidden.

12P4 – GPS ODOMETER

Odometer of the GPS UNIK4 (function of the GPS UNIK4) : Counter of total distance, based uniquely on the calculation of the distances covered between each GPS measure (at least two per second).

This equipment can be fitted twice.

13P - DATA LOGGING AND DATA ACQUISITION

Not applicable for AFRICA ECO RACE

STANDARD DOCUMENTS

14P - STANDARDISED DOCUMENTS

14P2 - ROAD BOOK / ITINERARY

The road-book will be downloaded in the GPS UNIK4. It will contain information, containing characteristic notes and the passage points GPS (WPT, Passage Controls, etc...) which they must observe on pain of penalties which may go as far as disqualification to be decided upon by the College. The road-book will be in electronic format.

Competitors will use Electronic Road Book UNIK4 of ERTF.

However, they will receive at the start of each leg a paper road book sealed, which can only be opened in case of function failure of the electronic road book device.

Some random checks will be done. In case of any non-justified opening of the sealed rb, a 30-minute penalty will be imposed.

It is authorized to carry in the vehicle only:

- * The official road book of the event being run;
- * The modifications done by the Opening Car;
- * Personal notes resulting from a previous passage (in whatever direction) in the current rally.

All other documents, in whatever form, are strictly forbidden in a race vehicle.

14P2.1 - The road book for the transfer Menton / Sète will be issued at the administrative checks in Menton, December 29th & 30th, 2023 and will also be downloaded in the GPS UNIK4.

The road-book, paper, of the 1st leg will be issued, exceptionally, on the boat.

The road book will be downloaded before the start time of the competitor, at the Bivouac CH of the stage.

Modifications from the opening cars will be downloaded in the electronic road-book.

14P2.3 - The route will remain secret until the road book is downloaded in the GPS UNIK4.

14P2.4 - 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 and briefings issued to all the competitors.

14P2.5 - The distance of the stages will be given to the competitors latest December 15th, 2023.

14P2.6 - Before and during the AFRICA ECO RACE, it is prohibited to competitors who are registered or who are likely to enter to carry out or to have carried out the slightest reconnaissance of the route giving even a minor advantage.

14P2.7 – 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 ...).

14P3 - TIMECARDS

14P3.1 - At the start of a Leg, crews shall be given a Timecard on which the target times and the maximum times authorized to cover each Road Section and each Selective Section shall appear respectively.

This Timecard is handed in at the finish Time Control of each Leg and replaced by a new one at the start of the next Leg.

14P3.4 - The loss of a Timecard will entail a 5-minute penalty.

Any correction or amendment made to the Timecard will result in a penalty which may go as far as disqualification to be decided upon by the College unless such correction or amendment has been approved in writing by the controller.

14P3.8 – In case of retirement during a leg, the competitor must warn the PC Course and give his Timecard to a Steward as soon as he arrives at the bivouac.

14P3.9 - Crews are obliged, under pain of penalties which may go as far as disqualification, to have their passage checked at all points mentioned on their Timecard.

The absence of a stamp or the failure to hand in the Timecard at any control will result in a penalty which may go as far as disqualification to be decided upon by the College.

INSURANCE

15P - INSURANCE COVER

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

15P1 - REPATRIATION INSURANCE

A - DEFINITIONS

A.1 Organiser:

The Organiser has passed assistance / repatriation services to Europ Assistance, in the case of:

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

Insurance : 4904597 AIG

Beneficiaries:

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

Domicile:

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

Physical attack:

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

Area of application:

Cover is provided for AFRICA ECO RACE event from Decembre 29th 2023 to January 14th 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 medial team will arrange and organize transport of the Beneficiary from the place of the accident to the Rally Bivouac or to the nearest appropriate medical institution using the Rally's ground or air transport.

B.1 – How the cover is provided

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

For the beneficiary:

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

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

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

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

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

Extension of services: help to organize return journeys

Beneficiaries whose medical condition does not justify repatriation for medical reasons, under the conditions hereby described, may nevertheless benefit from logistical help after study by the organizer (without costs being incurred by the organizer) for the organization of their transfer between the place where they retired on the Rally and Dakar. After consideration of the application by the organizer, a substantive advance may be envisaged, subject to the commitment of the beneficiary to reimburse the entire amount by the beneficiary.

It is made against a guarantee check payable to OSE 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, OSE reserves the right to take any action required to recover the monies from the Beneficiary.

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

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

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

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

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

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

B.3 – Medical expenses (including the cost of hospitalization) incurred during AFRICA ECO RACE 2024

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

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

B.4 – Repatriation in case of death

The insurer organizes:

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

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

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

B.5 - Exclusions

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

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

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

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

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

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

15P2 – CIVIL RESPONSIBILITY INSURANCE

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 Organiser : 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, 29/12/2023. The guarantees will stop, latest, on 14/01/2024, 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.

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.

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.

15P3– INDIVIDUAL ACCIDENT INSURANCE

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

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

15P4– AUTHORIZATION TO RACE ABROAD

Each competitor in race must ask his federation an authorization to race abroad. This authorization will be asked at the checks.

15P5 – RESPONSIBILITY & INSURANCE ON THE BOAT

Please take out additional insurance from your insurer. The organization cannot be held responsible for any damage, theft or otherwise during the Sète / Nador and Dakar / France crossings.

Under maritime law and international conventions, the civil liability of the carrier is limited and covers, within very low limits, damage and loss relating to the delivered goods (Brussels Convention of 1924 amended by the Protocols of 1968 and 1979) . Thus, during closings at ports in France and Senegal and during maritime transport, the liability of the carrier, and therefore of the Organizer, will be strictly limited to the legal conditions (law of June 18, 1966 and decree of December 31 1966) in the field of maritime transport of vehicles which stipulate in particular repair limits for damage to goods:

- 2 SDR (Special Drawing Right) per kilo or 666.67 SDR per Vehicle,
- maximum compensation for a Vehicle transported: € 4,600, following loss or damage.

Therefore, it is **strongly recommended to have additional insurance** covering damage to Machines / Vehicles during their parking in the Closed Parks at French and Senegalese ports and during maritime transport organized by the Organizer.

This insurance is optional, but strongly recommended, and can be, if chosen, taken out with the insurer of your choice.

ENTRIES

16P – ENTRY APPLICATION

16P1 – DEMAND

1. Is admitted by invitation anyone over 18.

2. Anybody wishing to take part in the event must register online on the AFRICA ECO RACE website, www.africarace.com
3. To be valid, registration application must be accompanied by the amount of the entry fees and copies of their documents.
4. Applications are one a "first come, first serve" basis.
5. The competitor and crew members enter the AFRICA ECO RACE in full knowledge of the risks that taking part in this Event may incur. They give up the organizers of any penal liability for personal injury or material damage during the AFRICA ECO RACE 2024. They undertake to present their vehicle at all times in accordance with these regulations.

Competitors, drivers or co-drivers of a different nationality of the organisers' ASN must comply with Article 70 of the Code. All competitors must have a written authorisation to race from their respective ASN.

16P2 - AMENDMENTS ON THE ENTRY FORM

A competitor may freely replace the vehicle declared on the entry form with another from the same class, up to October 31st, 2023.

16P4 - CHANGE OF COMPETITOR AND/OR CREW MEMBER(S)

Any 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 document.

17P – ENTRY CLOSING DATES

17P2 - ENTRY CLOSING DATES

Entry closing : November 1st, 2023.

18P - ENTRY FEES

18P1 – ACCEPTANCE OF ENTRY FORM

An online entry application will be accepted only if accompanied by the total entry fees before the entry closing date.

18P2 – RACE ENTRY FEES

	Registration till 15/06/2023	Registration till 15/09/2023	Registration till 1/11/2023
CAR / SSV : Pilot + Car/Ssv *	12 000 €	13 800 €	14 400 €
TRUCK : Pilot + Co-pilot + Truck **	20 000 €	23 000 €	24 000 €
EXTRA PERSON	6 000 €	6 900 €	7 200 €

* Vehicle 1.9m high and over will have to pay an extra amount of 700€.

Vehicle 5m long and over will have to pay an extra amount of 700€ per M/L

** Trucks 7m long and over will have to pay an extra amount of 700€ par M/L.

Fees including :

- Official start ceremony in Monaco,
- 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,
- Sum up of the rally,

- 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 Novembre 1st, 2023.

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

18P3 - PARTIAL REFUND OF ENTRY FEES

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

- in case of cancellation made before 15/09/23 = 1.500€ administration costs retained per car/truck,
- in case of cancellation made on 15/09/23 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). 3.000€ will be retained per car/truck.

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.

18P4 - ADDITIONAL REQUIREMENT FOR ENTRY FEES

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.

18P4.1 - BOAT

Boat transport of the vehicles registered : Sète / Nador and Dakar / South of France is included in the entry fees.

Boat transport of the persons registered : Sète / Nador, in an interior cabin to be shared with 3 other persons, for 2 nights 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 Sète / Nador and Dakar / South of France

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 and may have a fine.

18P4.2 - VISAS

To obtain your visa, it is compulsory to have:

1. A passport valid until July 31st 2024,
2. 2 blank pages in your passport,
3. 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.

All participants must be in possession of a visa for Mauritania. The visa is included in the entry fees. The organization will do all the administrative formalities.

18P5 – PAYMENT

Payments for entries must be made by SWIFT bank transfer.

Bank account is notified 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 OCT.

The start will be refused to any competitor who has not paid his entry fees and submitted his deposit payment.

18P6 – DEPOSIT

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

- 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 respect the clauses of the article 48P5.
- e. Obligation to return the equipment given temporarily to the competitors during the event.
- f. 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 all vehicles must leave the crossed country, repatriation to Dakar harbour is at his own expense.
- g. Obligation to discharge the organisation of all fees (such as: accommodation, other return journey than planned, miscellaneous fees etc.).
- h. Obligation to respect safety rules during the event.
- i. **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, any points mentioned in the article 18P6-a) 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.

3) Nota: Any non-payment of the deposit entails the interdiction to compete for the AFRICA ECO RACE:

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

18P7 – CANCELLATION OR POSTPONEMENT 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 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 1st, 2024 or postponed for the next edition, at the choice of the competitor.

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

VEHICLE IDENTIFICATION AND ADVERTISING

19P - COMPETITION NUMBERS

Article 19 of the FIA Cross-Country Rallies Sporting Regulations is replaced by the following articles.

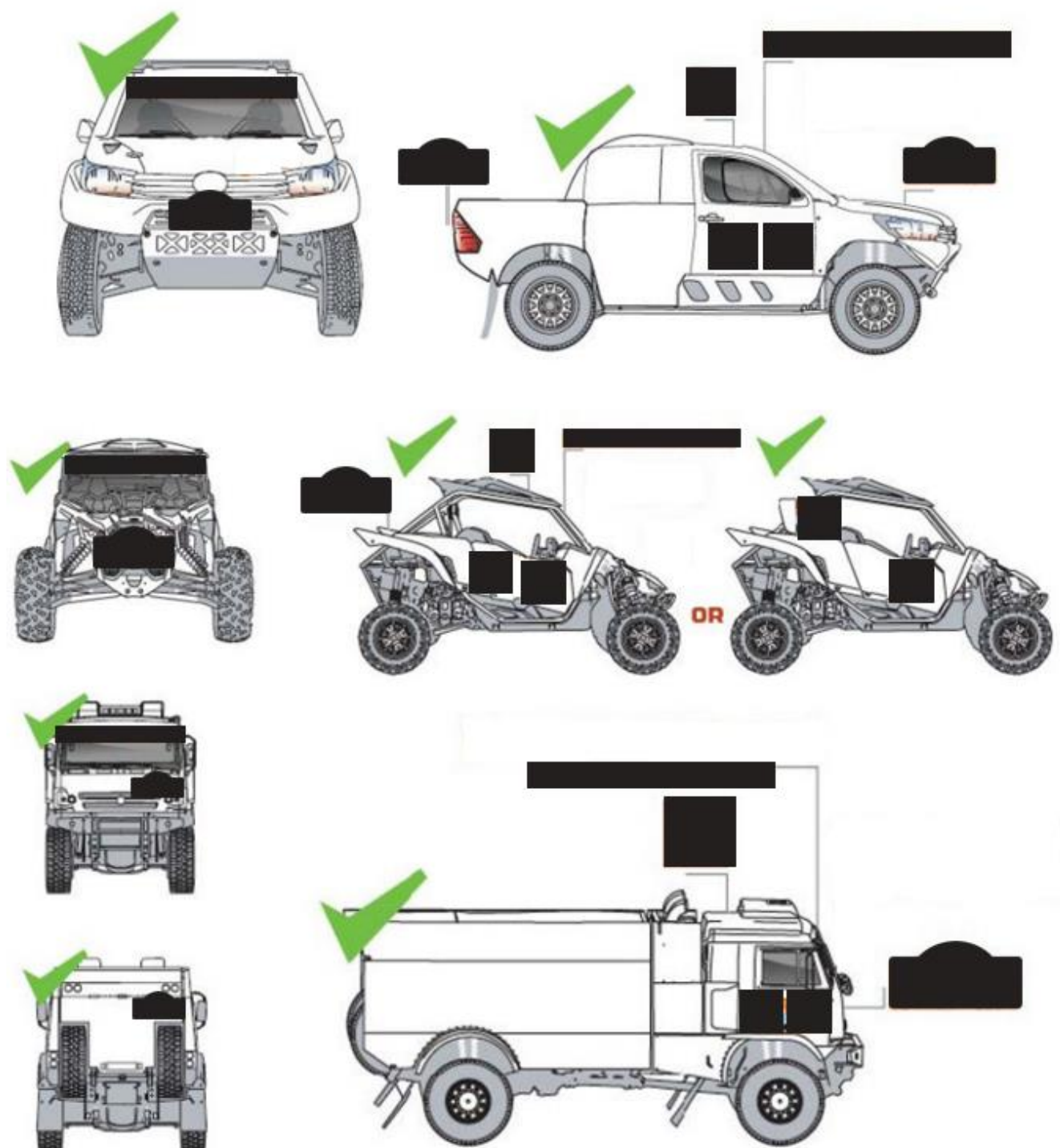
19P1 – GENERALITIES

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

Advertising panels cannot be broken up under pain of a penalty (see art. 19P6).

1 windscreen band :	120 x 10cm
2 rally plates at the front and rear of the vehicle :	43 x 22 cm
2 number plates	T1 & T2 : 42 x 44 cm T3 & T4 & SSV : 30 x 31 cm T5 : 46 x 48 cm
1 roof number plate :	T1 & T2 : 42 x 44 cm T3 & T4 & SSV : 30 x 31 cm T5 : 46 x 48 cm
2 advertising panels :	T1 & T2 : 42 x 44 cm T3 & T4 & SSV : 30 x 31 cm T5 : 46 x 48 cm

Organiser compulsory and optional advertising will be communicated by bulletin.



19P5 - REMOVAL OF VEHICLE IDENTIFICATION

A competitor who has definitively retired from an event must immediately remove or cover his competition numbers.

19P6 – BREACH OF REGULATION

At any time during the event, the absence or incorrect positioning of a competition number or an event plate may incur a fine equivalent to 10% of the entry fees.

20P - ADVERTISING

20P2 - ORGANISER'S OPTIONAL ADVERTISING

For competitors who refuse the Organiser's optional advertising, the amount of the entry fees will be increased by 100%.

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.

20P3 - BREACH OF REGULATION

At any time during the event, the absence or incorrect positioning of a competition number or an event plate may incur a fine equivalent to 10% of the entry fees.

20P4 – AFRICA ECO RACE BRANDS - TRADEMARKS

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

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.

21P - DRIVER'S AND CO-DRIVER'S IDENTIFICATION

21P2 – CREW IDENTIFICATION

Conform to the Cross-Country rally sporting rules.

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

ADMINISTRATIVE CHECKS AND SCRUTINEERING

22P - ADMINISTRATIVE CHECKS

22P1 – TIME SCHEDULE

a) The team manager will receive a convening stating the exact day and time.

All crew members must pass the administrative checks in Menton, Rondelli Stadium, on the date and time mentioned on the convening with all the documents of the crew members and vehicles registered.

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

1. 50 € for the 1st hour late (inclusive)
2. 80 € for the following hours (inclusive).

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

22P2 - DOCUMENTS REQUIRED

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

- ➔ Passport valid until July 31st, 2024
- ➔ Each crew member must get a 2024 annual or 1 event 2024 international license ICCCR or ICCDRO or ICCD1 also valid for T1. Competitors must ask for an authorization to race abroad from their federation.
- ➔ Insurance of the vehicle valid for France and Morocco
- ➔ Vehicle registration paper. In case of the registration paper is not in the name of the pilot or co-pilot, a loan certificate will be required.

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

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

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

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

23P - SCRUTINEERING BEFORE THE START

23P1 – TIME SCHEDULE

1) On leaving administrative checks, the competitor with his vehicle will have 30 minutes to present themselves to the technical checks.

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

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

2) On coming out of scrutineering, all vehicles will be placed under Parc Fermé rules. After the technical checks, the competitor will receive a timecard with a maximum time allowed to go to the Parc Fermé in Monaco.

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

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

Vehicles must be presented in the scrutineering, with the various mounting brackets, cables and aerals of the different safety equipment already fitted, ready to receive these systems (GPS UNIK4, IRITRACK). Failure to do so will result in a penalty of 150 € per item or equipment not installed.

3) The IRITRACK 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.

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

While waiting at the technical checks, the vehicle engine must be turned off.

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

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

6) While waiting in the technical control area as well as outside it, the engines must be stopped.

24P - SEALING AND MARKING

24P1 - GENERAL REQUIREMENTS

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

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

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

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

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

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

24P1.1 - Any anomaly discovered, and in particular identification marks presented as original and untouched which have been tampered with, may entail the disqualification of the crew, as well as that of any other competitor or crew who has helped or been involved in the commission of the infringement. This will not prejudice any demand which may additionally be made to the competitor's or accomplice's ASN concerning the imposition of heavier sanctions.

24P1.2 - Group T1: Regarding the suspension, the competitors of the T1 Group will must plan on the bump stops a hole allowing the passing of a seal (diameter = 3,5mm minimum). The hole must be placed in a way that it is not possible to adjust the suspension travel without breaking the seals.

24P2- REPLACEMENT OF PARTS

In Group T1, only one spare engine block is authorised per race and per competitor (team).

In case of engine block replacement, a 6-hour penalty will be applied to the car of which the engine block has been replaced. At the 2nd change, a 6-hour penalty will be once again applied.

25P - CHECKS DURING THE EVENT

25P3 - RESPONSIBILITY OF THE COMPETITOR

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

26P – FINAL CHECKS

26P2 - SELECTION OF VEHICLES

In addition to the art. 26.2 of the FIA CCR GP, technical checks will be held at the end of the event. Competitors checked and the type of scrutineering will be decided by the College on opinion of the Clerk of the Course. Modalities will be communicated by bulletin.

DRIVING CONDUCT AND RECONNAISSANCE

27P - BEHAVIOUR

Competitors must strictly respect the regulations in force in the country they are crossing and in particular, but not exclusively, the rules relating to the highway code, hygiene, health protocols, safety and the environment.

27P1 – GENERAL RULES

27P1.1 - 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 members of the crew will be judged by the College, who may impose a penalty which can go as far as disqualification or allow an organizer to refuse the entry of the incriminated competitor(s) or to refuse them the start.
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 disqualification from the race.

27P1.12 - 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.

27P2 - EXCESSIVE SPEEDING DURING THE EVENT/TRAFFIC LAWS

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.

27P2.1 - SPEED LIMITS – ROAD SECTIONS

On the road sections, if nothing is specified on the road-book, the speed will be limited to that in force in the various countries, the speed limit signs being taken as proof. Penalties incurred will be identical to those of article 27P3.

27P2.2 - SPEED LIMITS – SELECTIVE SECTIONS

In all selective sections, the maximum speed will be :

GROUP	MAXIMUM SPEED
T1,T2	170 km/h
T3	140 km/h
T4	130 km/h
SSV XTREME RACE	130 km/h
T5	150 km/h

Penalties incurred will be identical to those of article 27P3.

27P3 – PENALTIES FOR INFRINGEMENTS

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

On arrival at the CH bivouac, the controller notes all the overtaking and shows them to the competitor. If the competitor has 2 GPS working and the 2 speeds are not the same, the competitor will be penalized on the speed indicated on the main GPS.

If the competitor contests the infringements, he must make a written complaint, accompanied by his deposit, which he will send to the Clerk of the Race within half an hour of notification, to proceed with the deloadage of the GPS.
2. Penalties for infringement during the stage:
 - a. between 1 and 5 kph: 3 minutes x the number of impulsions + a fixed amount of 100 €
 - b. between 6 and 15 kph: 6 minutes x the number of impulsions + a fixed amount of 200 €
 - c. more than 15 kph:

- 1st impulsion: 20 minutes + 300 €
- 2nd successive impulsion : 1h00 + 1.000 €
- 3rd successive impulsion : disqualification

All infringements made during a selective sector will be penalised and the penalties added to the selective sector time.

Any crew which violates the prescriptions of Articles 27P2 will be the subject of a report to the College who may impose penalties as provided for in the code.

28P - RECONNAISSANCE

As from the publication of the Supplementary Regulations, the presence of a competitor, or anyone connected with a competitor, on any part of the itinerary of an event is prohibited.

Any driver who has been on the FIA Cross-Country Priority Drivers list for the current year or in the previous five years, or his co-driver or representative, and who wishes to visit an area which might be used for a Selective Section of any event, must obtain written permission from the Organiser OCT.

Failure to respect these rules will result in the competitor being reported to the College.

SHAKEDOWN

Not applicable for AFRICA ECO RACE

STARTS AND RE-STARTS

30P – START CEREMONY

The start ceremony will take place simultaneously with the start ceremony of the Rally, on December 30th, 2023, at 7:00 pm, quai Antoine 1^{er} - Monaco.

Competitors will enter the parc fermé ½ hour before the start.

Each vehicle entered in race with the full crew members will be required to stand on the starting podium.

31P – START OF THE COMPETITION

Conform to the Cross-Country sporting regulations

32P – START ORDER AND INTERVALS

The starting orders and intervals for each stage will be specified on the timing (itinerary / schedule) given during the administrative checks in the Competitors' Book.

32P1 – START ORDER LEG 1

For the first leg, the competitors will start in the order of the race numbers.

The first 10 cars every 2 minutes, the following, every minute.

For the first leg, trucks will start in the order of the race numbers every 2 minutes, 15 minutes after the start of the last car.

32P2 - SUBSEQUENT LEG

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

Every evening, the starting order of the first 20 will be posted at 8.00 pm. Competitors who did not arrive by 10.00 pm will start after the others, in the order of their starting order of the previous day.

The start list of all competitors will be posted at 10.30 pm at the latest.

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

No early starts are allowed at the start of the selective sections. Any violation of this rule may result in a sanction by the College, which may go as far as the disqualification of the team at fault.

32P3 - REPOSITIONING OF DRIVERS

32P3.1 – A request for repositioning on an official form must be communicated to the Race Direction the day before, before 8.00 p.m. and at the discretion of the Stewards.

32P4 - START INTERVAL

See art.32P1 & 32P2

33P - QUALIFYING STAGE

Not applicable for AFRICA ECO RACE

34P - RE-START

34P1 - GENERAL

1. Any competitor who doesn't take the start of the leg of the day can take the start of the next day stage after regrouping during the night unless he confirms that **this is not his intention and declares definitive retirement to the clerk of the race**, conforming to the art.48P5 of the supplementary regulations, latest at the briefing.
2. Additional condition to take the start: **Having submitted a successful technical check of their vehicle** which must be held at least **one hour before** the start of the first competitor of the day's stage and without advice to the contrary from the Chief Doctor.
3. The College may at any time withdraw for no motive the benefits of this reintegration in the rally. This decision may not be requested for an appeal.

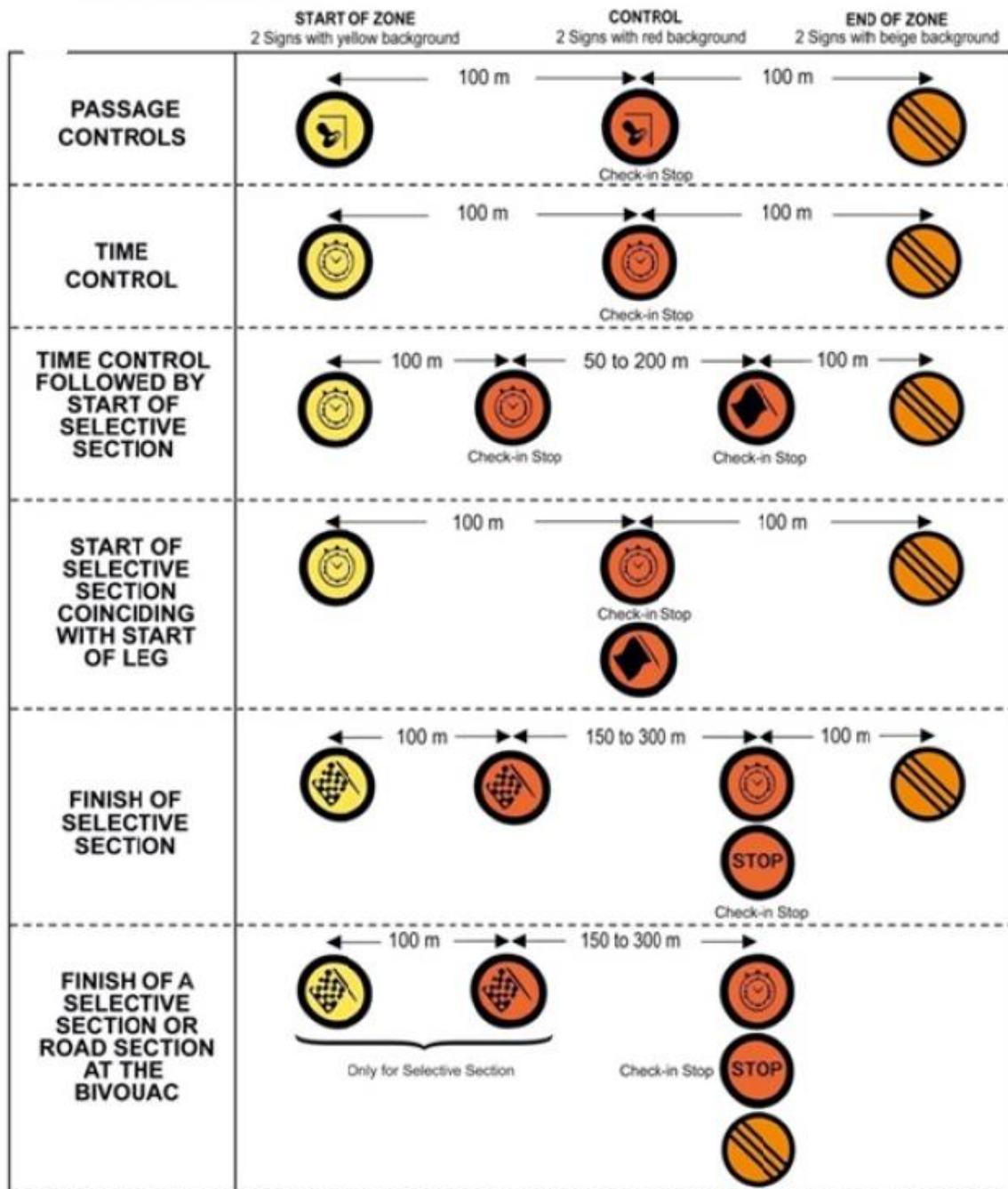
34P2 - PENALTIES

1. **For the leg in which the competitors have leave the special stage** : Fixed Penalty (PF) + maximum time allowed of the Selective Section + penalties for missing waypoints and CP.
2. **For the stage which the competitor doesn't take the start** : 1 day + maximum time allowed of the Selective Section.
3. **For the stage where the competitor was recovered by the balai** : PF + the maximum time allowed of the selective section + fixed penalty + penalties for waypoints and missed CP.
The competitor reintegrating the rally after being recovered by the balai, can do 1 time maximum.
On the 2nd "draft" by the balai, the competitor will be disqualified. The competitor will be considered as **definitively abandon** conforming to the art. 48P5 of the supplementary regulations. The competitor will have to cross his number and follow the rally on the assistance road.
4. Any crew who has **abandoned during stage 11** of the rally will not be classified (permanent retirement).

CONTROLS AND ZONES

35P - CONTROLS – GENERAL REQUIREMENTS

35P1 - SIGNAGE OF CONTROLS



35P3 – TIMES CONTROLS

35P3.2 - In addition to the CCR GP FIA, art. 35.3.2: They will stop to operate 30 minutes after the target time for the last crew; calculated taking into account the maximum time allowed preceding this control for the last classified competitor.

35P4 - SEQUENCE OF CONTROLS AND DIRECTION

35P4.1 –

1. Crews are required to always present themselves in the correct order of controls and in the direction of the road book. It is also forbidden to return to the control zone.
2. A vehicle must move by its own means, engine running. If the vehicle is unable to move, towing and/or pushing by a competitor in the race is allowed, or by an assistance crew or vehicle when the race and the assistance route follow the same itinerary.

35P4.2 - In control zones, these actions mentioned in the art.35P4.1-2 will entail the following penalties:

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

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

35P5 - MARSHALS' INSTRUCTIONS

35P5.1 - On pain of a penalty which may go as far as disqualification, the crews are obliged to follow the instructions of the marshal in charge of the control post, who must be assisted by a controller (all possible cases will be examined by the College following a written report by the marshal in charge of the control post).

35P5.2 – Not applicable for the AFRICA ECO RACE

35P6 - MEDIA ZONES

Not applicable for the AFRICA ECO RACE

36P - PASSAGE CONTROLS (CP)

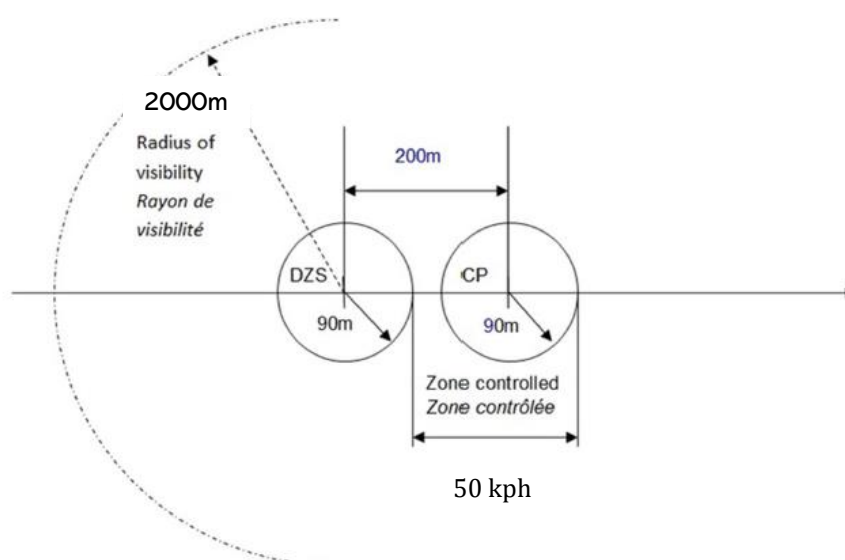
Under no circumstances may the course be taken in the opposite direction to the race.

36P3 – SAFETY ZONES

36P3.1 – SAFETY ZONE

1. With the aim of ensuring safety in the CP zone, a “Safety Zone” (DZS) will be installed at each CP;
2. The visibility of the CP waypoint will be visible once the DZS waypoint has been validated.
3. Speed in the zone will be limited to 50kph maximum and controlled by GPS
4. The speed check will be carried out according to the sketch hereafter:

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



36P3.4 - CLOSING TIME FOR PASSAGE CONTROLS

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

- the ideal time of the last competitor, increased by 30 minutes.

This time must be mentioned on the itinerary/schedule given at the checks in the Competitor Book.

36P3.5 - PENALTIES

1. Penalty for missing passage control (CP): 2 hours,
2. Non visible stamp on the competitor's timecard: 5 minutes,

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

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

37P - SPEED CONTROL ZONES

37P2 – OPERATION

START ZONE: DZ

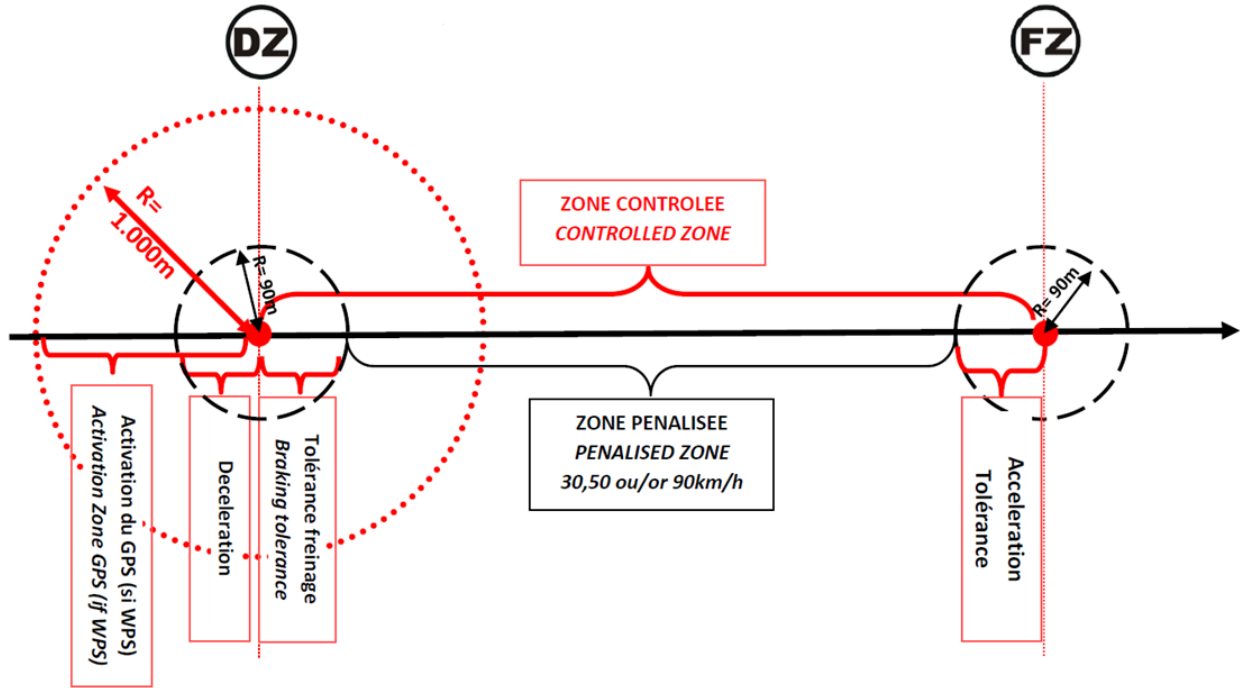
- 1. The start of a speed control zone registered in the GPS will be indicated in the road book by a box marked: “DZ”. It won’t be marked by a physical sign.
- 2. To validate the entry of Zone “DZ”, the competitor must pass at less than 90 m (radius around the Waypoint “DZ”), on pain of penalties for missing Waypoint
- 3. In a radius of 1km of a DZ point, the competitor's GPS will become active (DTW, CTW and arrow) so as to guide the competitor to this point,
- 4. 90m before this GPS point competitors will be informed by their GPS that they are approaching a speed control zone (deceleration),
- 5. The 90m after the GPS point is considered as a deceleration zone (zone of tolerance), before entering in the control zone.

EXIT OF THE CONTROL ZONE: FZ

- 1. The end of a GPS speed control zone will be indicted on the road book by a box marked « FZ ». It won’t be marked by a physical sign. This point is considered as an eclipse waypoint (WPE) and will be visible once the DZ Waypoint is validate.
- 2. Around this point there will be a zone of tolerance of 90m so as to avoid any arguments concerning the measuring of speed.
- 3. From this point, the competitor may accelerate again. The exit point of the Speed Control Zone is a compulsory point of passage.
- 4. To validate the exit of zone « FZ », the Competitor must pass at less than 90 m (radius around the WPE « FZ ») on pain of a penalty equal at a missing waypoint.

Waypoint		Visibility radius	Validation radius
DZ	Start of the speed zone = WPS	1000 m	90m
FZ	End of the speed zone = WPE	WPE Once DZ validate	90m

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



SPEED CONTROL ZONE

- 1. 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.

2. Only the information displayed on the GPS will be binding.

CONTROL PROCEDURE

1. Throughout the duration of the Rally, the crew is responsible for the proper functioning of the SmallTrack and the UNIK4 GPS, rented from the organization's service providers. It must be in operation and remain permanently connected, power supply and antenna connected, for the duration of the event. Competitors must come to the scrutineering with the UNIK4 installation kit installed.
2. Any incident that is the fault of the competitor (loss, destruction, switching off, etc.) and that makes it impossible to read the GPS and/or any attempt at cheating or manipulation will result in penalties to be decided by the College and may include disqualification from the race. Penalties applied will be identical to those for a crew who have failed to enter the day's code into their GPS (s).
3. Checks will be carried out at the end of legs. The crew must put their GPS on the control page on their arrival to the Time Control. A page summarizing the infringements appears then on the screen in light or grey depending on their states: non-validated or validated. The person carrying out the checks will note any infractions and these will be a counter signed by a crew member or by the competitor. The controller will then hand out a copy to the competitor and will send a copy to the Clerk of the Race.
4. In the case of protest, accompanied by the appropriate deposit, the competitor has half an hour after notification to make written protest to the Clerk of the Course. The GPS(s) will then be dismantled and sealed by a GPS technician in the presence of the competitor (or their representative) before being examined by a GPS technician who will hand his/her report to the Clerk of the Course and to the competitor.

37P2.5 – CONTROL OF THE GPS(s)

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

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

37P2.6 - INFRINGEMENT (SPEED CONTROL ZONE)

1. 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.
2. A second infringement will come about when one or more instances of speeding have occurred inside new control zone.
3. In case of a repeated offence during the event, the 3rd infringement (in 3 different zones) may result in penalties that may go as far as disqualification, depending on the excess speed noted, and decided upon by the College.
4. Any lack of WPT, DZ, FZ validation will be penalized by a penalty of 15 minutes.

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

When arriving at the end of the selective section and/or the bivouac, a controller will note all speeding and indicates the offence to the competitor.

If the competitor disagrees with the infringements noted, they must make a written protest, accompanied by a deposit, which they must give to the Clerk of the Race within 30 minute of notification, so that the GPS can be further examined.

Any over speeding recorded by the GPS will be penalised by the Clerck of the race as follows:

1. between 1 and 5 kph: 10 secondes x the number of impulsions
2. between 6 and 15 kph: 1 minute x the number of impulsions + a fixed amount of 50 €
3. between 16 and 40 kph: 2 minutes x the number of impulsions + a fixed amount of 100 €
4. more than 40 kph:
 - a. 1st impulsion: 5 minutes + a fixed amount of 300 €
 - b. 2nd successive impulsion: 10 minutes + a fixed amount of 500 €
 - c. 3rd successive impulsion: 15 minutes + a fixed amount of 700 €

Any other impulsion beyond 40 km/h will result in a penalty at the discretion of the College.

Nota:

1. Fines must be paid in cash, in Euros, at the Competitor Relations Officers.
2. Payment of the fine must be paid within 24h00 after notification, on pain of being refused a start.
3. For penalties incurred before the last stage, payment of fines must be made after notification, before the start of the last stage.
4. For penalties occurring during the last stage, payment of fines must be made before leaving the Parc fermé. Failure to do so will result in the amount of the deposit being withheld and not returned at the end of the rally.

38P – TIME CONTROLS

38P2 - CHECK-IN PROCEDURE

38P2.10 - At a time control, any difference between the target check-in time and the actual check-in time will be penalized at a rate of :

1. 1 minute per minute or fraction of minute for late,
2. 2 minutes per minutes or fraction of minute for early.

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

38P2.13 - Any failure on the part of a crew to observe the rules of the check-in procedure (and in particular the fact of entering a control zone more than a minute earlier than the check-in time) will be recorded by the chief controller at that post and sent in a written report to the Clerk of the Course.

38P2.15 - In the case of an incident, should there exist a divergence between the two entries, the starting time of the selective section will be binding, unless the College decide otherwise.

39P – REGROUPING CONTROLS

Not applicable for the AFRICA ECO RACE

40P – MAXIMUM PERMITTED LATENESS AT CONTROLS

Conform to the Cross-Country sporting regulations

SELECTIVE SECTIONS

41P – GENERAL

Under no circumstances may the course be taken in the opposite direction to the race.

41P1 - During the selective sections, all members of the crew must conform to the standard described in the FIA Appendix L, Chapter 3 and article 48P of these supplementary regulations. The following penalties will be applied:

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

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

42P - SELECTIVE SECTION START

42P4 - DELAYED START THROUGH THE FAULT OF THE CREW

42P4.2 - Any crew refusing to start in a selective section at the time and in the position allocated to it shall be given a penalty of 30 minutes and must make it available to the post chief who will notify it of its new start time.

42P6 - If a competitor is unable to leave the zone under his own power, penalties will be applied:

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

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

43P - WAYPOINTS

43P1 - GENERAL

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

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

43P1.1 – GPS points of the start and arrival leg as well as the selective sections GPS points will be mentioned on the road book.

43P1.2 - It is recommended that each crew goes through all waypoints in chronological order (ascending) and cannot go back to get a previous waypoint missed.

- Each Waypoint is considered as a compulsory passage point. To validate his passage, the competitor must pass less than:
- 300 metres from all the WPV
- 200 metres from all the WPM, WPE, WPC
- 90 metres from a WPS, DZ, DZS, CP

43P1.3 - Any absence of validation of a WPT will be penalised of 43P7.

43P1.5– UNBLOCKING OF THE GPS

1) For safety matters, competitors have 2 possibilities to unlock the GPS by entering a specific code :

- a. A code to unlock the next WPT
- b. A code to activate the general functions of the GPS and GPS Points of the stage will appear. This code can only be used for safety matters or by decision of the Clerck of the course. In this last case, 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).

2) The unlocking codes are to be asked the PC Course, who, with agreement of the Clerk of the Course, will provide it for the ongoing stage.

3) Penalties for using these codes :

- a. The code to unlock the next WPT : a fixed penalty of **de 3 hours**.
- b. The code to unlock all the WPT of the leg : 3 heures + maximum time of the selective section + penalties for each waypoints and CP missed and this, in a maximum of **2** uses for the Rally, the penalty could otherwise go to **disqualification**.

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

43P4 - WPM (Hidden waypoint)

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

43P5 - WPS (Security waypoint)

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.

43P7 – WAYPOINTS SUMMARY

45P1 – GENERALITIES

45P1.2 - If a Selective Section provides a refuelling zone for T3, T4 and SSV Xtreme Race vehicles, T1, T2 and T5 vehicles will be in a 15-minute neutralisation zone without being able to refuel.

46P - SUPER SPECIAL STAGES (SSS)

Not applicable on the AFRICA ECO RACE

47P - 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

48P - COMPETITOR SAFETY

During all the event, when the Competitor is a legal entity, or the Competitor is not part of the Crew, the first Driver named on the entry form will be held responsible, jointly and severally, for all the liabilities and obligations of the Competitor, throughout the whole Event.

48P1 - EQUIPMENT OF THE CREWS

Conform to the FIA Appendix L, chapter 3:

1. Helmet (chap. 3, art. 1)
2. Fireproof overalls (chap. 3, art. 2)
3. Long underwear, balaclavas, socks and fireproof shoes + gloves for the pilot (chap. 3, art. 2)
4. Front head restraint system, Hans or equivalent (chap. 3, art. 3)
5. Harnesses (chap. 3, art. 4)

The wearing of fireproof overall suit complying with FIA standards (Appendix L, Chapter 3 of the FIA Regulations - **FIA 8856-2000** Technical List N°27 and/or **FIA 8865- 2018**), is mandatory.

The wearing of fireproof undergarments, balaclava, socks, shoes, gloves (Driver) complying with FIA standards (8856-2000, Appendix L chapter 3 FIA or FIA 8865- 2018) is compulsory for all groups.

Wearing these is strongly recommended for off-road and tracks' Road Sections.

The wearing of an approved harness (FIA Appendix L) is compulsory throughout the entire Itinerary.

The wearing of an approved helmet (FIA Appendix L) is mandatory throughout the entire selective sections.

The wearing of a head restraint system (FHR – Frontal Head Restraint) is mandatory (Appendix L, chapter 3, FIA).

All these items must be worn during Selective Sections, on pain of Disqualification.

This equipment must be presented during the technical checks, otherwise, the start will be refused.

Spare helmets must be checked as well.

48P1.2 – SURVIVAL KIT & MEDICAL EQUIPMENT

Each crew must be equipped of :

1. 1 distress mirror,
2. 1 aluminium rescue blanket (Métalline) per person,
3. 1 compass,
4. 1 light stick,
5. 1 strobe lamp,
6. 1 aid medical kit,
7. 1 lunch pack/ person.

Controls will be done at any time.

48P2 – EQUIPMENT OF THE VEHICLE

Compulsory safety equipment to be rented to the organizer provider:

1. GPS UNIK4 – ERTF
2. IRITRACK - MARLINK

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

For safety reasons Crews must carry with them in their Vehicles, in addition of the survival kit (art.48P1.2), the following material:

1. 1 safety triangle + 1 yellow fluorescent safety jacket per person, per vehicle;
2. 1 seat belt cutter per Crew member, accessible from the seat with harness fastened;
3. A pair of bike / working glasses per Crew member;
4. 1 x 10 m tow string;
5. Warm clothing;
6. 5 litres of any non-alcoholic drink per person, in soft bags/pockets, with their tubes and drinking system to make it easy to absorb liquid during the Race;
7. 1 very loud horn, that functions perfectly throughout the Event;
8. 1 IRITRACK;
9. 1 GPS UNIK4.

48P2.3 – All crews coming to the start of a leg without all the compulsory survival equipment (water and safety material) will have a time limit of 30 minutes in which to conform to these regulations.

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

A new start time will be given.

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

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

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

48P2.4 - Crews and Competitors enter the AFRICA ECO RACE fully aware of the risks that such an Event entails.

48P3 - VEHICLE-TO-VEHICLE COMMUNICATION SYSTEM

A view to making overtaking safer, the Sentinel function of GPS (a device that signals to a competitor that he can be overtaken, integrated in the Unik4) is compulsory for all categories.

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

1. 1 hour for competitors classified among the top 20 in the general Car classification, the top 10 in the general Truck classification, and/or priority drivers.
2. 300 € for the other competitors.

All competitors caught by another must do whatever is necessary to pull over and allow themselves to be overtaken. Any competitor who has received 3 requests for overtaking (acoustic warnings) from one and the same competitor in a period of time less than or equal to 45s must, within 15s after the third request, make every effort to facilitate the overtaking by the requesting competitor.

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

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 College.

Repeat offenders will receive penalties up to and including disqualification, at the discretion of the College.

The College may, depending on the circumstances, apply other penalties (time or financial), possibly to the highest ranked competitor of the team of the offending competitor. In case of dispute, a downloading of the data of the device will be carried out, on written demand to the Clerk of the Race, latest 30 minutes after the infringement notification.

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

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

48P4 - TRACKING SYSTEM & ACCIDENT RESPONSE

Phone number of the PC Course is written on the identification wristband : **+33 1 83 73 55 54**

48P4.1 - ACCIDENT

1. In case of an accident with injured people, it is compulsory to one of the crew members, to inform immediately the Rally HQ in order, for the organisation, to provide assistance in the most appropriate manner until the rescue service arrives.
2. As crew, if at least one of its members is conscious and capable of moving:
 - a. Make the area safe by pushing on the red alarm button of the Sentinel (accessible to the different crew members) 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, a crew member must, after having pressed the red alarm button of the Sentinel, 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 College.
4. Any crew involved in an accident which results in physical harm will be subject to an investigation by the College. Depending on the circumstances, penalties may be applied, including disqualification.
5. Any crew which fails to comply with the prescriptions of the present article 28P1 will be reported to the College who may impose penalties as provided for in the Code.

48P4.2 – ASSISTANCE OF AN ACCIDENT OF ANOTHER COMPETITOR

1. It must be remembered that ethics demand that a crew which sees that an accident has occurred must stop in order to provide assistance in the most appropriate manner until the rescue service arrives.
2. Also, it must be remembered that major means are implemented to shorten the intervention times.
3. Any crew that witnesses an accident placing another competitor in physical danger must in the following order:
 - a. Stop,
 - b. Secure the area, by pressing the remote red button to activate the Sentinel's alarm function 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 (if more than 3 minutes) between the 2 IRITRACK alerts (red button on arriving and green on restarting) will be subtracted from the time taken to cover the selective section on same day, but only for the **first two crews to stop on the scene of the accident till the arrival of the medical**, 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 Unik4.
6. Any crew which fails to comply with the prescriptions of this article will be reported to the College who may impose penalties as provided for in the Code.

48P5 - RETIREMENT – DISQUALIFICATION

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

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

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

b) The crews excluded or retired must leave the rally and remove their race numbers and rally plates. They may continue on to Alger as an assistance vehicle only if they comply with the article 50P and to the ASSISTANCE SUPPLEMENTARY REGULATIONS.

c) In the case of retirement, it is the crews' responsibility to ensure that safety material is returned as fast as possible to the relevant suppliers (IRITRACK and G.P.S.). This equipment must be returned to the representatives of the suppliers of this equipment, located at the Rally HQ. Under no circumstance can the AFRICA ECO RACE be held responsible for the disappearance or loss of this equipment.

48P6 - TRACK CLOSING

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

As it is impossible to guarantee that the sweeper truck will pass by the exact spot where a vehicle has broken down, it is the competitors' responsibility to indicate their position to the Rally HQ using the blue button of the IRITRACK. The sweeper trucks will pick up competitors whose vehicle has broken down, but will under no circumstances tow the broken-down vehicle.

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

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

c) In no case the organization can ensure the return of the balai before the start of the stage the next day. In this case, the competitor being unable to start the next day of the day's stage will be penalized in accordance with Art. 34P.

PENALTIES

49P – PENALTIES

49P1 – LEG PENALTY

See art. 34P2

Value of the fixed penalty (PF) : 5 hours in the case of a balai draft and / or for any infraction noted and not mentioned in the present rules at the discretion of the College.

49P2 - MISSED CONTROLS

1. Each time control (CH) missed: 5 hours
2. Each Passage Control (CP) missed: 2 hours
3. Each waypoint missed : 15 minutes

49P3 – PENALTIES SUMMARY

RACING VEHICLES	ART. N°	Start refused	Time penalty	Financial penalty	Penalties	Disqualification
Assistance in a closed space or private area	2P4				At College discretion	
Speed in the bivouac, over: 20km/ph	2P4				May go as far as disqualification	
Engine on while parked vehicles	2P4				At College discretion	
Absence at the 1 st briefing	2P5		15 min	100 €	At College discretion	
Exceeding maximum time allowed	2P17		Fixed penalty		May go as far as disqualification	
3rd infraction in a speed control zone in 3 different zones	2P42				May go as far as disqualification	
Arriving ahead or after liaison target time	2P43		1 minute for 1 minute			
Any infringement	9P				May go as far as disqualification	
Refusal organiser's onboard camera	11P1				At College discretion	
IRITRACK accessories not fixed	12P1.1			150 €		
Attempts of manipulation and/or fraudulent	12P1.2				May go as far as disqualification	
Bringing or possession of any system forbidden	12P2					■
Switching devices between vehicles	12P2.1				May go as far as disqualification	
UNIK4 accessories not fixed	12P1.1			150 €		
Data acquisition system with a Gps system	12P3					■
Not following the road book GPS points	14P2				May go as far as disqualification	
Use of the rb paper not justified by the failure of the GPS UNIK4	14P2		30 minutes			

Loss of the timecard	14P3.4		5 minutes			
Correction or amendment on the timecard	14P3.4				May go as far as disqualification	
Passage checked at all points, in correct order on the timecard	14P3.9				May go as far as disqualification	
Absence of stamp or no presentation of the timecard	14P3.9				May go as far as disqualification	
Changing name or vehicle after entries closure	16P4			300€/change		
For each missing document after closure of entries	16P4			100 €		
No respect of payment schedule	18P2			Superior fees + 10%		
No payment of entry fees before entries closure	18P2	■				
Cancellation before 1/08/22	18P3			1500 €		
Cancellation after 1/08/22	18P3			100% of the amount paid		
Cancellation for strong medical disease	18P3			3000 €		
Different vehicle dimensions compared to those declared	18P4.1			Payment in cash of the difference		
No presentation on time for boarding	18P4.1	■				
Transportation of fuel on the boat	18P4.1	■				
Entry fees & deposit not paid	18P5	■				
Non respect of art.18P6, security rules and sporting ethics	18P6			Deposit not refund		
Assistance and/or help from a vehicle and/or person not registered	18P6			Deposit not refund		■
Non-payment of the deposit	18P6	■				Forbidden to compete
Absence or wrongly fixed of race number or plate	19P6			Entry fees + 10%		
Refusal of optional advertising	20P2			Entry fees +100%		
Advertising relating with tires, petrol or lubricating brand	20P2			+60% of entry fees		
Absence or wrongly fixed of race number or plate	20P3			Entry fees + 10%		
No respect of convening times 1.00 late: Over 1.00:	22P1			50 € 80 €/h		
No presentation of the original documents	22P2	■				
Maximum time allowed between Administrative checks / Technical checks: 30min over time 1.00 late: Over 1.00 :	23P2			50 € 80 €/h		
Maximum time allowed between Technical checks/parc fermé: 30min over time 1.00 late: Over 1.00:	23P2			50 € 80 €/h		
Mounting brackets, cables, and aerals of safety equipment not fitted before checks	23P2			150 €/material not fitted		
Vehicle not conform	23P2	■		Entry fees not refund		

Absence of hole for seal	24P1	■		150€ per missing hole		
Falsification of seal marks	24P1.1					■
Change of engine block T1 Group 1 st change 2 nd change	24P2		6.00 6.00			
No respect of the new identification marks	25P3				May go as far as disqualification	
Any impoliteness towards anybody	27P1.11			500 €		
Leave tires or wheels Reoffending	27P1.11			1000 €	May go as far as disqualification	
Any incorrect, fraudulent or unsporting action	27P1.11				May go as far as disqualification	
Sales or transfer of a vehicle	27P1.12				Not allowed to register in the future	
Overspeed during road sections and/or selective sectors: Between 1 & 5kph Between 6 & 15kph Over 15km/h 1 st impulsion 2 nd successive impulsion 3 rd successive impulsion	27P3.2		3' x nb impulsion 6' x nb impulsion 20' 1.00	100 € 200 € 300 € 1000 €		■
Early start at the selective section	32P2				May go as far as disqualification	
Leg in which the competitor has retired during the SS	34P2.1		PF + maxi time allowed of the SS + penalties for missing WPT and CP			
Start not taken	34P2.2		1 day + maxi time allowed of the SS + penalties for missing wpt and CP			
Beyond 2 re-integration	34P2.2				Out of classification	
Competitor in the balai: 1 st time	34P2.3		Maxi time allowed of the SS + PF + penalties for missing wpt and CP			
Competitor in the balai: 2 nd time	34P2.3					■
Abandon during last stage	34P2.4					■
Towing in a Control Zone: Start area of a leg or SS: PC Zone : CH Zone :	35P4.2	■	5 min 15 min			
Non respect of the Marshall instructions	35P5.1				May go as far as disqualification	
Value of a missed CP	36P3.5		2.00			
Nonvisible stamp on timecard	36P3.5		5min			
Non CP validated	36P3.5				May go as far as disqualification	
Attempted fraud of the GPS or illegible	37P2				May go as far as disqualification	

3 rd infringement in 3 different zones	37P2.6				May go as far as disqualification	
Lack of validation of WPT, DZ, FZ	37P2.6		15min			
Pulse signal – Speeding in DZ/FZ zone registered by the GPS Between 01 & 5 kph Between 6 & 15 kph Between 16 & 40 kph Over 40kph: 1 st impulsion 2 nd impulsion 3 rd impulsion 4th impulsion	37P2.6		10 sec x impulsion 1' x impulsion 2' x impulsion 5' 10' 15'	50€ 100€ 300€ 500€ 700€	May go as far as disqualification	
Non-payment of the financial penalty Within 24.00 Non-payment of the fine before leaving the Parc Fermé	37P2.6	■		Deposit non refund		
Difference between target check in time and actual check in time Late Early	38P2.10		1 min per 1min late 2 min per 1 min early			
Non respect of art.48P At the start of the SS During a SS	41P	■			May go as far as disqualification	
Refuse to start on time at a SS start	42P4.2		30 min			
Competitor unable to leave the zone under his own power Start area of a leg and/or start area of a SS CP zone CH zone	42P6	■	5min 15min			
Unblocking the GPS code for the following WPT	43P1.5		3.00			
Use of the unblocking GPS code of the stage 3 rd use	43P1.5		3.00 + SS max time allowed + penalty for each wpt/cp missed			■
Lack of validated WPV or WPE or WPM or WPS or WPC	43P7		15 min			
Not presenting the compulsory security equipment along the SS	48P1					■
Not presenting the compulsory security equipment at the checks	48P1	■				
Not presenting the compulsory security equipment at the start of a leg After 30 min Recidive	48P2.3		Delayed start up to 30 min 1min/min late		May go as far as disqualification	■
GPS not operating due to the crew members: First 20 of General Car Classification First 10 of General Truck Classification The others	48P3		1.00 1.00	300 €		

Non used of the Sentinel: 1 st infringement 2 nd infringement 3 rd infringement Over 3 infringements	48P3		3 min 7 min 10 min		May go as far as disqualification	
Failure to inform the PC of retirement	48P5			Deposit not refund		
Specific research	48P5			Competit or charged		
Value of the fixed penalty (PF)	49P1		5.00			
Penalty for Missed CH Missed CP Each WPT missed	49P2		5.00 2.00 15min			
Assistance by a person or/and vehicle no registered	50P			Deposit not refund		■
Non respect fo the Assistance	50P1				May go as far as disqualification	
Competitor in helicopter except on medical advice	50P1					■
Assistance in a closed or/and private area: 1 st infringement 2 nd infringement	50P1.8		3.00		May go as far as disqualification	
Tracking not switch on for tests	50P2.1				May go as far as disqualification	
Over of 20kph in assistance zones	51P3				May go as far as disqualification	
Abandon of used tires/wheels ono the bivouac	51P4.3				May go as far as disqualification	
Abandon of used oil on the bivouac	52P				May go as far as disqualification	
Early exit	56P2.6		1min/30sec			
Over speed in the refueling area	56P2.7		Cf 37P2.6	Cf 37P2.6		
Starting the car with the help of towing or pushing from another competitor still racing inside the parc fermé	58P3		1min			
Amount of appeal	61P2			1000 €		
National appeal	61P5			3300 €		
International appeal				6000€		

ASSISTANCE

No respect of the assistance regulations						■ racing vehicle
Changing / modification of a crew Infringement declared	2P44			500 €/crew member		■ racing vehicle
Non respect of the itinerary 1 st infringement 2 nd infringement 3 rd infringement	14P2			50€ 100€		■ racing vehicle
No respect of payment schedule	18P2			Superior fees + 10%		
Nonpayment of the fees before entries closure	18P2	■				

Absence or wrongly fixed of plates	19P6			Entry fees + 10%		
Overspeed Between 01 & 20 km/h 1 st infringement 2 nd infringement 3 rd infringement Over 20 km/h 1 st infringement 2 nd infringement	22P2.4. 1			100€ 200€ 200 €		■ ■
Crossing villages: Overspeed Between 01 & 10 km/h 1 st infringement 2 nd infringement 3 rd infringement Over 10 km/h 1 st infringement 2 nd infringement	22P2.4. 2			200€ 500€ 500 €		■ ■
Excessive speed on the bivouac	22P2.4. 3				May go as far as disqualification	
Incident or attempts of fraudulent nature on the GPS / Smalltrack	37P2				May go as far as disqualification	
Not wearing safety belt: 1 st infringement 2 nd infringement 3 rd infringement	48P1			100 €/pers 500 €		■
Assistance by a vehicle or person non- registered	50P			Deposit not refund		■ racing vehicle
Service vehicle on the SS of the day	50P					■ racing vehicle
Refuelling of a racing vehicle by a service vehicle	50P			The 2 deposit non refund	May go as far as disqualification	
Non-respect of the Assistance regulations	50P6			The 2 deposit non refund		

SERVICE IN RACE

50P - SERVICING – GENERAL CONDITIONS

Any assisted crew will be jointly responsible for their Assistance and vice versa.

Any registered participant benefiting from help or assistance by a person and / or a vehicle not registered with the organization will be notified of his exclusion from the race and his deposit not refund.

Under no circumstances may the course be taken in the opposite direction to the race.

In additional to the CCR GP FIA

50P1 – PERFORMING OF SERVICE

- Any violation of the rules of the Assistance will result in penalties up to and including disqualification
- Any competitor transported in helicopter, no matter the duration, will be disqualified except on medical decision. The competitor will cross his race numbers and follow the rally on the assistance road except on written derogation submitted to the Clerk of the Course.
- Service carried out by service personnel is allowed only on the sections common to the competition and to the service vehicles.**

50P1.5 - No other assistance areas on the selective sections or on the possible intersections between the service and race section will be allowed except after the time control closing time and only on the PC Race Control authorization.

50P1.8 – Servicing in a closed area and/or private place is not authorized.

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

50P2 – PERSONNAL SERVICE CREW AND SERVICE RESTRICTIONS

50P2.1 - Any team member is allowed to drive the team's competition outside the bivouac, for technical testing only, away from the route of any selective section, and in respecting the highway code of the countries crossed. Wearing a harness is compulsory.

When doing so, the "tracking" system must be switched on, on pain of an infringement decided upon by the College.

50P3 - GROUP T3, T4 & SSV XTREME RACE : AUTHORIZED ASSISTANCE ON A LIAISON SECTION

Group T3, T4 and SSV XTREME RACE vehicles can be loaded into / onto assistance vehicles during the liaison sectors and under their responsibility, only on stage 6 - Dakhla / border post Guerguerat.

51P - SERVICE AREAS (SERVICE PARKS AND BIVOUACS)

51P1 - SERVICE PARK IDENTIFICATION

51P1.1 – BIVOUAC ZONE

The bivouac area will be determined by a fictitious circle whose centre will be the Rally HQ, a structure set up by the organizer and where the following must be installed:

1. An official notice board.
2. The Rally HQ, which will function as long as a competitor is still on the stage.
3. The time control of the arrival of a Leg may be combined with the stop control of the last Selective Section of the day if the latter is not located more than 10 km from the centre of the bivouac.
4. The time control at the start of a Leg may be combined with the time control preceding the start of the first Selective Section of the day if the latter is not located more than 10 km from the centre of the bivouac.

51P2 – GENERAL CONDITIONS

51P2.1 – Distance between each bivouac will be given at the administrative check, in the Competitor's Book.

51P2.3 – Not applicable for the AFRICA ECO RACE

51P3 - SPEED INSIDE SERVICE PARKS / BIVOUACS

It is forbidden to drive at excessive speed (more than 20 km/h) and / or dangerous driving in the bivouac area, under penalty of a penalty which may go as far as disqualification, by decision of the College.

51P4 - CHANGE OF TYRES AND PARTS

It is forbidden to leave used tires and/or parts on the bivouacs under penalty of a penalty which may go as far as disqualification, by decision of the College.

52P - EMPTYING AND/OR REFUELLING THE TANK IN THE SERVICE PARK / BIVOUAC

Used drain oils must be deposited at the place indicated on the bivouac.

It is forbidden to leave used oils on the bivouacs under penalty of a penalty which may go as far as disqualification, by decision of the College.

53P - FLEXI-SERVICE

Not applicable for the AFRICA ECO RACE

54P - COMMUNICATION WITH COMPETING CREW

Conform to the Cross-Country rally Regulations

FUEL AND REFUELING

55P - REFUELLING AND PROCEDURES

Article 55 of the FIA Cross-Country Rallies Sporting Regulations is replaced by the following articles.

55P1 - AUTONOMY

- ➔ Car / Truck: 600 kms for a stage, 500 kms for Selective Stage. For security reasons, an additional autonomy of 10% is recommended.
- ➔ SSV: 250 kms in Selective Stage. For security reasons, an additional autonomy of 10% is recommended. A refueling point will set up during the selective stage, after 250km of special stage. An order form will be sent later on to order your fuel.

The mileage without any petrol station will be mentioned later on.

55P2 – ORDER AND REFUELLING LOCATIONS

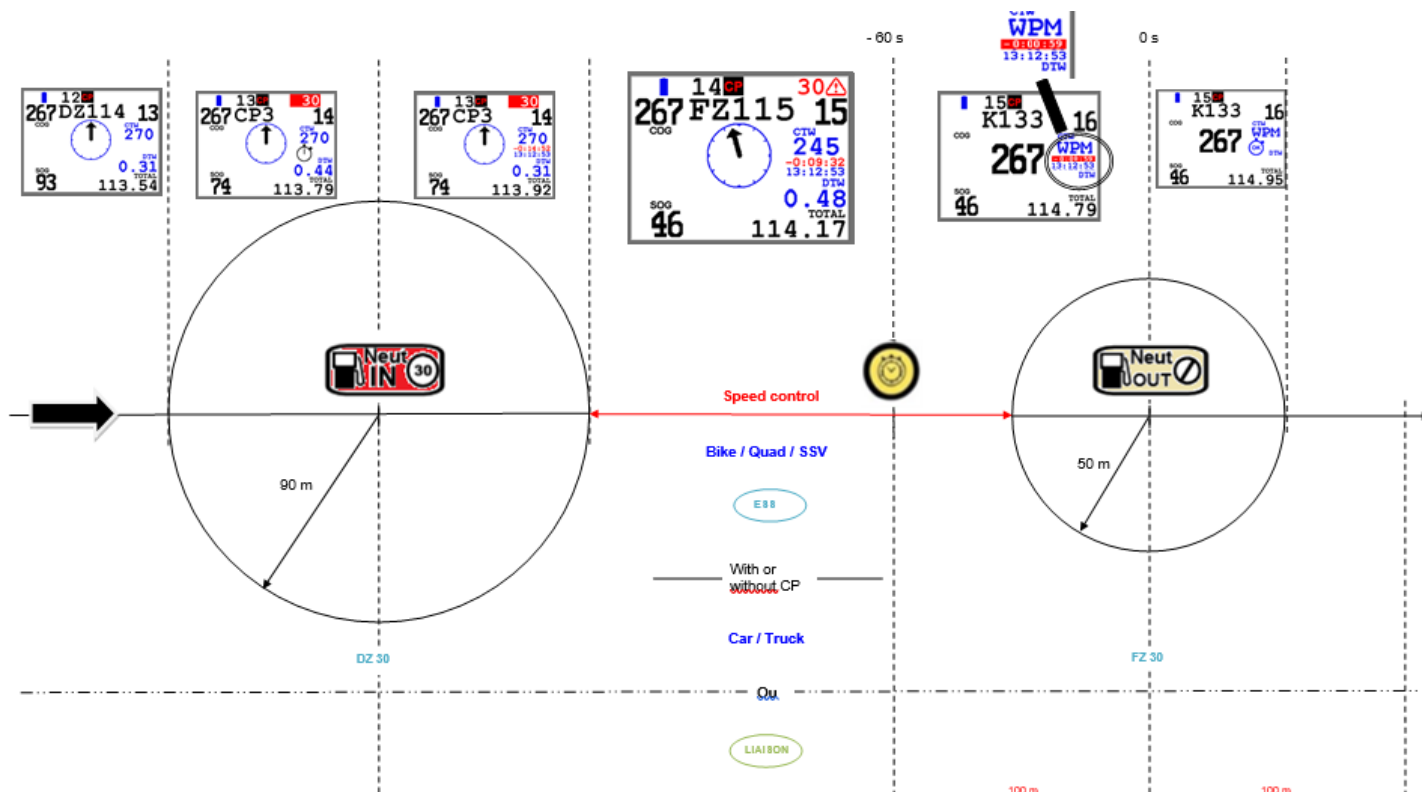
The order system of petrol 98 and AVGAS, the prices, and the refuelling locations will be mentioned later on. When there is no station near the bivouac, the Organizer will bring fuel in the bivouac which will be delivered in barrels. An order form will be sent later by the organization. Tickets corresponding to the orders made will be given to competitors so that they can withdraw fuel from the bivouacs concerned. These tickets will not be exchangeable or refundable.

56P - REFUELLING FOR T3, T4, SSV XTREME RACE VEHICLES

56P2 – PROCEDURE

1. All SSV competitors (T3, T4 and SSV XTREME RACE) must stop 15 minutes in this zone, whether they refuel or not, according to their fuel range. [All competitors in other categories \(T1, T2, T5, EXP, OPEN, OPEN AER\) will also have to mark this 15-minute stop and will park in a "Waiting Zone" located near the "Refueling Zone". All the provisions of the articles below will apply to them.](#)
2. Refuelling shall be done in the order of arrival in the zone. Engines must be stopped, crews outside the vehicle.
3. **In the refuelling zone, no intervention on the vehicle will be authorised, except for refuelling.** [This forbidding will apply to all competitors \(T1, T2, T5, EXP, OPEN, OPEN AER\) who are in the waiting area.](#)
4. Competitors will be solely responsible for their checking-in.
5. To check-in, a function of the GPS enables to see:
 - a. their entry time into the zone,
 - b. the remaining stop time.
6. Any early exit from the zone will be recorded in the GPS and penalised of 1-minute period of 30 seconds.
7. Penalties for exceeding the speed in the refuelling zone will be the same ones as the ones applied for a CP safety zone (Art.37P2.6)
8. **Operation of the Refueling Zone on a Selective Section: will be detailed during the compulsory Navigation training on the boat, January 1st, 2024.**

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



57P – FUEL

57P1 – TYPE OF FUEL

a) Petrol stations will be indicated on the race and assistance road books. This fuel must be paid for in the local currency.

The organizer cannot be held responsible for the quality of the fuel distributed.

b) AVGAS aviation fuel is authorized. An order form will be sent later.

PARC FERME

58P - RULES OF PARC FERME

58P2 - PERSONNEL ALLOWED IN THE PARC FERMÉ

58P2.2 - In order to remove its vehicle from a parc fermé for the start, regrouping halt or end of Leg, the crew will be allowed to enter the parc fermé 30 minutes before its starting time.

58P3 - PUSHING A VEHICLE IN THE PARC FERMÉ

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

58P4 – EXTERNAL BATTERY

Engines may be started by means of an external battery, which may be brought in and taken out by a crew member under the supervision of an official of the event. Such batteries may not be transported in the competing vehicle (except in the load-bearing bodywork of T5 vehicles still in race).

RESULTS AND ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

59P - RESULTS AND CLASSIFICATIONS

59P2 - PUBLICATION OF RESULTS

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

The partial unofficial classifications of leg will be posted the day after the stage in question. It becomes definitive after the period for complaints, which ends when the first racing competitor has left the next stage following this posting.

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.

The official classification will be posted on the official notice board (cf art. 2P41) at 7pm.

59P2.3 - There will be a special classification for:

T1,
T2,
T3,
T4,
SSV Xtreme Race,
Open Legend,
T5

59P2.4 - FINAL CLASSIFICATION

To be in the final classification, the competitor must start the last special stage, race of the leg and cross the finish line and park his vehicle in the Parc Fermé before the closing hour limit. Any special case will be dealt with by the College.

The final classification of the AFRICA ECO RACE 2024 will be established at the end of the 11th leg, on Saturday January 13th, 2024.

At the end of the 11th leg, all the vehicles will be placed in the parc Fermé for the final verifications. The Parc Fermé will be open with the authorization of the Stewards, after expiration of the protest delay.

59P2.5 - The Final Classification of the AFRICA ECO RACE will be posted on the official notice board at the last bivouac, on January 13th, 2024, at the latest 12 hours after the 1st vehicle will be finished.

They become definitive 30 minutes after their posting.

60P – FINES

The fines must be paid to ASA DESERT AVENTURES, in cash and in Euros, to the Competitor Relations Officer within the time limits notified in the articles concerning the fine.

61P – PROTESTS AND APPEALS

61P2 - PROTEST DEPOSIT

Protest fees: 1000 €.

The protest deposit fees will have to be paid in cash.

61P5 - APPEALS

The cost of a national appeal is 3300 €.

International appeal is 6.000 €.

61P6 – DEPOSIT IN CASE OF INTERNATIONAL APPEAL

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

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

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

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

62P - EVENT PRIZE-GIVING

The trophies will be given to the winners at the official prize-giving ceremony at Lac Rose, on March 26th, 2023.

CARS OVERALL CLASSIFICATION: 3 first ones

T1	T1.+	1st
	T1.U	1st
	T1.1 - 4X4 Petrol	1st
	T1.2 - 4X4 Diesel	1st
	T1.3 - 4X2 Petrol	1st
	T1.4 - 4X2 Diesel	1st
	T1.5 - Score	1st
T2	T2.1 - Petrol	1st
	T2.2 - Diesel	1st
T3		1st
	T 3.U	1st
T4		1st
OPEN		1st
EXPERIMENTAL		1st
OPEN AER		1st
SSV Xtreme Race	Scratch	1st, 2nd, 3rd
	SSV.1 - 825 kg	1st
	SSV.2 - +1000 cm3	1st
	SSV.3 - 925 kg	1st
SOLO		1st
Vehicle 4x4 2 rigid axel		1st
Car -2L		1st
Legend		1st
Senegalese crew		1st

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

T5	T5.1 - 10000 cm3 +	1 ^{er}
	T5.2 - -10000 cm3	1 ^{er}

63P - ANNUAL FIA PRIZE-GIVING

Not applicable for the AFRICA ECO RACE

APPENDIX # A

TECHNICAL REGULATIONS

PREAMBLE

The technical regulation for the AFRICA ECO RACE conforms to the 2023 F.I.A. regulations for cars and trucks. There are however some exceptions, which you will find detailed in the following pages.

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

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

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

Technical Steward

Denis BETHOUX : denis.bethoux@wanadoo.fr – Tel. : +33 (0)6 85 22 28 10

GROUP T1

Appendix J. Article 285. Supplementary regulations for Improved Cross-Country Vehicles (GROUP T1).

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

8P4.5 – AIR RESTRICTORS

PETROL (4x4 et 4x2)

Standard – Vehicle conform to Appendix J	37
Standard V8 rocker arm engines over 5.4L 4X2	37.2
Standard V8 rocker arm engines over 5.4L 4X4	37

DIESEL

Supercharged prototype	35
Standard single supercharged stage – Vehicle conform to Appendix J	39
Standard double supercharged stage – Vehicle conform to Appendix J	38

For vehicles with two rigid axles and a standard engine: no turbo restrictor.

8P4.6 - MINIMUM WEIGHT

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

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

5750		2000	1340	1580
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Diesel 4x4 mono-turbo vehicles lose 2 weight classes.

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

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

8P4.7 - ENGINE

- Series engines produced to more than 1000 copies are allowed without modifications, except for the exhaust and intake.
- Free engines must respect the FIA regulation (Art. 285-Appendix J) (Compression ratio, camshaft, intake system).
- Or, if serial engine, see the table, art. 8P4.

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

8P4.8 – COOLING OF THE CHARGE - EXCHANGER

Serial diesel engines made to more than 1000 units will use their original system to cool the charge. If this is not the case they will use the heat exchanger air / air as stipulated in Article 8P4.5.

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

8P4.9 - TRANSMISSION

GEARBOX AND TRANSFER BOX

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

8P4.10 - WHEELS AND TYRES

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

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

GROUP T2

Conform to the FIA T2 regulations, appendix J 2023, Article 284

GROUP T3/T4

Conform to the FIA T3 & T4 regulations, appendix J 2023, Articles 286 or 286A

TIRES

Outside diameter of the tires is 30 inches maximum (770 mm)

AIR RESTRICTOR

27 maximum

GROUP SSV XTREME RACE

Conform to the articles 286 or 286A, appendix J FIA 2018 or 2019, or in accordance to the FFSA T3/T3S/T4 regulations.

The SSV of the SSV XTREME RACE GROUP should respect the following minimum weights, with 1 spare wheel, without any fuel and be in race configuration:

- SSV with atmospheric engine: 825 kg
- SSV without turbo engine and over 1000cm³ with engines up to 2 litres: minimum 1150 kg and outer diameter of tyres: max. 32 inches
- SSV with turbo engine: 925 kg

1. Mechanically propelled single-engine land vehicles with 4 wheels propelled by their own means, and of which the propelling device and steering are controlled by a driver on board the vehicle.
2. These vehicles have 2 seats side by side, must be registered in one country and comply with the International Convention on Road Traffic with regard to lighting. Vehicles must be 4-wheel or 2-wheel drive only.
3. The SSV must remain in its original factory configuration and have been produced in more than 500 units in 12 consecutive months, except for authorised modifications such as suspensions, roll bar reinforcement etc.
4. Vehicles with an ASN passport are accepted under subject to comply the articles 283-8 2020 (roll cage). **In order for a registration to be accepted, a full copy of this passport and the safety frame certificate must be provided at the organization.**
5. The safety fittings must be composed of a main cage in diameter 45/2.5 or 50/2mm. The rest of the safety cage component must be 40/2mm in diameter. They must be conformed to the article 283-8 2020
6. Any tank containing oil or fuel must be situated in the main structure of the vehicle.
7. The vehicle's water radiator can be moved to the rear of the vehicle without going beyond the center line of the rear wheels.
8. Tank(s) allowing to perform 250 km in special stage. For safety, an additional autonomy of 10% is requested.
Refueling provided every 250 km of special stage (approx. 1,500 € for maximum 60L / refueling during all the rally)
9. Only fuel tanks, maximum capacity of 130 litres, conforming to the FT3-1999, FT3.5-1999 or FT5-1999 standards are permitted. No part of this housing may be situated less than 40 mm above the reference surface.
 - a. Reference surface: Plane defined by the lower face of the lowest tubes of the chassis that are situated within the vertical projection of the fuel tank.
 - b. An additional fuel tank under the seat is accepted if there is an aluminium plate of 6mm (see 14.).
10. In case of keeping the original tank: it is authorized to add an FIA tank in the body with additional protection for the roll bar with a tank and FIA pipe fitting that flows into the original tank.
11. Active suspensions adjustable from the inside must be original, with the brand.
12. All vehicles must be fitted with a partition resistant to liquids and flames, made of steel or aluminum (thick. Mini 2mm) or composite material (thick. Mini 5mm). It should be located behind the seats and in contact with the main roll bar of the roll-over frame.
13. A roof for the protection of the crew is mandatory, 2mm thick if made of steel or aluminium alloy or 3mm thick for other materials.
14. All vehicles must have a shielding (aluminium alloy or steel plate of 6 mm minimum thickness) fitted directly onto the chassis underneath any part of the tank(s) situated under 200mm above the reference surface.
15. Restrictor is not compulsory.
16. Outside diameter of the tires: 30 inches maximum. The wheel diameter is set at a maximum of 15".
17. List 52 extinguishers are not compulsory
18. Maximum speed : 130 km/ph, controlled by UNIK4

PILOT / CO-PILOT EQUIPMENT

Refer to the article 48P

Each competitor must have:

1. FIA homologated helmet with full front protection (open helmets allowed only with compulsory, glasses or a helmet visor)
2. Hans System or hybrid (Simpson) compulsory
3. Sticker with name/first name, blood group and flag on each side
4. Fireproof overall suit complying with FIA standards compulsory (Appendix L, Chapter 3 of the FIA Regulations - FIA 8856-2000 Technical List N°27 and/or FIA 8865- 2018).
5. The wearing of fireproof undergarments, balaclava, socks, shoes, gloves (Driver) complying with FIA standards (8856-2000, Appendix L chapter 3 FIA and/or FIA 8865- 2018).
6. Minimum capacity of 5 litres/pers.
- 7.

SURVIVAL KIT & MEDICAL EQUIPMENT

1. 1 Distress mirror
2. 1 Aluminium rescue blanket per person
3. 1 Compass
4. 1 Light stick
5. 1 Strobe lamp
6. 1 Medical first-aid kit

7. 1 lunch pack per person

VEHICLE EQUIPMENT

Compulsory safety equipment to be rented to the organizer provider:

1. GPS UNIK4 – ERTF
2. IRITRACK - MARLINK

An information for this equipment will be sent by the organization to the competitors.

For safety reasons Crews must carry with them in their vehicles, additional of the survival kit & medical equipment (art.48P1.2), the following material:

1. 1 safety triangle + 1 yellow fluorescent safety jacket per person, per vehicle;
2. 1 seat belt cutter per crew member, accessible from the seat with harness fastened;
3. A pair of bike / working glasses per Crew member;
4. Strobe lamp
5. 1 x 10 m tow rope;
6. Warm clothing;
7. 5 litres of non-alcoholic drinks per person, in soft pouches, with mouthpieces or similar, to facilitate the absorption of liquids during the Race;
8. 1 very loud horn, that functions perfectly throughout the Event;
9. 1 IRITRACK;
10. 1 GPS UNIK4.

VEHICLE SECURITY EQUIPMENT

All mechanical parts of the vehicle must be in perfect condition and will be checked by a technical steward.

Departure will be refused to all non-compliant vehicles. Each vehicle must have:

1. Safety cage conform to the art. 282 & 283 respectively (homologation form recommended)
2. Bucket seat homologated FIA
3. 5 or 6 points harness homologated FIA
4. Lateral protection nets for the side windows (upper part attached to the frame)
5. Rigid roof above the occupants of the vehicle, at the top of the arch of the protective structure; the material used may be fiberglass, aluminum foil or steel (minimum thickness 1.5 mm), welded-bolted to the security structure with metal staples. It is forbidden to drill the tubes of the vehicle frame.
6. Absolutely forbidden: position the spare wheel on the roof of the vehicle (allowed only on one side or at the back, secured by safety straps)
7. Circuit breaker accessible by pilots and by an external person
8. Extinguishers: at least 1 manual extinguisher (2kgs) + 1 automatic extinguisher. The manual extinguisher must be accessible to the pilot and co-pilot, even if they are attached. Otherwise, the crew must provide 2 manual fire extinguishers. They must be securely fixed and accessible from the outside
9. 2 towing rings (front and rear) or a FIA strap allowed
10. If a windscreen is installed, it must be laminated glass or polycarbonate with a minimum thickness of 5mm. In this case, an efficient wiper and washer system will need to be installed.
11. Any tank change will involve the installation of an FIA homologated tank - Appendix J, Articles 283, art. 14 or in accordance with Article CR21 of the Score Regulations,
12. 5-liter water reserve, firmly attached to the vehicle and accessible without the use of tools
13. 2 stickers with name / surname, blood type and flag of the pilot and co-pilot nation on each side of the vehicle
14. 1 seat belt cutter per pers
15. 1 shovel
16. Spare wheel (at least one repair bit)
17. Mud flaps
18. GPS UNIK4 ERTF
19. IRITRACK MARLINK

VEHICLES CONFORMING TO SCORE US REGULATIONS

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

8P - ADMISSIBLE VEHICLES

Technical details, Group OPEN vehicles:

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

1. CONCEPTION OF THE ROLL CAGE:

The roll cage must conform to score regulations (see article CR33 2003 à 2006 + new text updated 01/01/2006) or Article 283/8.3 Annexe J – FIA) or Article 283/8 Appendix J – FIA.

2. ROLL CAGE DIMENSIONS:

The dimensions of the tubes must conform with score regulations (see article CR33 2003 à 2006 + new text updated 01/01/2006)) and more precisely respect the following dimensions of the following table:

Vehicle weight	open cockpit	close cockpit
1.350 kg to 1.360 kg	44,4 mm x 3,05 mm	38,1 mm x 3,05 mm
1.361 kg to 1.810 kg	50,8 mm x 3,05 mm	44,4 mm x 3,05 mm
More then 1.810 kg	57,2 mm x 3,05 mm	50,8 mm x 3,05 mm

3. WEIGHT:

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

Group OP.2: The minimum weight is 2.800 Kg

Or respect of art. 8P of this regulation

4. TYRE SIZE:

Tyres must respect the following sizes:

- 950 mm max, for 2-wheel drive Group OP.1 vehicles and for Group OP.2 vehicles.
- 840 mm max, for 4-wheel drive Group OP.1 vehicles, on 15 inch rims.
- Or respect of article 285.8, appendix J FIA and Art. 8P of the supplementary regulations.

5. VEHICLE WIDTH:

Group OP.1

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

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

Group OP.2

The max width is 2,20 metres.

6. RESTRICTOR:

Group OP.1 and OP.2 vehicles must conform to Article 8P of the current technical regulations (2-wheel drive only), as well as with Appendix J FIA, Article 285.4.1.1.A.

7. INFLATION / DEFLATION:

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

8. MISCELLANEOUS SAFETY EQUIPMENT

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

9. FUEL TANKS

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

10. FUEL

Fuel used must conform with Appendix J FIA, Article 282, article 9 and the supplementary regulations of the event, article 55P.

GROUP T5 - RACE TRUCKS

Vehicles of T5.1 will have to confirm to the Appendix J FIA regulations, article 287.

The FIA passport for T5.1 will benefit from an extension of validity for the AFRICA ECO RACE 2024, if and only if no modification contrary to Appendix J - Article 287 to the FIA T5 homologation regulations (01 / 01/2008), is only brought to the vehicle.

Any modification of a T5.1 must have the prior approval of the Organization.

T5 Group vehicles must comply with the Dakar 2023 technical regulations and be in possession of a Dakar passport, or in the process of obtaining, or a technical passport equivalent to the Dakar passport, issued by the competitor's ASN or by AFRICA ECO RACE.

OPEN AER

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

Engine: free

Restrictor: 42

Minimum weight 4x2: 1700 kg

Minimum weight 4x4: 2600 kg

Maxi diameter for tires: 33 inch for vehicles over 2T

The Organising Committee reserves the right to refuse any crew in this category. The vehicle must be equipped with at least the approved roll bars, bucket seats, tanks and harnesses. When entering, a complete file with supporting photos must be sent to the organisation

APPENDIX # B

ASSISTANCE REGULATIONS

The Assistance Supplementary Regulations takes in consideration the CAR/TRUCK 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 certain infringements may lead to penalties which may go as far as the disqualification of the competitor in the race.

2P - DEFINITIONS

2P44 – CREWS

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 corresponding to the type of the vehicle. FIA licences are not necessary for assistance crews.

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

All infractions will incur the disqualification from the race of the racing vehicle which it is attached.

8P - ELIGIBLE VEHICLES

8P1 - SUMMARY

1. All standard petrol and diesel vehicles conforming to Standard regulations, even if they are not FIA homologated.
2. Standard off-road small truck below 3.5 tonnes, even if they are not FIA homologated.
3. Standard off-road trucks over 3.5 tonnes, even if they are not FIA homologated.
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.

14P – OFFICIAL ITINERARY

14P2 – ROAD-BOOK / ITINERARY

The following of the itinerary, as described in the electronic road book loaded in the ERTF GPS UNIK4 is compulsory. The day's road book will be visible by unlocking the GPS code displayed every evening as well as on Sportity.

Vehicles must follow the entirety of each stage on pain of disqualification. They may not avoid a stage and then return to the race, unless they make a specific request to the Clerk of the Course. Failure to respect the itinerary will incur the following penalties:

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

3. 3rd infraction: exclusion.

15P – INSURANCE COVER

Refer to the AFRICA ECO RACE Supplementary regulations, art.15P

16P – ENTRY PROCEDURE

16P1 - DEMAND

Refer to the AFRICA ECO RACE Supplementary regulations, art.16P1

16P2 – AMENDEMENTS ON THE ENTRY FORM

Refer to the AFRICA ECO RACE Supplementary regulations, art.16P2

16P4 – CHANGE OF COMPETITOR AND/OR CREW MEMBER

Refer to the AFRICA ECO RACE Supplementary regulations, art.16P4

17P – ENTRY CLOSING DATES

17P2 – ENTRY CLOSING DATES

Entry closing date: November 1st, 2024

18P – ENTRY FEES ASSISTANCE

18P1 – ACCEPTANCE OF ENTRY FORM

Refer to the AFRICA ECO RACE Supplementary regulations, art.18P1

18P2 – ASSISTANCE ENTRY FEES / BIVOUAC-BIVOUAC

	Registration Before 15/06/23	Registration Before 15/09/23	Registration Before 1/11/23
VEHICLE* : -2,8m high / -7m long			
Vehicle + 2 persons	13 000 €	15 000 €	15 600 €
VEHICLE* : +2,8m high / -9m long			
Vehicle + 2 persons	14 500 €	16 700 €	17 400 €
EXTRA PERSON	5 000 €	5 700 €	6 000 €
FLAT TRAILER*			
-7m long, towed by a vehicle -2,8m high		2 000 €	
-9m long, towed by a vehicle +2,8m high		3 000 €	
CLOSED TRAILER*			
-7m long, towed by a vehicle -2,8m high		3 000 €	
-9m long, towed by a vehicle +2,8m high		4 000 €	
*EXTRA METER LONG		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 Europ/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 1st, 2023.

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

18P3 – PARTIAL REFUND OF ENTRY FEES

Conform to the AFRICA ECO RACE Supplementary regulations, art.18P3

18P4 – ADDITIONAL REQUIREMENT FOR ENTRY FEES

Conform to the AFRICA ECO RACE Supplementary regulations, art.18P4

18P5 – PAYMENT

Conform to article 18P5 of the AFRICA ECO RACE Supplementary Regulations.

18P6 – DEPOSIT

Conform to article 18P6 of the AFRICA ECO RACE Supplementary Regulations.

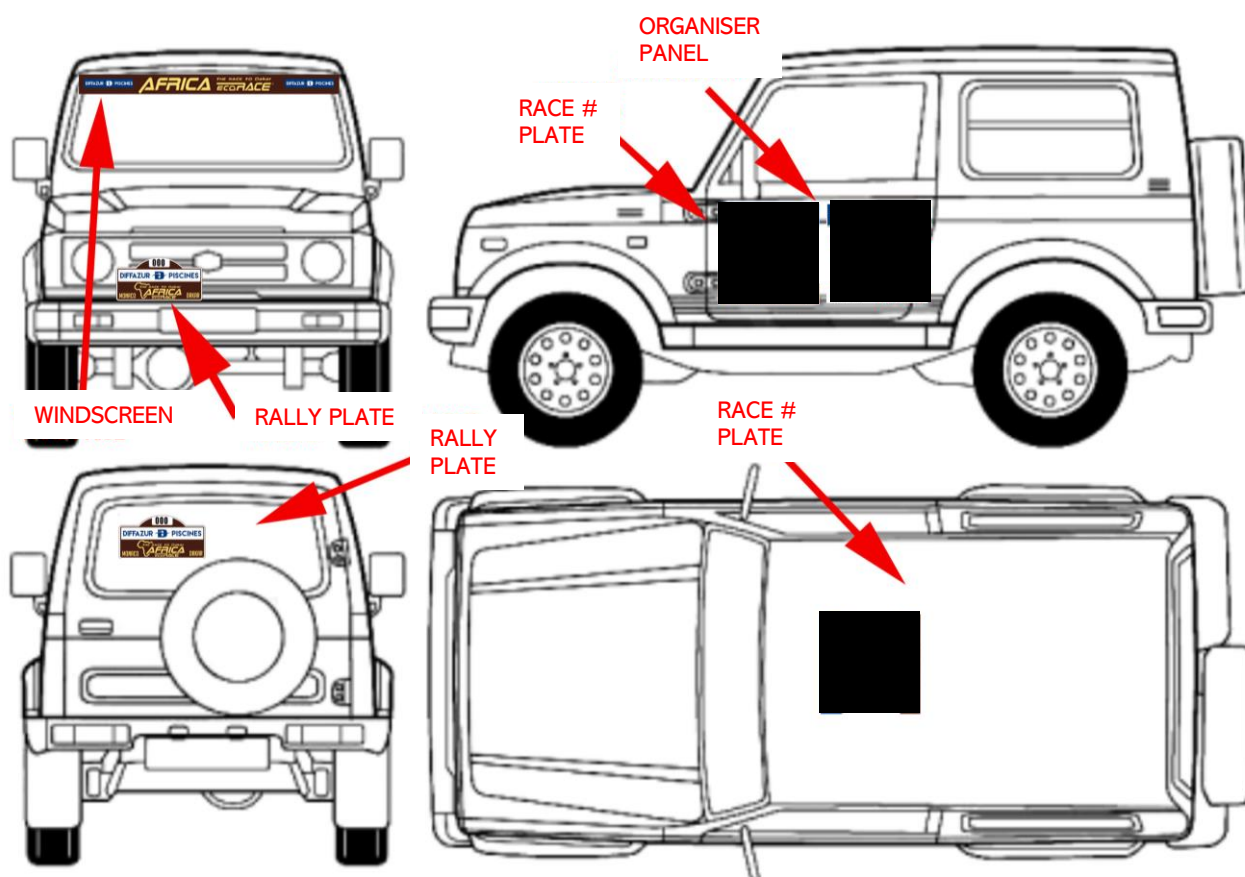
18P7 - WITHDRAWAL

Conform to article 18P7 of the AFRICA ECO RACE Supplementary Regulations.

19P – VEHICLES IDENTIFICATION AND ADVERTISING

19P1 – GENERALITIES

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



- 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

19P6 – BREACH OF REGULATION

At any time during the event, the absence or incorrect positioning of a competition number or an event plate may incur a fine equivalent to 10% of the entry fees.

20P – ADVERTISING

Conform to article 20P of the AFRICA ECO RACE Supplementary Regulations.

21P – DRIVER'S AND CO-DRIVER'S IDENTIFICATION

Conform to article 21P of the AFRICA ECO RACE Supplementary Regulations.

22P – ADMINISTRATIVE CHECKS AND SCRUTINEERING

Conform to article 22P of the AFRICA ECO RACE Supplementary Regulations.

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.

In the event of the use of local SIM cards, the competitor must imperatively inform the organization of this. Otherwise, if the organization could not get in touch with a competitor or his assistance, the organization cannot be held responsible.

27P – BEHAVIOUR

Participants registered in assistance must strictly comply with the regulations in force in the country crossed and in particular, without this being restrictive, the rules relating to the highway code, hygiene, safety and the environment.

27P1 – GENERAL RULES

Conform to article 27P1 of the AFRICA ECO RACE Supplementary Regulations.

27P2 – EXCESSIVE SPEEDING DURING THE EVENT / TRAFFIC LAWS

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

22P2.4 – PENALTIES FOR INFRINGEMENT

22P2.4.1 – 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. 1st infringement: 100 €,
2. 2nd infringement: 200 €,
3. 3rd infringement: disqualification.

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

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

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

22P2.4.2 – CROSSING VILLAGES OR TOWNS

Assistance vehicles must respect the same rules than race vehicles when driving through villages or towns (read art. 22P).

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

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

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

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

22P2.4.3 – SPEED BIVOUAC / STAGE TOWN

It is forbidden to drive at excessive speed and / or drive dangerously in the area of the bivouac (see art. 2P4) or in stage towns, on pain of penalties up to and including disqualification from the race, to be decided upon by the College.

32P – START ORDER AND INTERVALS

The numbers will be assigned at the discretion of the Organizing Committee.

37P – SPEED CONTROL ZONES

37P2 - OPERATION

Throughout the Rally, crews are responsible for the correct functioning of their SMALLTRACK and GPS UNIK4. It must be functioning and stay permanently connected, with power cable and aerial connected throughout the length of each stage. Any incident on the SmallTrack and/or UNIK4 caused by the competitor (loss, destruction, being switched off etc.) and / or all attempts of a fraudulent nature or manipulation will result in penalties, up to disqualification, to be decided upon by the College.

48P – COMPETITOR SAFETY

48P1 – EQUIPMENT OF THE CREWS

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. 1st infringement: 100 € per person in infringement,
2. 2nd infringement: 500 €,
3. 3rd infringement: disqualification.

Checks will be made on the itinerary by the organisation.

48P2 – EQUIPMENT OF THE VEHICLES

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

1. GPS UNIK4 – ERTF
2. SMALLTRACK – MARLINK

An information will be sent by the organization.

The SmallTrack must be switched on when driving.

48P2.1 - 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 medical aid kit,
11. 1 seat belt cutter accessible,
12. 1 foil survival blanket per person,
13. 1 SmallTrack, 1 GPS UNIK4 ERTF.

48P5 - RETIREMENT

Conform to article 48P5 of the AFRICA ECO RACE Supplementary Regulations.

50P – SERVICING – GENERAL CONDITIONS

Conform to the article 50P of the AFRICA ECO RACE Supplementary Regulations

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

Any assisted racing crew will be jointly responsible for their Assistance and vice versa.

1. It is forbidden for assistance vehicles to intervene on the day's special, on pain of disqualification 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 and **only after having received the agreement of the Race HQ. Any infringement may lead to a penalty up to the disqualification of the assisted vehicle and the non-return of the deposit of the 2 vehicles concerned.**
4. **For safety reasons, assistance vehicles are not allowed to transport fuel** (tolerance of 20 litres).
5. All refuelling (of petrol) of a competitor by an assistance vehicle is forbidden, on pain of disqualification from the race of the assisted competitor and of the service vehicle. The deposit of the 2 vehicles concerned will not be refund.
6. All infractions of the assistance regulations will result in penalties up to disqualification of the assistance vehicle and the race vehicles concerned and the non-return of the deposit of the 2 vehicles concerned.

55P – REFUELLING AND PROCEDURES

55P1 – AUTONOMY

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

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