

SPORTING REGULATIONS 2023

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The doorway to Sahara



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GENERAL PRINCIPLES

1. GENERAL CONDITIONS

The purpose of the present Sporting Regulations is to establish the framework of Regulations applicable to the organization of the RBI SPORT events.

All motorsport events of RBI SPORT are governed by these Sporting Regulations, The General Technical Regulations, The Supplementary Regulations of the specific event and all appendices

1.1. APPLICATION

1.1.1. All drivers, competitors and officials participating in events of RBI SPORT undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the applicable Technical Regulations, the present Sporting Regulations and the Supplementary Regulations of each event.

1.1.2. In very exceptional cases, the Supplementary Regulations may waive these Regulations.

1.1.3. The Clerk of the Course is charged with the application of these Regulations and the Supplementary Regulations before and during the running of the event. He must inform the Stewards of any important incidents that have occurred which require the application of these Regulations or the Supplementary Regulations.

Except in a case of force majeure, the Clerk of the Course must ensure that the itinerary is respected.

1.1.4. Anything that is not expressly authorized by these Regulations is forbidden.

1.1.5. Any breach of these Regulations will be reported to the Stewards, who may impose a penalty according to the Regulations. Any case not provided for in the Regulations will be studied by the Stewards, who alone have the power to make decisions.

1.2. OFFICIAL LANGUAGE

The various documents, and in particular the Supplementary Regulations and any Bulletins, must be written at least in English. Documents written in the language of the organizing country remain at the discretion and responsibility of the Organizer. The English text will be considered as binding.

1.3. INTERPRETATION

Should any dispute arise as to the interpretation of these Regulations, only the Stewards have the authority to decide.

1.4. DATE OF APPLICATION

These Regulations come into force on **1 January 2023** and after this date amendments come into force on the date of their publication on the website of the event.

1.5. PERMANENT CONTACT DETAILS

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1.6. LEGAL STATUS

Jurisdiction is Plovdiv, Bulgaria

2 DEFINITIONS

2.1. ORGA

Any mention of the ORGA refers to a person/s part of the Organization personnel of the event.

2.2. BEGINNING OF THE EVENT

The event begins on the day of administrative checks. The competition element of the event begins at the first time control (TC0).

2.3. BULLETIN

An official written document intended to clarify or complete the Supplementary Regulations of the event. The bulletin must be numbered, dated and signed and published on the Official notice board and/or the Digital notice board.

2.4. BIVOUAC

The bivouac can be a fenced area or determined by a virtual circle of 500 m maximum radius, where all competitors regroup and where service is authorised in a dedicated area (Service Area). The bivouac can also include Rally HQ and further areas (e.g. catering, Media Centre ...).

2.5. BRIEFING

A briefing is a meeting where the Organizer will provide additional information to the crews. Briefings may be held at the Organizer's discretion. At the first briefing of an event, the participation of at least one crewmember is compulsory. The date, time and attendance requirements must be specified in the Supplementary Regulations. Any information delivered which in any way affects the itinerary, timing or Regulations must be confirmed by a written Bulletin.

2.6. COMMUNICATION

Official written document of an informative nature, which may be issued by either the Clerk of the Course or the Stewards.

2.7. CONTROL AREAS

The area between the first yellow warning sign and the final beige sign with three transverse stripes is considered as the control area.

2.8. CONTROL ZONE

The zone between the first yellow warning sign and the final beige sign with three transverse stripes is considered as the control zone. Control zones are run under parc ferme rules.

2.9. CREW

A crew is made up of one person (for motorbikes and ATVs), two persons (for SSV and Cars) and a minimum of two and a maximum of four persons (for Trucks), on board each vehicle and nominated as driver and co-driver(s). Unless otherwise stated, either member of the crew may drive during the event and each one must hold a valid driving license for the current year, which is valid for the event. If no competitor is listed on the entry application, the driver is deemed also to be the competitor.

2.10. DECISION

A document issued by the Clerk of the Course or the Stewards to announce their findings following an inquiry, hearing or investigation.

2.11. END OF THE EVENT

The event ends upon the posting of the Final Classification. The competition element of the event finishes at the final time control.

2.12. HALT (OVERNIGHT)

A halt of the event between two Legs with no Parc fermé conditions.

2.13. ESTIMATED TIME

Indicative time, calculated by the Organizer and without regulatory value, to cover a Selective Section or a part of a Selective Section.

2.14. LEG

Each competitive part of the event separated by an overnight halt or overnight Parc ferme/regroup. If a Prologue is organized on the evening before Leg 1, this shall be Section 1 of Leg 1.

2.15. FIXED PENALTY

A Fixed Penalty, expressed in hours and minutes, is used to enable a competitor to remain in the competition when they would otherwise not be classified due to failing to visit certain controls or to report within the time limits imposed. The Fixed Penalty may be of a different figure for each Selective section, road section or passage control calculated according to the profile and the difficulties of each of these.

2.16. MAXIMUM TIME

The maximum time is the maximum target time, calculated by the Organizer, within which the crew must validate various controls.

2.17. MEDIA ZONE

A zone established only for the media at various locations.

2.18. NEUTRALISATION ZONE

A zone within a Selective Section, in which competitors arrive and leave separated by the same interval, timed to the second. No intervention on the vehicle is allowed apart from that specified in these Regulations

2.19. NOTIFICATION

An official written document issued and published by the Clerk of the Course informing, as appropriate, (a) competitor(s) of the application of these Regulations and/or the rally Supplementary Regulations.

2.20. OFFICIAL TIME

Time to be used during the event by the Organizer and specified in the Supplementary Regulations.

2.21. OPENING CAR

The Opening Car crew will check if the planned route of an event is passable, that the waypoints are correct and that the Road Book is accurate.

2.22. PARC FERMÉ

An area in which any operation, checking, tuning or repair on the vehicle is not allowed unless expressly provided for by these Regulations and where only authorized officials are admitted.

2.23. PROHIBITED SERVICE

The use or receipt by the crew of any manufactured materials (solid or liquid, unless supplied by the Organizers), spare parts, tools or equipment other than those carried in competing vehicles, or the presence of person(s) in the vicinity of the vehicle.

2.24. PROLOGUE

A Prologue is a Selective Section, serving to establish the start order for the following sections. If a Prologue is organised before Stage 1, this shall be Section 1 of Stage 1.

2.25. RALLY HEADQUARTERS (HQ)

The HQ is the administrative center of an event. During the competition elements, it is also the location from which the Clerk of the Course carries out his tasks (Rally Control).

2.26. RECONNAISSANCE

The presence of a competitor, or anyone connected with a competitor, on any part of the itinerary of an event.

2.27. REGROUPING

A stop scheduled by the Organizer which may be under parc fermé conditions, having a time control at the entrance and exit to enable the schedule to be followed and/or to regroup the vehicles still in the event. The stopping time may vary from crew to crew.

2.28. REMOTE SERVICE ZONE (RSZ)

A service zone on a road section or in a Transfer Zone other than the Service Park or Bivouac.

2.29. ROAD SECTION

Part of an itinerary which is not used for Selective Sections.

2.30. SECTION OF THE EVENT (SECTION)

Each part of the event separated by a regrouping.

2.31. SERVICE AREA

A Service Area is an area in which work may be carried out on vehicles. These areas can be integrated into the bivouac, marked with appropriate board or defined in the Road Book any work on a competing vehicle except where limited in these Regulations.

2.32. SELECTIVE SECTION (SS)

Timed speed test on roads/open country not closed to the public for the event.

2.33. SHAKEDOWN

A shakedown may be organised so that competitors can test their vehicles. The shakedown is part of the event but not one of the competitive elements.

2.34. SPORTING PENALTY

Time penalty for infringements that significantly affect the competitor's performance in Selective Sections, such as false starts, short cuts, speeding within selective sections, missed waypoints, etc.

2.35. SUPER SPECIAL STAGE (SSS)

Any variation from the running of a Selective Section as described in these Regulations and detailed in the event Supplementary Regulations and identified as such in the itinerary.

2.36. TARGET TIME

The allotted time is the individual driving time, calculated by the Organizer, within which the crew must validate various controls.

2.37. TEAM

A team is made up of the competitor, the crew, service members and accompanying personnel.

2.38. TIMECARD

A card intended for the entry of times recorded at the different control points and entries made by Passage Controls scheduled on the itinerary.

2.39. TECHNICAL ZONE

A zone for the purpose of carrying out technical checks by the scrutineers.

2.40. TEST

The presence of competitively driven vehicles, when outside the itinerary of the event.

2.41. TRANSFER ZONE (HOB0)

Road section with an allotted Time between two parts of a Selective Section. The start of the following part of the Selective Section will be at a target start time, determined by adding the transfer time to the arrival time of the previous part.

The Regulations that apply are the same as for a Road Section, including Remote Service Zone when the Transfer Zone follows the same route as the service vehicles.

2.42. WAYPOINT (WP)

A waypoint is a geographical point defined by coordinates of longitude and latitude. There are several types of waypoints.

2.43. GPS COORDINATE FORMAT

All Waypoints and information will be published with the following settings:

- World Geodetic System: WGS84
- Coordinates format: hddd.ddddd
- North: True North

Additional requirements or settings may be published in the Supplementary Regulations of the event.

2.44. ROAD BOOK

Each crew shall receive a Road Book, size A5, comprising a maximum of 6 horizontal lines of distances, drawings and information and containing characteristic notes. It will indicate the itinerary which has been reconnoitred. It will indicate compulsory points of passage, which must be respected on pain of incurring penalties up to and including exclusion from the rally.

The Road Book for motorbikes and ATV's is printed on an endless roll which is 14 cm wide and maximum 14 m long.

2.45. EXCLUSION

Sanction decided by the Stewards regarding a severe infringement.

2.46. SPORTING PENALTY

Penalty imposed for speeding, missing a PC, or missing a Waypoint, or unsporting conduct or other violation committed during the Selective section.

2.47. CHECK OUT CONTROL

The last time control of a Leg, where the crew returns the Time Card and receives the Road Book for the next Leg, unless specified differently in the Supplementary Regulations.

2.48. OUT OF RACE

A status assigned to all competitors that have retired from the event. They will not appear on the Start List of the subsequent Legs.

3. CRITERIA FOR PRIORITY DRIVERS

The first three race numbers in all categories will be reserved for the winners of the previous edition of the same rally.

The Organizers may create priority starting groups based on the entries for the event following the experience of the crews.

4. EVENT CHARACTERISTICS

The event characteristics will be published in the Supplementary Regulations

OFFICIALS

5. OFFICIALS

5.1. STEWARDS

The panel of Stewards (the Stewards) always comprise three members. There must be a permanent communication link between the Stewards and the Clerk of the Course. The panel of Stewards will be published in the Supplementary Regulations.

5.2. CLERK OF THE COURSE

The Clerk of the Course is charged with the application of these Regulations and the Supplementary Regulations before and during the running of the event.

5.3. CHIEF SCRUTINEER

The Chief scrutineer will liaise with the Clerk of the Course and all other officials and will be responsible for all technical matters.

5.4. COMPETITOR RELATIONS OFFICER(S) (CRO)

The principal duty of the CRO is to provide information or clarifications in connection with the Regulations and the running of the event to the competitors/crews. There must be at least one CRO at each event who must be easily identifiable by the competitors/crews. The schedule for the CRO must be detailed in the Supplementary Regulations and posted on the official/digital notice board.

5.5. OTHER OFFICIALS

The complete list of officials will be published in the Supplementary Regulations.

ELIGIBLE VEHICLES, EQUIPMENT AND TYRES

6. VEHICLES ELIGIBLE TO ENTER THE EVENTS

6.1. SUMMARY

All vehicles must comply with the General Technical Regulations.

RBI Sport events are open to rally vehicles in due possession of a valid registration certificate and in conformity with the traffic Regulations for driving on public roads.

Details over the eligible vehicles will be published in the Supplementary Regulations.

6.2. HOMOLOGATION

RBI Sport events are open for vehicles with valid or expired FIA/FIM homologation or vehicles without homologation.

If any additional requirements are needed, they must be published in the Supplementary Regulations.

6.3. CATEGORIES, CLASSES OF VEHICLES

Detailed description of all available categories and classes for the event are published in the Supplementary Regulations.

7. ELECTRONIC EQUIPMENT

7.1. The listed below electronic equipment is forbidden on board of the race vehicle:

- Any two-way radios (ex. CB, UHF, VHF, etc) for communication with other competitors or crews or service members.
- Any electronic equipment with navigation functions exceeding a screen diagonal size (display) bigger than 9 inch

7.2. Each crew must carry on board of the vehicle the required equipment as per the General Technical Regulations and the Supplementary Regulations.

7.3. The Organizer may apply additional restrictions on electronic equipment by specifying it in the Supplementary Regulations.

8. TYRES

There are no limitations on the size, number of tires, type and thread, rethreading unless specified in the Supplementary Regulations

9. ON-BOARD VIDEO CAMERAS

9.1. PROMOTER'S OR ORGANIZER'S CAMERAS

If required by the Organizer or Event Promoter (if applicable), the competition vehicle must carry an onboard camera or other recording device. This will be fitted by the Organizer or Event Promoter and approved by the scrutineer.

9.2. TEAM CAMERAS

There are no limitations unless specified in the Supplementary Regulations.

9.3. MOUNTING

The mounting(s) and the presence of camera(s) must not in any way be of a harm to the crew if sudden impact/hit struck the vehicle.

It is highly recommended mounting the camera(s) by screws, metal screw clamps, quick-clamping collars and metallic inserts.

9.4. APPROVAL

9.4.1. All camera positions and mountings used must be shown and approved during scrutineering before the start of the competition.

9.4.2. Once the installation of the camera system has been validated by the scrutineers, it is strictly forbidden for the competitor to manipulate the mountings of the camera.

10. SAFETY TRACKING SYSTEM AND NAVIGATION SYSTEM (NAV-GPS)

10.1. SAFETY TRACKING SYSTEM

10.1.1. All vehicles must be fitted with the Safety Tracking System(s) provided by the Organizer.

10.1.2. The installation will be checked at scrutineering. Instructions regarding collection, return and fitment will be posted in the Supplementary Regulations. Any interference with the system(s) during the event will result in the competitor being reported to the Stewards.

10.1.3. At the end of each Leg the Safety Tracking system will be inspected for validation of waypoints and speeding violations. The data will be checked by the provider, who will immediately report any irregularities to the Clerk of the Course and the Stewards.

10.2. NAVIGATION SYSTEM (NAV-GPS)

In events where the Organizer will use a specific navigation system, details over the installation and operation of the system will be published in the Supplementary Regulations.

10.3. CONNECTION OF THE SYSTEMS

10.3.1. The specifications for the connection of the system(s) are laid down in the General Technical Regulations and the Supplementary Regulations.

10.3.2. It is the competitor's responsibility to ensure that the Safety Tracking System(s) always remain permanently connected and switched on with the antenna connected throughout the duration of the competition.

10.3.3. Any crew that fails to do so, or if it is noted that the any of the systems is not in operation through the fault of the crew, will be reported to the Clerk of the Course and will incur a penalty of at least 15 minutes, which may be increased at the discretion of the Stewards.

10.4. GPS TRIP METER

It is optional for the competitors to use a GPS-based Trip Meter. More functions others than measuring (kilometres, times, speeds) may be integrated into the GPS Trip Meter unless specified in the Supplementary Regulations.

10.5. BACK UP GPS SYSTEM

10.5.1. The Organizer may require an additional GPS device to be installed in the vehicle. Specific requirements will be published in the Supplementary Regulations

10.5.2. In case of damaged or incomplete data from the Safety Tracking System due to malfunction or failure, the missing data will be completed with the records from the Time Card, the backup GPS device and the information from the marshals.

11. ON-BOARD SURVEILLANCE CAMERA (OBSC)

11.1. Competitors selected by the Clerk of the Course may be equipped with an OBSC to monitor all activities inside and outside the vehicle during the events.

11.2. A competitor's refusal to equip its vehicle with an OBSC will be reported to the Stewards and the competitor will not be allowed to start or will be immediately disqualified

11.3. Team members or third parties are forbidden to touch, interfere with or move any such device except if duly instructed so.

11.4. Teams may be required to provide a power source to the camera which enables continuous recording when the vehicle is moving

11.5. Only official representatives appointed by the FIA who have the specific approval of the Clerk of the Course and/or Stewards may download or use the footage from this camera.

11.6. Recordings from this camera may be used during any subsequent investigation.

STANDARD DOCUMENTS

12. STANDARDISED DOCUMENTS

12.1. GENERAL

The following documents will be presented:

- Supplementary Regulations (electronic and optional in printed format)
- Bulletins (electronic and/or printed format)
- Event/Rally Guide (electronic format)
- Itinerary (electronic and/or printed format)
- Road Book (printed and/or electronic format)
- Timecard (printed or electronic format)
- Entry lists (electronic format)
- Start lists and results of the event (electronic and optional printed format)
- Media Road Book (electronic and/or printed format)

Official documents such as provisional and final classifications and results, bulletins and decisions must be published on a digital and/or physical official notice board, along with the time of publication.

Documents which are published electronically shall not be amended once published on the Organizers' website unless all competitors and officials are informed and the amendments are highlighted.

The website address where the digital notice board will be used must be published in the Supplementary Regulations.

12.2. ROAD BOOK / ITINERARY

- 12.2.1.** All crews will receive a Road Book containing a detailed description of the compulsory itinerary. The compulsory itinerary of the Rally is defined in the Road Book by the road direction diagrams and between the road direction diagrams, by the defined road/track if it exists.
- 12.2.2.** If there is a divergence, other than speed limits, between the Road Book and the NAV-GPS, the information given by the Road Book will prevail.
- 12.2.3.** Organizers must issue the Roadbook one day at a time. If the Organizer decides to issue the Roadbook on the previous day, the competitors must receive the Roadbook including the notes for the next day at the latest at 21:00 hrs.
- 12.2.4.** If an Organizer decides to issue the Road Book on the day of the Stage concerned, has printed it without the modifications (if any) and has ten modifications or less, the Road Book will be distributed to each competitor 20 minutes prior to their start time. If more than ten modifications are issued, the Clerk of the Course, may extend this period. This will be communicated at the previous day's competitors' briefing or by communication.
- 12.2.5.** A Road Book receipt, if not in electronic format, will be acknowledged by signature.
- 12.2.6.** The only documents allowed in the vehicle are:
 - the official Road Book,
 - the modifications done by the FIA Opening Car, which may be integrated into the Road Book,
 - the notes provided by the Clerk of the Course or the Organizer during the briefing,
 - the FIA Regulations,
 - the Supplementary Regulations of the event,
 - the vehicle repair manual,
 - personal notes resulting from a previous passage through the Stage area (in whatever direction) in the current event.
- 12.2.7.** In a Selective Section, it is always forbidden to use a surfaced (asphalt, concrete) road other than those indicated in the Road Book. If a crew follows a surfaced road and re-joins the route of the Selective Section at a different point, it is deemed to have retired from the Selective Section.

12.3. TIMECARDS

- 12.3.1.** A Timecard will be issued at least at the start of each Leg.
- 12.3.2.** Each crew is responsible for:
 - its Time Card;
 - submitting the Timecard at the controls and the accuracy of the entries;
 - any entries made on the Time Card.
- 12.3.3.** The appropriate control official is the only person allowed to make entries on the Timecard, except for the sections marked "for competitor's use".

- 12.3.4.** The loss of a Timecard will be reported to the Stewards, who may apply a penalty.
- 12.3.5.** In case of the absence of the entries or signature from any control, the absence of a time entry at a time control, or the failure to hand in the Timecard at each control, the Clerk of the Course may use the electronic recording (GPS) and the official documents for an inquiry. He will decide on the correct passage of the controls.
- 12.3.6.** Any divergence between the times entered on the crew's Timecard and those entered on the official documents of the event will form the subject of an inquiry by the Clerk of the Course.
- 12.3.7.** Should a competitor retire from the Event (out of race) he must hand in his Timecard to an official at the earliest possible moment.
- 12.3.8.** A competitor who retires from a Leg but intends to restart must hand in his Timecard immediately on the time control at the end of the Leg (check out control).

INSURANCE

13. GENERAL THIRD PARTY LIABILITY INSURANCE

Competitors are reminded that only damage caused to third parties by the Organizers and the entered drivers is covered by the insurance policy taken by the Organization. Injury to the drivers themselves or damage to participating cars is not covered by this insurance.

The Organization has subscribed a General Third Party Liability insurance policy for a sporting event in accordance with the running Legislation.

13.1. CONDITIONS

The detailed conditions and limits of the Organizer's liability insurance are specified in the Supplementary Regulations.

This insurance coverage applies only to the Selective Sections of the itinerary, run for best time, achieving the maximum speed. It begins already from entering the Control Zone (yellow sign "notice time control") at the start of a Selective Section and ends with the end of the Control Zone (beige sign "control zone end") at the finish of the Selective Section.

In case of withdrawal or exclusion from the rally, this insurance automatically expires at the end of the considered Leg. Time of withdrawal or exclusion from the rally is the Time Control closing at the end of the Leg. A car that does not finish a Leg before the final Time Control closing time will receive a penalty and will be allowed to re-start the next day. In this case the insurance does not expire.

In case of accident, the competitor or his representative must file a written statement to the Rally Office, or directly to the Race Director, within and not later than 24 hours, where he reports the accident circumstances and the contact details of any witness.

This policy does not cover in any case stealing of the vehicles, spare parts, etc. Also, in case of theft occurred in another country crossed by the rally, it is not possible to ascribe any responsibility to the Organization.

The policy referred to in these Regulations does not cover responsibility of the competitor/driver toward another participant registered at the rally.

Participants and competitors enrolling to the rally do this in full awareness of the risks that running this competition could imply for them. Competitors and drivers fully release the Organizers and the ORGA members from any civil and penal responsibility in case of physical or material accident occurred along the running of the rally.

By submitting their entries, the competitors, drivers and car owners waive any claims or rights to pursue action for damages in connection with the event against the Organizer.

The Organizer declines all responsibilities:

- on any consequences coming from violation of laws, Regulations and precepts of the country made by competitors which are exclusively at their charge,
- in case of upheaval, turmoil, demonstrations where competitors and their teams can suffer casualties and whose material, pecuniary and sport consequences must be at their sole charge.

Vehicles registered in assistance or service, press or accompanying V.I.P. guests, also holding their concerned plates issued by the Organizers, in any case, may never be considered as official participants of the rally and they are therefore not covered by any General Third-Party Liability insurance.

THESE MENTIONED VEHICLES REMAIN UNDER THE SOLE RESPONSABILITY OF THEIR OWNER.

Entrants and competitors are free to take on at their own convenience any individual insurance policy that they deem fit, independently from the above-mentioned liability insurance.

13.2. Insurance company details

The detailed conditions and limits of the Organizer's liability insurance are specified in the Supplementary Regulations.

13.3. INDIVIDUAL ACCIDENT INSURANCE

- 13.3.1.** Competitors must take out an additional insurance with an insurance company of their choice.
 - 13.3.2.** When competing outside their countries, crews must have taken out an international insurance policy covering their evacuation/repatriation, medical and related expenses after an accident.
 - 13.3.3.** It is highly recommended for the insurance to provide policy as “sports with an element of risk”
- A copy of the insurance policy must be presented at the administrative check.

ENTRIES

14. ENTRY PROCEDURE**14.1. SUBMISSION OF ENTRY FORMS (ENTRY APPLICATION)**

Anybody wishing to take part in an event must submit the completed electronic entry form and the required down payment to the event secretariat before the closing date, as specified in the Supplementary Regulations.

Admissible drivers and co-drivers are all persons over 16 years of age (the date of the birthday being binding), in possession of a valid driving license for the competition vehicles they want to enter the event.

The Organizer reserves the right to refuse the entry to a driver, co-driver, or a team member.

14.2. MINIMUM NUMBER OF ENTRIES

In the Supplementary Regulations, the Organizer may state the minimum number of entered vehicles required. If that number is not reached, the Organizer may cancel the competition.

14.3. 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 the moment of scrutineering.

14.4. CHANGE OF COMPETITOR AND/OR CREW MEMBER(S)

- 14.4.1.** A change of competitor is permitted up to the close of entries. Only the competitor entered in the event will be allowed to make this request.
- 14.4.2.** After the close of entries, members of the crew may be replaced with the agreement of:
 - the Organizer, before the start of the administrative checks;
 - the Stewards, after the commencement of these checks and before the publication of the start list.

14.5. COMPETITORS' AND CREW MEMBERS' UNDERTAKINGS

By the very fact of sending the entry form, the competitor, the crew and the service members accept the RBI Sport terms and conditions and submit themselves to the sporting jurisdictions specified in these Regulations and the Supplementary Regulations of the event.

14.6. ALLOCATION OF COMPETITION NUMBERS

The issue of start numbers is on the “first come, first served” basis. Start numbers will be allocated on the basis of the receipt of the online entry together with the down payment (deposit) or full entry fee.

14.7. PUBLICATION OF ENTRY LISTS

The entry lists will be published on the event's website and will be constantly updated

15. ENTRY CLOSING DATES**15.1. RESPECT OF CLOSING DATES FOR ENTRIES**

Closing dates for entries must be respected as published in the Supplementary Regulations of each event.

15.2. ENTRY CLOSING DATES

The standard closing date for entries must be no later than 10 days before the beginning of administrative checks.

Exceptionally the Organizer may authorize late entries.

16. ENTRY FEES**16.1. ACCEPTANCE OF ENTRY FORM**

An entry application will be accepted only if the down payment or the total entry fee is paid within 4 weeks after submitting the online application. The full entry fee must be paid no later than the end of the administrative checks. Payment terms may alter for events for

which variable rates related to the time of submission of the entry are offered by the Organizer. Detailed information about such rates and payment terms must be published in the Supplementary Regulations.

16.2. REFUND OF ENTRY FEES

Entry fees will be refunded in full:

- to candidates whose entry has not been accepted;
- in the case of the event not taking place thus following the RBI – General terms and conditions.

16.3. REFUND OF ENTRY FEES

Entry fees may be refunded following such conditions as provided for in the Supplementary Regulations.

16.4. CANCELTION AND TERMINATION BY THE ORGANIZER/EXCLUSION OF A PARTICIPANT

The Organizer reserves the right to cancel/change the rally program, to exclude a participant or to cancel the event in its entirety when unforeseen circumstances make this necessary.

For all details, please refer to RBI Sport – General terms and conditions and Event's Supplementary Regulations.

VEHICLES IDENTIFICATION AND ADVERTISING

17. COMPETITION NUMBERS

17.1. GENERAL

- 17.1.1. The Organizer will supply each crew with the identification number comprising one event plate, 3 panels bearing the competition numbers and one number for the windscreen (does not apply for motorcycles and quads), which must be affixed to their vehicles in the stated positions prior to scrutineering.
- 17.1.2. Any advertising within this identification is obligatory and may not be refused by the competitors. No modifications to these panels are allowed, except if confirmed in advance with the Scrutineers.

17.2. CLEANING OF IDENTIFICATION PLATES

The crews are obligated to present their vehicle at the first Time Control of each Leg with clean identification plates. Any crew not following this rule will be refused to start and will be reported to the Clerk of the Course for further penalties.

17.3. STICKER PLAN

The size and position of the identification plates and advertising panels will be published in the Supplementary Regulations. In no case may they cover, even partially the vehicle's license plates.

17.4. DOOR/SIDE PANELS

- 17.4.1. The Organizer will supply each crew with two number panels.
- 17.4.2. Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the lower limit of the window.
- 17.4.3. No signage, other than the colour scheme of the vehicle, shall be placed within 10 cm of this panel.

17.5. ROOF PANEL

The Organizer may supply each crew with One roof panel, to be placed on the roof with the top towards the front of the vehicle.

17.6. FRONT PANEL AND REAR PLATES

- 17.6.1. One rally plate must be positioned in a visible position during the whole event. It must be fixed at the rear of the vehicle, parallel to the axis of the wheels, without covering, even partially, the vehicle's license plate.
- 17.6.2. A competition number panel must be fixed at the front window. If the vehicle has no windscreen, a plate of the - aforementioned size may be used instead.

17.7. SUNVISOR

Details must be published in the Supplementary Regulations.

17.8. REMOVAL OF VEHICLE IDENTIFICATION

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

17.9. BREACH OF REGULATION

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

18. ADVERTISING

18.1. RESTRICTIONS ON ADVERTISING

18.1.1. Competitors may affix any kind of advertising to their vehicles, provided that:

- It is authorized by the national laws and Regulations;
- It is not of a political or religious character;
- It is not likely to give offence;
- It respects the Regulations on competition numbers;
- It does not interfere with the crew's vision through the windows;

18.1.2. The Organizer's obligatory advertising must be clearly indicated in the Supplementary Regulations, or in an official Bulletin before the close of entries for the event.

18.1.3. Spaces and locations reserved for the Organizer's obligatory advertising are published in the Supplementary Regulations.

18.2. ORGANIZER'S OPTIONAL ADVERTISING

18.2.1. The Organizer may require competitors to carry optional advertising. For competitors who refuse the Organizer's optional advertising, the amount of the entry fees will be increased by 60%.

18.2.2. Competitors who accept the Organizer's optional advertising as specified in the Supplementary Regulations must reserve space for it. No modification of the advertising is allowed.

18.2.3. The Organizer's optional advertising must be clearly indicated in the Supplementary Regulations. If the optional advertising is published in a Bulletin, and there are conflicts with the competitor's advertising, the competitor may refuse such optional advertising without paying any extra fee.

18.3. BREACH OF REGULATION

The crews must ensure that the advertising is properly affixed throughout the running of the event. If compulsory or optional advertising is absent or wrongly affixed, a fine of 10% of the entry fee will be incurred for a first offence, and 100% of the entry fee for each repeated offence.

19. DRIVER'S AND CO-DRIVER'S IDENTIFICATION

19.1. DRIVER'S AND CO-DRIVER'S NAMES

The first initial(s) and surname of the driver and the co-driver, followed by the national flags of their country of origin, should appear on both sides of the front wings or front doors of the vehicle. The letters must have a height of 30 to 50 mm.

19.2. PERSONAL IDENTIFICATION

Access to the rally (start and finish of the Selective Sections, Service zones, bivouacs, etc.) is exclusively reserved to all those wearing the identifying card and/or bracelet of the event (competitors, service, organization members, media delegates, visitors, VIP) and to all vehicles officially registered (Competitors, Service, Press, Organization) supplied with the official stickers of the event.

Each participant (Competitors, Service, Organization, Press, VIP, Visitors) will get an identifying card (ID card) and/or identifying bracelet (ID bracelet), which are included in the entry fee.

The ID card worn around the neck and the ID bracelet correctly tied on the wrist of the competitors, mechanics and service personnel, visitors, VIP, are considered the only authorization to access the rally official location, Service Areas, press or visitors points and the bivouacs.

The ID card and the ID bracelet will be systematically checked by the Organization at meals, at service points or Service Areas, at the bivouacs, etc. Participants must show the ID card and bracelet at any moment upon request.

19.3. BREACH OF REGULATIONS

Any breach of these Regulations noted by an official may result in a fine of 500 EUR

In case of damage on the ID card or bracelet, the participant must contact the Rally Administration.

ADMINISTRATIVE CHECKS AND SCRUTINEERING

20. ADMINISTRATIVE CHECKS

20.1. TIME SCHEDULE

Drivers, co-drivers, all service members and accompanying persons taking part in the event must report to the administrative checks in accordance with the timetable published in the Supplementary Regulations. Fines for lateness will be detailed in the Supplementary Regulations.

20.2. DOCUMENTS REQUIRED

During the administrative checks original and valid documents will be checked.

The full list of required documents will be published in the Supplementary Regulations.

20.3. START REFUSED

If at the administrative check and/or scrutineering, the presented documents (personal and vehicle) are found not compliant, the crew will be refused to start. In such case, the crew will not be eligible for refunds.

21. SCRUTINEERING BEFORE THE START

21.1. GENERAL

- 21.1.1. The act of presenting a vehicle for Scrutineering is considered an implicit statement of conformity.
- 21.1.2. Only those crews, which have passed the administrative checks, may present themselves with their vehicle equipped with its rally plates and rally numbers at scrutineering.
- 21.1.3. Vehicles may be presented at scrutineering by a representative of the team unless otherwise detailed in the Supplementary Regulations.
- 21.1.4. Scrutineering will be of a general nature, checking the make and model of the vehicle, apparent conformity with the class in which it is entered, conformity of the safety items, conformity of the vehicle with the Traffic Law, etc.
- 21.1.5. At scrutineering, competitors must present all personal safety items and the required equipment intended to be used. The details are described in the Supplementary and Technical Regulations.
- 21.1.6. Change of classes/ categories at the time of scrutineering, if a vehicle as presented does not correspond to the category and/or class in which it was entered, the Stewards may transfer it to the appropriate class recommended by the Chief Scrutineer or refuse it definitively.
- 21.1.7. If scrutineering is followed by a Parc Fermé, a member of the team may take the vehicle into that Parc Ferme.

21.2. TIMETABLE

- 21.2.1. A timetable for scrutineering, including the sealing of components and checking the weight of vehicles, shall be issued in the Supplementary Regulations or in a Bulletin.
- 21.2.2. Any crew reporting to scrutineering outside the time limits prescribed in the Regulations will not be allowed to start, except in a case of force majeure duly recognized as such by the Stewards.

22. SEALING AND MARKING

For events where sealing and marking of components is required, the details for it will be published in the Supplementary Regulations.

23. CHECKS DURING THE EVENT

23.1. ADDITIONAL CHECKS

Checks on safety and required items, may be carried out at any time during the event at the sole discretion and upon the instruction of the Chief Scrutineer, with the knowledge of the Stewards.

23.2. CHECKS IN PARC FERMÉ/BIVOUAC

Technical checks may be carried out within the parc fermé/Bivouac by the scrutineers.

23.3. RESPONSIBILITY OF THE COMPETITOR

- 23.3.1. The competitor is responsible for the technical conformity of his vehicle throughout the event.
- 23.3.2. Should identification marks be affixed, it is the responsibility of the competitor to see that these are preserved intact from pre-event scrutineering until the end of the event or until it is allowed by these Regulations to cut the seals. Should they be missing, or any fraud discovered, this will be reported to the Stewards.
- 23.3.3. It is also the responsibility of the competitor to see that any part of the vehicle, which has been handled during checking, is reinstalled correctly.
- 23.3.4. Where mud flaps are required, they must always be in place and efficient. In the exceptional case of Selective Sections running **solely on sand**, and only when specified in the Supplementary Regulations, mud flaps are optional.

24. FINAL CHECKS / PARC FERME

If foreseen, the details about the Final Checks will be published in the Supplementary Regulations.

DRIVING CONDUCT AND RECONNAISSANCE

25. BEHAVIOUR

25.1. GENERAL RULES

- 25.1.1. Crews must always behave in a sporting manner.
- 25.1.2. Crews must always drive in the direction of the Selective Section (except solely to effect a turn round).
- 25.1.3. It is prohibited to deliberately block a competitor or prevent them from overtaking.
- 25.1.4. When vehicles are subject to Parc fermé rules, they may be moved only by crews and officials; at all other times anyone may push a vehicle by hand.

- 25.1.5.** A vehicle unable to move under its own means may be towed or pushed by another competitor still in the competition. Exceptionally, on Selective Sections vehicles may be towed or pushed by anybody in order to bring them back onto the event route or to clear the event route.
- 25.1.6.** In a control zone at the start of a Leg or the start of a Selective Section, the vehicle may be pushed through the zone by the crew and marshals. The competitor will be deemed to have started the road section or Selective Section at its scheduled time.
- 25.1.7.** It is forbidden to transport a vehicle by any means (truck, trailer, etc.), except in sections where this is allowed, noted by at the driver's briefing or in the itinerary.
- 25.1.8.** Exhibition driving may be performed only when permitted by the Supplementary Regulations of the event.
- 25.1.9.** On a road section that is a public road, a competition vehicle may only be driven on its freely rotating wheels and tires. Any vehicle not complying with this article will be considered as having retired in this Leg, unless transportation of the competition vehicles by another vehicle is expressly permitted.
- 25.1.10.** 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 60 min. per tire and/or wheel. Repeat offending will result in penalties up to and including exclusion from the rally.
- 25.1.11.** Any infringements will be reported to the Stewards, who may impose a penalty up to disqualification. In such case, the crew will not be eligible for refunds.

25.2. EXCESSIVE SPEEDING DURING THE EVENT/TRAFFIC LAWS

- 25.2.1.** Throughout the event, all crew members must observe the national traffic laws.
- 25.2.2.** In the case of an infringement of the traffic laws committed by a crew participating in the event, the police officers or officials having noted the infringement must inform the offender thereof, in the same way as for normal road users.
- 25.2.3.** Should the police or the officials decide against stopping the driver in the wrong, they may nevertheless request the application of any penalties set out in the applicable Regulations, subject to the following:
 - that the notification of the infringement is made through official channels and in writing, before the posting of the provisional classification;
 - that the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, and that the place and time of the offence are precise.
- 25.2.4.** Penalties for infringements during the competition element of the event will be applied by the Stewards.

25.3. RESPECT OF SENSITIVE AREAS

- 25.3.1.** In agricultural or forest areas, populated zones or zones that are sensitive from an environmental or safety stand point, the itinerary and all the boxes of the Road Book must be scrupulously followed. In particular it is forbidden to 'cut' corners by crossing fields, forests, orchards or marshes
 - 1st infringement: 15 minutes
 - Repeat offense: exclusion
- 25.3.2.** So as to respect the crossed areas, it is forbidden to destroy the fences' gates and barriers located along the route. Judges of fact will be on spot.
- 25.3.3.** All broken fences' gate or barrier will result in a penalty of 15 minutes.
- 25.3.4.** All repeated offense will result in penalties up to and including exclusion.

25.4. NOTIFICATION OF RETIREMENT

In case of retirement, it is imperative that the competitors inform, by all possible means and as quickly as possible, the Rally Control.

26. 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, co-driver or team member who wishes to visit an area which might be used for a Selective Section of any event, must obtain written permission from the Organizer.

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

SHAKEDOWN

27. SHAKEDOWN REQUIREMENTS

27.1. GENERAL

A shakedown stage may be organized for the purpose of being both a media and a promotional opportunity and for competitors to trial their vehicles. It is optional for the Organizer to include the shakedown in the event program.

27.2. RUNNING OF SHAKEDOWN

27.2.1. The shakedown stage shall be run as if it were a stage run during the event and shall include all the appropriate safety measures. The stage should be representative of the event.

27.2.2. The shakedown is considered to be part of the event and all Regulations apply in full.

27.3. DISCLAIMER

Any passenger on board the vehicle during the shakedown who is not entered for the event must have signed a disclaimer provided by the Organizer.

27.4. TECHNICAL REQUIREMENTS

Before the shakedown the vehicles must pass scrutineering. If there is a marking and sealing of parts, those parts mentioned in these Regulations must be marked or sealed.

27.5. BREAKDOWN DURING SHAKEDOWN

A competitor whose vehicle breaks down during the shakedown shall nevertheless be required to attend the ceremonial start (if any).

27.6. EQUIPMENT OF DRIVER AND PASSENGER ON BOARD

During the shakedown, any person on board must wear the personal safety equipment and all obligatory equipment must be on board. Safety harness must be correctly fastened. Any infringement will be penalized.

27.7. SERVICE DURING SHAKEDOWN

Service may be carried out only outside the shakedown route, unless otherwise permitted in the Supplementary Regulations of the event.

STARTS AND RE-STARTS

28. CEREMONIAL START

A ceremonial start may be organized to improve the promotional and media interest of the event. The start interval and order for a ceremonial start are at the discretion of the Organizer. The schedule and the place of any ceremony must be indicated in the Supplementary Regulations. Were a crew in its competing vehicle is unable to participate in the ceremonial start, it shall be permitted to start the remainder of the event at its allocated start time, provided that the Stewards are notified and subject to passing the necessary scrutineering checks. The crew concerned must still attend the ceremonial start at their due time.

29. START OF THE COMPETITION**29.1. START AREA**

Before the start of the competition element of the event, the Organizer may assemble all the competing vehicles in a starting area, into which vehicles must be driven before the start time as detailed in the Supplementary Regulations. The exclusively pecuniary penalties for late arrival in the starting area shall be specified in the Supplementary Regulations.

No service is allowed in the start area.

29.2. MAXIMUM LATENESS AT A START OF A LEG

Any crew reporting more than 30 minutes late at the start of a Leg from their due time (the first time control of the current Leg) shall not be allowed to start that Leg and will be deemed to have retired from the Leg. In calculating such lateness time, the actual time and not the penalty time (10 seconds per minute) applies.

The crew may be allowed to start after authorization of the Clerk of the Course and receiving a penalty.

30. START ORDER AND INTERVALS**30.1. START ORDER LEG 1**

30.1.1. The crews will start by the increasing order of the competition numbers.

30.1.2. If the Organizer has created Priority starting groups, they will start in front of the rest in their groups.

30.2. SUBSEQUENT LEG

30.2.1. The start order for subsequent Legs shall be based on the classification according to the Selective Section time(s) of the previous Leg and the Priority starting group rules if applicable.

30.2.2. The Clerk of the Course, when drawing up the starting order, must consider only any sporting penalties that a competitor has incurred for infringements (missed PC, missed waypoint, false starts, speeding, etc.) committed during the Selective Section, and which will be added to the time of the Selective Section(s) concerned.

30.2.3. Penalties imposed on any road sections shall be added to the general classification of the Leg covered.

30.2.4. In case of a dead heat, priority will be given to the crew which achieved the time first.

30.3. REPOSITIONING OF DRIVERS

30.3.1. The Clerk of the Course may, for safety reasons and with the knowledge of the Stewards, reposition drivers or change the time interval between vehicles.

30.3.2. All competitors may be reseeded at the sole discretion of the Stewards.

30.4. PRIORITY STARTING GROUPS

Based on their previous classifications and performance in selected events, the drivers may be divided in to priority starting groups. These selected drivers will start before the others in their categories and classes. The Clerk of the course may reposition the priority drivers starting order within the groups at his discretion. Priority drivers re-starting after retirement in the previous Leg shall start as a merged group after all drivers in that priority group.

30.5. START INTERVAL

30.5.1. The start interval will be noted in the start list.

30.5.2. Should there be more than one Selective Section in a Leg, the same interval will be given, irrespective of the running order.

30.5.3. In the case of two or more successive Selective Sections in one Leg, the start of the following Selective Section shall be based on the finish time of the previous Selective Section in hours and minutes, disregarding the seconds, to which will be added the target time for the road section, if any, and the statutory 3 minutes. Competitors will start with at least the same interval as was given at the start of the Leg.

31. PROLOGUE

31.1. RUNNING OF A PROLOGUE

31.1.1. The organization of a Prologue is optional.

31.1.2. The start interval between competitors must be identical and at least one minute. The Organizer is free to increase this interval.

31.1.3. It will take place at the beginning of Stage 1/Section 1 as the first Selective Section and all competitors must take part therein. Only one Prologue may be organised, and it determines the starting order for the start of the subsequent section.

31.2. CHARACTERISTICS OF A PROLOGUE

It will be run in the form of a Selective section, representative of the event stages, with a minimum length of 2km and a maximum length of 50km.

31.3. TIMING

For the Prologue, timing will be taken to the tenth of a second. If the event is timed to the second, the tenths of a second are rounded down to the nearest second once the starting positions for the following Selective Section have been determined.

31.4. CLASSIFICATION

31.4.1. The Prologue shall count for the classification of the event.

31.4.2. In case of a dead heat, priority will be given to the crew which achieved the time first.

31.4.3. Any road or other time penalties incurred will be taken into account for the general classification and applied the same day but will not affect the starting order for the subsequent section, except for sporting penalties.

31.5. START ORDER AFTER THE PROLOGUE

Following the Prologue, the starts for the subsequent section shall be given according to the final classification after the Prolog.

31.6. PENALTIES

31.6.1. Any competitor who, having started the Prologue fails to complete it as required by the Regulations, will be given a Sporting Penalty of DNF.

31.6.2. Any competitor not having started the QS will be given a Sporting Penalty of DNS.

32. RE-START AFTER RETIREMENT

32.1. GENERAL

Any crew which has failed to complete a Selective Section will be assumed to Re-start the event from the start of the next Leg, unless they confirm otherwise in writing to the Clerk of the Course.

The crew may nevertheless be allowed to Re-start from the next Selective Section after approval from the Clerk of the Course following their due times and maximum permitted lateness.

This shall apply to any vehicle which has not been classified on the grounds of exceeding the time limit or has failed to report to a control, but shall not apply where the vehicle has been disqualified for breach of eligibility requirements, traffic infringements or by a decision of the Stewards.

32.2. PENALTIES

For all crews which re-start, a Fixed Penalty will be applied.

32.3. REPAIRS PRIOR TO A RE-START

32.3.1. SERVICE LOCATION AND TIME ALLOWED

Any vehicle which fails to finish a Selective section in accordance with the above may be repaired at the competitor's discretion. However, if there is an overnight regroup prior to the next Leg, the vehicle must report no later than one hour before the scheduled start of the first vehicle.

32.3.2. SCRUTINEERING OF REPAIRED VEHICLES (IF SEALING AND MARKING APPLIES)

The vehicle must retain all its parts marked or sealed at pre-event scrutineering. Replacement of parts may only be done in accordance with the Supplementary Regulations of the event.

The competitor must be represented during this re-scrutineering at a time to be advised by the Organizer.

CONTROLS AND ZONES

33. CONTROLS – GENERAL REQUIREMENTS

33.1. SIGNAGE OF CONTROLS

- 33.1.1. All controls, i.e. passage and time controls, start and finish of Selective Sections including stop controls, regrouping areas and media zones, shall be indicated by means of pairs of FIA-approved standardized signs complying with the drawings and distances in Appendix I and shall be indicated in the Road Book.
- 33.1.2. Each pair of control signs should be placed on opposite sides of the road or in open territory, a maximum of 15 meters apart on either side of the official route. Competitors must pass between each pair of signs.
- 33.1.3. It is strictly forbidden to overtake or to reverse in the Controls.

33.2. STOPPING TIME IN CONTROL AREAS

The stopping time within any control area is limited to the time necessary for carrying out control operations.

33.3. READINESS TO WORK

- 33.3.1. Controls shall be ready to function at least 1 hour before the target time for the passage of the first competing vehicle.
- 33.3.2. Unless the Clerk of the Course decides otherwise, they will cease to operate 1 hour after the maximum permitted lateness of the last competing vehicle has expired or after instructed by the Rally Control.

33.4. SEQUENCE OF CONTROLS AND DIRECTION

- 33.4.1. Crews must check in in the correct sequence of controls and in the direction of the event route. It is prohibited to re-enter a control area.
- 33.4.2. Any infringement will result in the crew being reported to the Stewards.

33.5. MARSHALS' INSTRUCTIONS

- 33.5.1. Crews are obliged to follow the instructions of the control officials of any control. Failure to do so will be reported to the Stewards.
- 33.5.2. All control officials must be identifiable. At each control, the chief official must wear a distinctive tabard.

33.6. MEDIA ZONES (WHEN APPLICABLE)

A taped off media zone may be established:

- after the STOP control zone of a selective section;
- before entering the regroup;
- prior to the yellow time control board at all service parks/bivouacs;
- within the holding park before the podium procedure at the finish.

Access to this media zone shall be limited to personnel holding the appropriate pass. Organizers may plan the itinerary and time schedule such that crews are expected to spend a minimum of 15 minutes in the media zone. The media zones must also be clearly marked in the Road Book.

34. PASSAGE CONTROLS (PC)

34.1. LOCATION

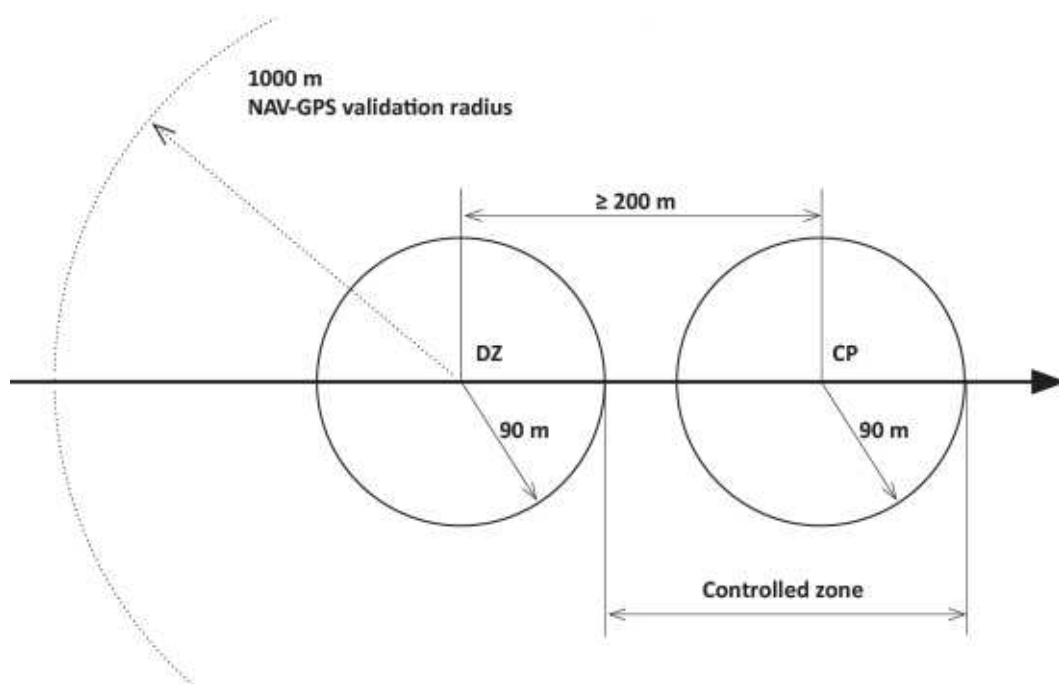
In order to check that the crews are respecting the itinerary in the Road Book, hidden passage controls and/or extreme passage controls (PC, ExCP) may be set up at locations mentioned and numbered in the Road Book. These controls will be identified by the signs shown in Appendix I. Should the physical sign and the waypoint not coincide, only the waypoint will be considered correct.

34.2. OPERATION

- 34.2.1.** The vehicle must come to a full stop and the marshals must simply stamp and/or sign the Timecard as soon as it is handed in by the crew, without mentioning the time of passage.
- 34.2.2.** The time of passage will be noted to the second and may be used in the case of interruption of the Selective Section. In case of an interruption, the time recorded by the GPS system may be considered.
- 34.2.3.** If a PC stamp on the Timecard is absent and electronic proof of the passage is missing, the competitor will be penalized for a missing PC.
- 34.2.4.** In case of a virtual passage control (CPV), after validation of the waypoint, the vehicle must come to a full stop (detected by the NAV-GPS) at the red control sign, before continuing without any entries in the Time Card. Not stopping will be penalised

34.3. SAFETY ZONES

- 34.3.1.** With the aim of ensuring safety in the PC zone, a “Safety Zone” will be installed at each PC. The speed in this zone will be limited to 40 kph maximum and controlled by the Safety Tracking System.



- 34.3.2.** The entrance of a PC control zone is indicated by means of standardized signs complying with the drawings and distances in Appendix I.
- 34.3.3.** Speeding in safety zones will be penalized according to the penalties for speeding in speed control zones.

34.4. EXTREME PASSAGE CONTROL (EXCP) – VALID FOR EXTREME CATEGORY ONLY

In order to check that the crews are respecting the extreme sections of the itinerary in the Road Book, Extreme Passage Controls (ExCP) may be set up at the exit of these sections. The crew must pass following the direction of the itinerary and respecting the markings and orders of the marshals. The passage will be validated by a stamp/puncture in the Time Card. The time of passage will be noted in the written protocol of the control zone personnel. The penalty for not passing a ExCP is 2 hours. These controls will be identified by the signs shown in Appendix I but will not be mentioned in the Road Book.

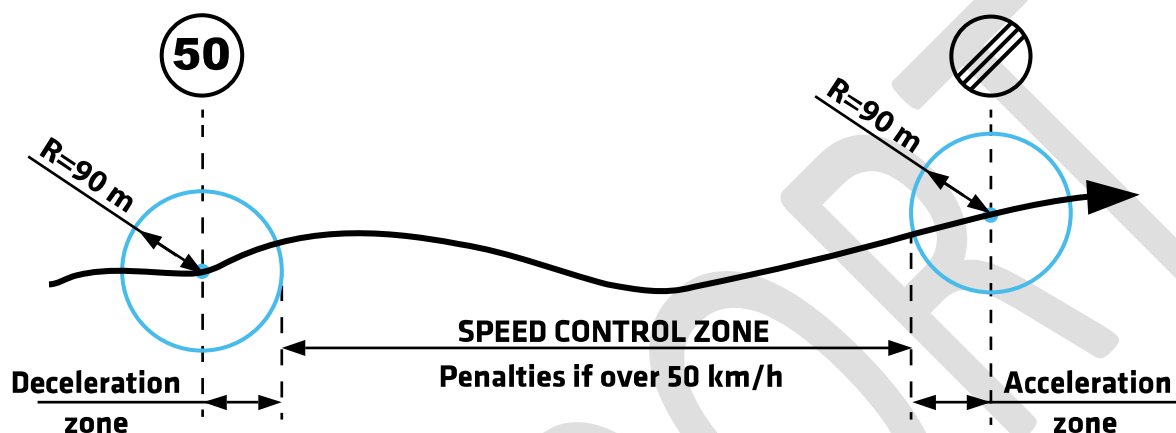
34.5. ASSISTANCE TO PASS THROUGH PASSAGE CONTROL

In case, where the concerned crew is unable to pass through by his own means or by help from another competitor still in the rally and is being recovered by the Organization or receive outside assistance to pass through the control, the crew concerned will be considered to have missed that passage control.

35. SPEED CONTROL ZONES

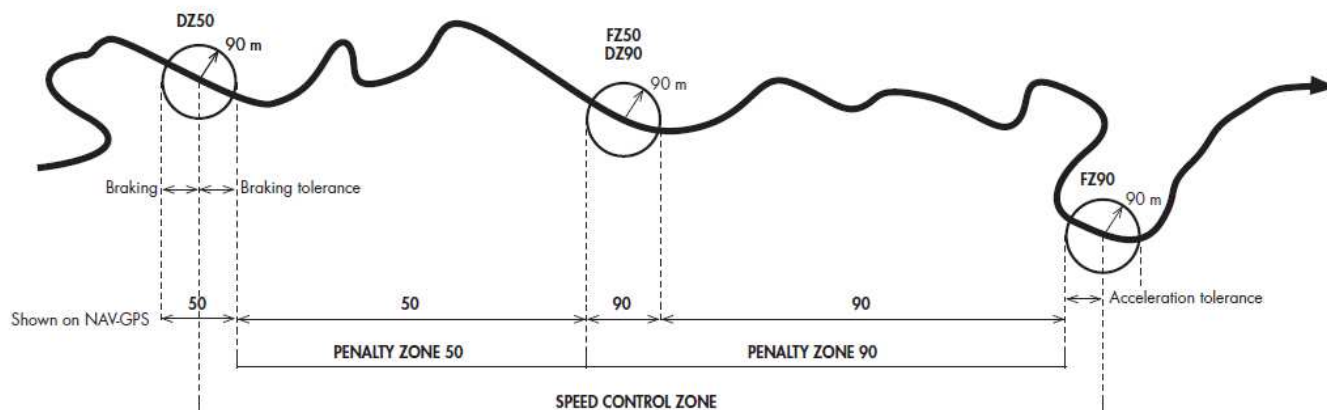
35.1. LOCATION

- 35.1.1.** Organizers must establish speed control zones when a Selective Section passes through a populated area and at other locations at their discretion.
- 35.1.2.** The start of the speed control zone will be indicated in the Road Book by a symbol marked with a speed limit sign. 90 meters after this point, the tolerance zone, within which no penalty applies, ends (deceleration zone).
- 35.1.3.** The end of the speed control zone will be indicated in the Road Book by a symbol marked as end of speed limit sign. 90 meters before this point, the tolerance zone, within which no penalty applies, begins (acceleration zone).
- 35.1.4.** The presence or absence of signposts indicating the speed limit, can on no account, serve as an argument in case of protest

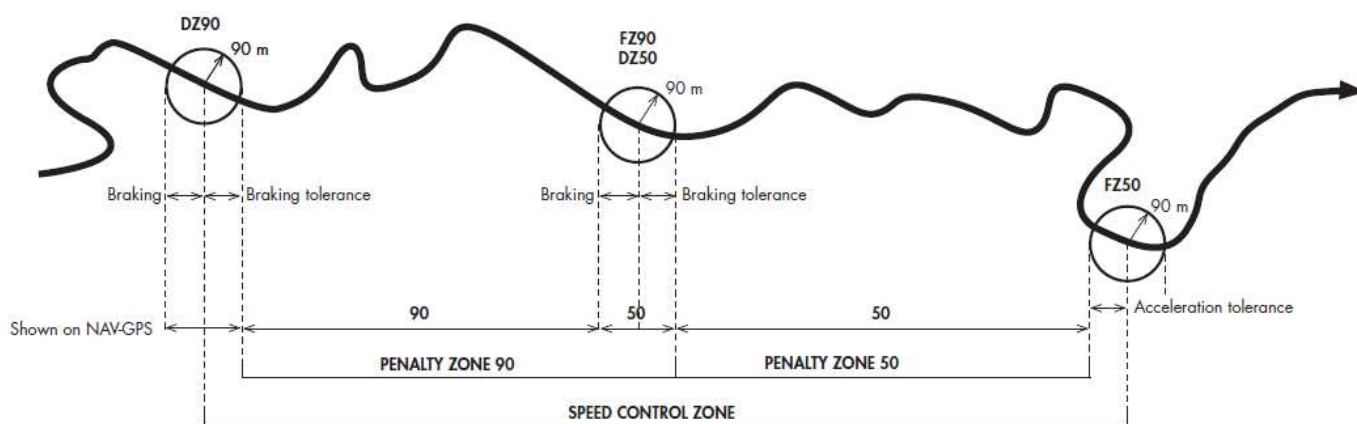


35.2. OPERATION

- 35.2.1.** A pulse signal is recorded in the Safety Tracking System each second and is saved in the memory of the devices. It is the Crew's responsibility to monitor their speed by means of speedometer, GPS or other device.
- 35.2.2.** Waypoints associated with Start and End of speed zones are validated only once the competitor is within a radius of 90 meters.
- 35.2.3.** Within a speed control zone, Organizers may specify a speed limit of 30, 40, 50 or 90 kph or others.
- 35.2.4.** Measuring the speed is done electronically via the Safety Tracking System.
- 35.2.5.** When the speed measurement is done via the Safety Tracking System, the driving time in the speed control zone is virtually divided in time periods of 5 seconds. Based on the GPS records an average speed over each time period of 5 seconds is calculated.
- 35.2.6.** A tolerance of 10% is added to the average speed to build the maximal allowed speed. The maximal allowed speed in the speed control zone is the base for determination of the speeding. An infringement occurs by exceeding the maximal allowed speed.
- 35.2.7.** By several infringements in one and the same speed control zone, penalized will be only once on the base of the highest recorded speed.
- 35.2.8.** Organizers may establish more than two successive speed zones with different speed limits. In the case of an acceleration, the higher speed limit will be enforced from 90 meters before the intermediate End/Start of speed limit waypoint, see diagram below:



- 35.2.9.** In the case of deceleration, the lower speed limit will not be enforced until 90 meters after the intermediate End/Start of speed limit waypoint, see diagram below:



- 35.2.10.** At the end of each Leg the data will be inspected for excess speed. Any violations will be reported immediately to the Clerk of the Course.

- 35.2.11.** In the event of an infringement, the competitor will be penalized by the Clerk of the Course.

- 35.2.12.** The penalties for speeding per each km/h over the maximum allowed speed in the speed control zones are as follows:

- Between 1 and 5 km/h: 10 seconds per each km/h
- Between 6 and 15 km/h: 20 seconds per each km/h
- Between 16 and 40 km/h: 30 seconds per each km/h
- Above 41 km/h: 1 minute per each km/h

35.3. SPEED LIMITS IN BIVOUAC

The speed limit in the bivouac area is set to 20 km/h. Driving at excessive speed or in dangerous manner will be reported to the Clerk of the Course and can lead to penalties up to exclusion.

35.4. OVERTAKING IN SPEED CONTROL ZONES

Overtaking is authorized on condition that the maximum speed allowed in the zone is not exceeded.

35.5. PROTEST AGAINST SPEEDING PENALTIES

Competitors can request to review their speed limit infringement by filling a request form at the Rally HQ. The Competitor will be summoned to review the infringement at an appropriate time.

If the competitor disagrees with the infringement noted, they must make a written protest following these Regulations.

36. TIME CONTROLS

36.1. GENERAL

- 36.1.1.** At these controls, the marshals shall mark on the Timecard the time at which the card was handed in. Timing will be recorded to the complete minute.

36.2. CHECK-IN PROCEDURE

- 36.2.1.** The check-in procedure begins at the moment the vehicle passes the time control area entry board.
- 36.2.2.** Between the area entry board and the control, the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.
- 36.2.3.** The actual timing and entry of the time on the Timecard may be carried out if the crew members and the vehicle are in the control area and within the immediate vicinity of the control table.
- 36.2.4.** The check-in time shall correspond to the exact moment at which one of the crew members hands the Timecard to the appropriate marshal.
- 36.2.5.** Then, either by hand or by means of a print-out device, the appropriate marshal shall mark on the card the actual time at which the card was handed in, and nothing else.
- 36.2.6.** The target check-in time is the time obtained by adding the allowed target time to the Selective Section finish time or the previous TC time, these times being expressed to the minute.

- 36.2.7.** The target check-in time is the responsibility of the crews alone, which may consult the official clock on the control table. The marshals may not give them any information on this target check-in time.
- 36.2.8.** The crew will not incur any penalty for checking in before time if the vehicle enters the control area during the target check-in minute or the minute preceding it.
- 36.2.9.** The crew will not incur any penalty for lateness if the act of handing the card to the appropriate marshal takes place during the target check-in minute.
- 36.2.10.** Any difference between the actual check-in time and the target check-in time shall be penalized as follows:
- for late arrival: 10 seconds per minute or fraction of a minute
 - for early arrival: 1 minute per minute or fraction of a minute
- 36.2.11.** At the time control at the end of a Leg, and at the end-of-Leg Parc Fermé, crews are authorized to check in ahead of time without incurring a penalty. The Organizer may specify in the Supplementary Regulations additional time controls with permitted early check-in.
- 36.2.12.** At the time control after a Service and before a Parc Fermé, the vehicle may be driven by an authorized representative of the competitor, respecting all the formalities of Timecard presentation and related penalties.
- 36.2.13.** If it is found that a crew has not observed the rules for the check-in procedure, the chief marshal at the control must make this the subject of a written report to be sent immediately to the Clerk of the Course.
- 36.2.14.** A crew which has been penalized for early arrival will be neutralized for the time necessary for it to leave at the time originally envisaged.

36.3. TIME CONTROL FOLLOWED BY A SELECTIVE SECTION

When a time control is followed by a start control for a Selective Section, the following procedure shall be applied:

- 36.3.1.** At the time control at the finish of a road section, the appropriate marshal will enter on the Timecard both the check-in time of the crew and its provisional stage start time. There must be a 3-minute gap to allow the crew to prepare for the stage start and come to the start line.
- 36.3.2.** If two or more crews check in on the same minute, their provisional start times for that Selective Section shall be in the order of their relative arrival times at the preceding time control or selective section finish. If the arrival times at the preceding time control are the same, then the times at the time control before that one will be considered, and so on.
- 36.3.3.** Having checked in at the time control, the competing vehicle shall be driven to the start control of the Selective Section, from where the crew shall start according to the procedure laid down in these Regulations.
- 36.3.4.** If there is a difference between the provisional and actual start times, the time entered by the marshal at the start of the Selective Section shall be binding, unless the Stewards decide otherwise.

37. REGROUPING CONTROLS

37.1. PROCEDURE AT A REGROUPING

- 37.1.1.** On arrival at regroup controls, crews will receive instructions concerning their starting time. They must then drive their vehicle as directed by marshals.
- 37.1.2.** After a regroup during a Leg, the vehicles shall restart in the order of arrival at the regroup.
- 37.1.3.** The starting intervals after the regroup shall respect the same criteria as those specified for the beginning of the Leg.

38. MAXIMUM PERMITTED LATENESS AT CONTROLS

38.1. MAXIMUM PERMITTED LATENESS AT A TC (MAXIMUM TIME)

Any lateness exceeding 30 minutes of any individual target time will result in the competitor concerned being considered to have retired at that control, and the competitor will receive a Fixed Penalty. If this occurs at the last Time Control of a Leg, the competitor will be penalized with a missed TC only. In calculating such lateness time, the actual time and not the penalty time (10 seconds per minute) applies. The crew may nevertheless re-start the rally under the provisions specified in these Regulations.

38.2. MAXIMUM PERMITTED LATENESS (MPL) AT A PC AND FINISH OF SELECTIVE SECTION

At a Passage Control and finish of a Selective Section, any lateness exceeding the maximum permitted lateness (MPL) will result in the competitor concerned being considered to have retired, and the competitor will receive a Fixed Penalty. The crew may nevertheless re-start the rally under the provisions specified in these Regulations.

The maximum permitted lateness for the finish control of the Selective Section will be mentioned on the Time Card.

38.3. NOTIFICATION OF EXCEEDING MAXIMUM PERMITTED LATENESS

Notification of exceeding the maximum permitted lateness under this article may be announced at each control concerned. The control marshal, after receiving the instruction from the Clerk of the Course, will inform the crew that they have exceeded the maximum permitted lateness at the control. The crew having received this notification shall return to the bivouac/service park without using the route of the Selective Section. The crew will be considered to have retired at that control and will receive a Fixed Penalty.

SELECTIVE SECTIONS

39. GENERAL

39.1. TIMING

For Selective Sections, timing will be to the second. Any time penalty applied during the Selective Section will be added to the Selective Section time.

39.2. SAFETY

Crews are forbidden to drive in the opposite direction to that of the Selective sections, under pain of penalties which may go as far as exclusion.

Wearing of the personal safety equipment is mandatory at all time.

40. SELECTIVE SECTION START

40.1. START LINE

A Selective Section commences from a standing start, with the vehicle placed on the starting line and the engine running. The start line is an ideal line, between a pair of control signs placed on opposite sides of the route.

40.2. ELECTRONIC START PROCEDURE

- 40.2.1. The electronic start procedure shall be clearly visible to the crew from the start line and may be displayed as a countdown clock and/or a sequential light system. In either case, the system must be described in the Supplementary Regulations.
- 40.2.2. The electronic start procedure may be coupled to a device to detect and record if a vehicle leaves the start line ahead of the correct signal (false start). This device should be 50 cm after the start line.

40.3. MANUAL START PROCEDURE

- 40.3.1. In the event of having to use a manual start procedure after handing the Timecard back to the crew, the start marshal will count down aloud: 30" – 15" – 10" and the last five seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given.
- 40.3.2. A manual start is allowed only in case of a faulty electronic device.

40.4. DELAYED START THROUGH THE FAULT OF THE CREW

- 40.4.1. In the event of a start delayed through a fault of the crew, the marshal will enter a new time on the Timecard, the penalty then being 1 minute per minute or fraction of a minute late.
- 40.4.2. Any crew refusing to start a Selective Section at the time allotted to it will be given a penalty of 60 minutes.
- 40.4.3. A 2-minute penalty shall be imposed on any crew which fails to start within 20 seconds of the starting signal.
- 40.4.4. A vehicle which did not take the start in a Selective Section will receive a Fixed Penalty.

40.5. FALSE START

A false start, particularly one made before the signal has been given, will be penalized as follows:

- 1st offence: 1 minute.
- 2nd offence: 3 minutes.
- 3rd offence: 10 minutes.
- Further offences: at the Stewards' discretion.

These penalties do not prevent the Stewards from imposing heavier penalties if they judge it necessary. For the time calculation the actual start time must be used.

41. WAYPOINTS

41.1. GENERAL

- 41.1.1. All waypoints are contained in the memory of the NAV-GPS and/or in the road book provided by the Organizer.
- 41.1.2. The crew must pass through all waypoints in chronological (ascending) order and is not allowed to drive back to get a previously missed waypoint.
- 41.1.3. The penalty for the non-validation of a waypoint is stipulated in these Regulations or in the Supplementary Regulations.
- 41.1.4. In exceptional cases, the Clerk of the Course can assign a different penalty for some of all waypoints in the Selective Sections, but it must be announced by a Bulletin or must be clearly marked in the Road Book.

41.2. WPV (VISIBLE WAYPOINT)

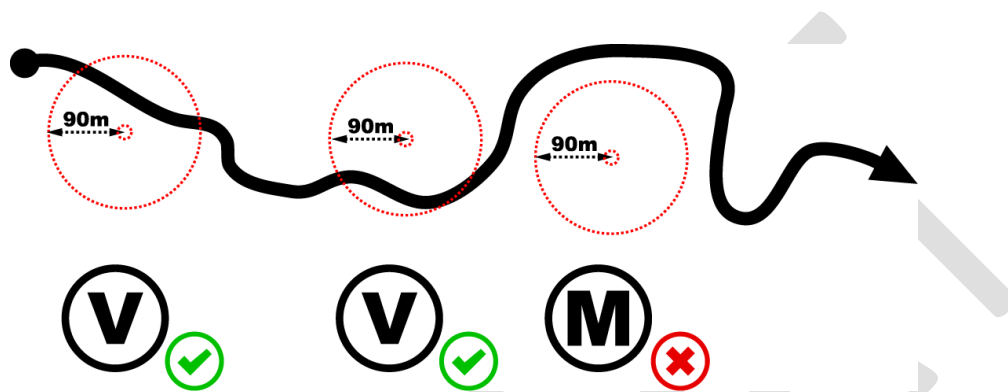
Travelling towards a visible waypoint, the coordinates are displayed in the Road Book. WPMs are usually used from the service park/bivouac to the SS start and from the SS finish to the service park/bivouac or to help the navigation in difficult parts of the itinerary. In order to validate a WPM a competitor must pass within 200 meters of it.

41.3. WPM (MASKED WAYPOINT)

A WPM is a waypoint to check that the Road Book has been respected, without any navigation information being supplied by the Road Book. In order to validate a WPM a competitor must pass within 90 meters of it.

41.4. WPC (CONTROL WAYPOINT)

A WPC is a waypoint to check that the Road Book has been respected, without any navigation information being supplied by the Road Book. Its number and its order of passage in relation to other waypoints will only be listed in the Road Book's waypoint list. In order to validate a WPC a competitor must pass within 90 meters of it.



41.5. WPS (SAFETY WAYPOINT)

A waypoint used to ensure competitors' safety.

41.6. WPP (PRECISE WAYPOINT)

A WPP is a waypoint to check that the Road book has been precisely respected on tracks. Its number and its order of passage in relation to other waypoints will only be listed in the Road book's waypoint list. A WPP cannot be used off-road/track.

41.7. WPN (NAVIGATION WAYPOINT)

The organiser may use this waypoint to prevent crews from avoiding challenging routes (e.g. dunes) or navigation difficulties. The NAV-GPS directs the crews towards this point only once they have come within the opening radius of it. The time penalties for missing a WPN is four times higher than for the other navigation waypoints.

41.8. WAYPOINTS FOR START AND FINISH OF A SELECTIVE SECTION

DSS (Start Selective Section):

This waypoint is only used to define the START of Selective Section.

ASS (Finish Selective Section):

This waypoint is only used to define the FINISH of a Selective Section.

41.9. WAYPOINTS FOR SPEED CONTROL ZONES / SAFETY ZONES

DZ (Start Speed Control/Safety Zone):

A waypoint is used to ensure competitor and/or public safety. It defines the beginning of a Speed Control or Safety Zone.

FZ (Finish Speed Control/Safety Zone):

This waypoint is used to define the finish of the Speed Control or Safety Zone.

41.10. WAYPOINTS FOR NEUTRALISATION ZONES

DN (Start Neutralisation zone):

This waypoint is used to define the beginning of a neutralisation zone within a Selective Section. It also may define the beginning of a speed control zone equivalent to a DZ (see also Article 35).

FN (Finish Neutralisation zone):

This waypoint is used to define the end of the neutralisation zone within a Selection Section. It also may define the end of a speed control zone equivalent to a FZ.

41.11. WAYPOINTS FOR TRANSFER ZONES

DT (Start Transfer zone):

This waypoint is used to define the beginning of a transfer zone within a Selective Section. It also may define the beginning of a speed control zone equivalent to a DZ (see also Article 35).

FT (Finish Transfer zone):

This waypoint is used to define the finish of the transfer zone and the restart of the Selective Section. It also may define the end of a speed control zone equivalent to a FZ.

42. SELECTIVE SECTION FINISH**42.1. FINISH LINE**

- 42.1.1.** The finish time of a Selective Section is recorded at the flying finish. The area between the flying finish and the stop line should be free from bends, sharp or deceptive corners, or hazards such as any dangerous obstacles.
- 42.1.2.** Stopping between the yellow warning sign and the stop sign is forbidden and in case of an infringement a 15-minute time penalty will be applied by the Clerk of the Course.
- 42.1.3.** Timing will be recorded with print-out and/or electronic equipment at the finish line and be backed up by any other means. The timekeepers should be positioned level with the finish line, indicated by the two signs bearing a chequered flag on a red background.

42.2. STOP POINT

- 42.2.1.** The crew must report to the stop point indicated by the red "STOP" signs to have its finishing time entered on the Timecard (hour, minute, second). If the timekeepers cannot give the exact finishing time to the marshals immediately, the latter may enter the actual time on the crew's Timecard.
- 42.2.2.** The finishing time entered on the Timecard will also be the starting time of the following road section (hour and minute). If several competitors arrive during the same minute, the marshal in charge of the post must stagger the starting times of these competitors at intervals of at least 1 minute in the order in which they arrived.
- 42.2.3.** A competitor who does not stop at the stop point to have his times entered will incur a penalty of 1 hour.
- 42.2.4.** If a competitor is unable to leave the zone under his own power, he may be pushed or towed out of the zone with external help from officials and/or competitors still in the Event only, and will incur no penalty.

43. SELECTIVE SECTION IN PARTS**43.1. GENERAL**

One Selective Section per Leg may be split into parts, separated by a Neutralization Zone.

43.2. START OF CONSECUTIVE PARTS

- 43.2.1.** The start of the next part of the Selective Section will be given at a target start time, determined by adding the arrival time for the previous part of the Selective Section to a fixed time for the road section, i.e. the arrival time (to the second) of the previous part of the Selective Section + fixed time = target start time of the following part of the Selective Section. The neutralization time will be the fixed time for the following road section.
- 43.2.2.** A maximum allowed time will be indicated on the Timecard for a Selective Section. If the Selective Section is in parts, maximum allowed times will be indicated for each part. If a maximum allowed time is exceeded by a competitor and noted, the crew will not be allowed to start the following part and the Clerk of the Course will apply a Fixed Penalty. The competitor may drive to the next TC of the Leg and will be able to take the start of the next Selective Section following his due times.
- 43.2.3.** There will be no TC before the start line of any following part. Having arrived at the end of the neutralization zone, the competing vehicle must stop and wait in front of the panel with the start symbol on yellow background, from where the vehicle may enter 60 seconds before its individual start time and be driven to the start line. (START Symbol). It is prohibited to deliberately block vehicles or prevent them from passing one or both lines.
- 43.2.4.** At the start line (Art. 38.1) of any following part of the Selective Section, the crew must stop and wait until the start signal is given electronically according to Art. 38.2 or by the marshal in place. Control officials will be present to monitor the correct start procedure.
- 43.2.5.** In case of a delay at the start of any following part of the Selective Section, the crew will be considered to have started at its target start time. However, the crew must stop at the start line and follow the instructions of the control officials.
- 43.2.6.** If the delay is more than 30 minutes, the control officials will refuse them the start of the following part of the Selective Section. The competitor will receive a Fixed Penalty for the Selective Section concerned.
- 43.2.7.** If a crew does not stop at the start line, this will be considered a false start.
- 43.2.8.** In any case, a crew which does not start one part of the Selective Section will not be allowed to start the following part of the Selective section.
- 43.2.9.** At the end of the Selective Section, the result will be calculated by adding together the times achieved in all parts.

44. INTERRUPTION OF A SELECTIVE SECTION

When a Selective Section is interrupted or stopped for any reason, each crew affected will be allocated by the Clerk of the Course a time which is judged the fairest using all means at his disposal (e.g. GPS, Passage Control times, tracking system, etc.).

However, no crew which is solely or jointly responsible for stopping a stage may benefit from this measure.

A request for a time bonus, only related to the current Leg, can be placed in written form at the Rally Administration no later than publication of partial unofficial classification. No requests for a time bonus for previous Legs will be accepted.

Time bonus can be granted by the Clerk of the Course at a later time, if research and analysis of a case, duly reported, take longer. In this case the competitor starts in the next Leg from the position in the starting list before the cumulated time bonus.

45. COMPETITOR SAFETY

45.1. PERSONAL SAFETY

It is essential for the crew members to be in a good physical condition. They must inform the Organizer about all kind of health problems.

It is forbidden to participate in the event under the influence of alcohol, drugs, and psychotropic or similar.

It's forbidden to drive under the influence of alcohol (zero tolerance 0,0 Promille) or other exhilarating mediums!

Each participant has to be aware of the state of his body and vehicle before he decides to drive the stage. Each section, special test and each site that seems difficult has to be first evaluated with one's own eyes or feet if necessary to be decided if the possibilities of the vehicle and driver are adequate.

Some of the Selective Section parts are not obligatory, i.e. they can be driven around. This may be followed by possible time penalty.

45.2. EQUIPMENT OF THE CREWS

Whenever a vehicle is in motion on any type of Selective Section and until the stop control, the crew must wear their personal safety equipment as intended by the equipment manufacturer and have their safety belts correctly fastened. Any infringement will be penalized by the Stewards.

45.3. EQUIPMENT OF THE VEHICLES

45.3.1. The Safety Tracking System is provided by the Organizer. The Safety Tracking System must be easily accessible for a crew member when seated with their harnesses fastened. This system includes a means for a competitor to communicate with Rally Control.

45.3.2. This tracking system must be in operation throughout the event (day and night) and must be connected directly to the battery (a fuse is mandatory), so that it continues to operate when the engine is stopped, or with the circuit breaker activated.

45.3.3. The operation of the system is the responsibility of the competitor. If it is noted that the system is not in operation, through the fault of the crew, a penalty will be applied and the offence reported to the Stewards for possible further action.

45.3.4. Instructions for the use of the unit will be provided by the manufacturer and must appear in an appendix to the Supplementary Regulations.

45.3.5. "SOS/OK" sign

Each competing vehicle (SSV/CAR/TRUCK) shall carry a red "SOS" sign and on the reverse a green "OK" sign measuring at least 42 cm x 29.7 cm (A3). The sign must be placed in the vehicle and be readily accessible for both drivers.

45.3.6. The list with the required equipment is published in the General Technical Regulations and in the Supplementary Regulations of the event.

45.4. SELF RECOVERY

When winching, it is obligatory for the crew to use "tree protector strap". A penalty will be applied and the offence reported to the Stewards for possible further action.

The use of a winch cable dampener/blanket is highly recommended no matter the type of which cable.

45.5. VEHICLE-TO-VEHICLE COMMUNICATION SYSTEM

45.5.1. To make overtaking between competitors safer, a vehicle-to-vehicle communication system will be fitted to each vehicle.

45.5.2. This system must be in operation throughout the running of each Leg and must be connected directly to the battery of the vehicle, with no possible interruption.

45.5.3. The operation of the system is the responsibility of the competitor. If it is noted that the system is not in operation, through the fault of the crew, a penalty will be applied and the offence reported to the Stewards for possible further action.

45.5.4. Any Vehicle caught by another must make the necessary move to allow itself to be overtaken. Once a Competitor has received 3 requests to overtake, from the same Competitor, within a period of less than 45 seconds, the Competitor must make every effort to facilitate the overtaking of the requesting Competitor within 60 seconds of the third request. A Competitor who is caught and does not allow the requesting Competitor to pass within the above time limit will be subject to the following penalties:

1st offence: 3 minutes

2nd offence: 7 minutes

3rd offence: 10 minutes

Beyond 3 offences: penalty at the discretion of the Stewards.

- 45.5.5.** Instructions for the use of the unit will be provided by the manufacturer and must appear in an appendix to the Supplementary Regulations.
- 45.5.6.** The unit must be fixed in the vehicle in such a way as to allow at least one crew member to use it while seated with tightened seatbelts.

45.6. ACCIDENT ON A SELECTIVE SECTION

- 45.6.1.** In the case of an accident where urgent medical attention is required, the following applies:
- the SOS switch on the emergency console (safety tracking system) must be activated as soon as possible (if applicable);
 - as soon as possible, the crew must contact the Rally Control using the emergency phone numbers (if possible);
 - when possible the red “SOS” sign should immediately be displayed to the following vehicles and to any helicopter attempting to assist;
 - as soon as possible, the red triangle should be placed in a conspicuous position on the same side of the road as the vehicle by a member of the crew at least 50 meters before the vehicle’s position, in order to warn following crews.
- 45.6.2.** Any crew which has the red “SOS” sign displayed to them or received an SOS signal via the Vehicle-to-vehicle system, or which sees a vehicle which has suffered an accident and the “OK” sign is not shown, shall immediately and without exception stop to render assistance. All following vehicles shall also stop. All crews stopped by this procedure will be allocated a time according to Art. 45.
- 45.6.3.** In the case of an accident where immediate medical intervention is not required, or of a vehicle stopping for any other reason on or beside a Selective Section, whether temporarily or permanently, the following applies:
- the OK switch on the emergency console must be activated within one minute (if applicable);
 - the green “OK” sign must immediately be displayed to the following vehicles and to any helicopter attempting to assist;
 - if the crew leaves the vehicle, the “OK” sign must be displayed so that it is clearly visible to all following crews;
 - the red triangle should be placed in a conspicuous position on the same side of the road as the car by a member of the crew at least 50 meters before the car’s position, in order to warn following crews.
- 45.6.4.** Should it not be possible, for whatever reason, to display the “SOS/OK” sign in any of the above situations, this may be replaced by evident and clearly understandable sign language shown by the crew:
- an arm and thumb up to indicate “OK”;
 - crossed arms above the head to indicate “SOS”.



- 45.6.5.** Any crew which is able but fails to comply with the above rules will be reported by the Clerk of the Course to the Stewards.
- 45.6.6.** A competitor who stops to aid another competitor may apply in writing to the Stewards for a time allowance to be applied.
- 45.6.7.** Any crew retiring from an event must report such final retirement to the Organizer as soon as possible, save in a case of force majeure. Any crew failing to comply will be subject to a penalty at the Stewards’ discretion.

45.7. INCIDENT ON A SELECTIVE SECTION WITH PHYSICAL INJURIES

If a crew is involved in an accident in which a person who is not a crew member sustains physical injury, the vehicle must stop immediately and the procedure as laid down in Article 46.6.2 must be followed.

45.8. INCIDENT ON A ROAD SECTION

In the case of an accident with a third party on a road section, causing injuries or material damage, the crew must immediately contact Rally Control Center and act according to the national traffic laws.

45.9. MEDICAL SERVICE / PHYSICAL CONDITION

An experienced medical team in the field of motorsports with certified doctors and paramedics will take care of the medical service during each event. They will provide basic life support medical care in case of an accident.

If published in the event program, the First aid training will be mandatory for all competitors. The training will take place at the first bivouac according to a time schedule. The time schedule will be published in the official rally guide and on the official/digital notice board.

Medical staff will be present in the bivouac during the rally.

The way to transport injured competitors are subject to the decision of the Medical Officer in Chief who will evaluate the medical conditions of the injured and evaluate the need of an urgent transportation.

Depending on the Medical officer in Chief, the injured competitor will be either transported to the bivouac or directly to the nearest civil hospital.

Participants who take medicines permanently are self-responsible for having enough medicines. It's also recommended to take a board pharmacy additionally to the first-aid-kit. Caution: permanent illnesses (such as allergies, diabetes, etc.) must be announced to the medical service before the rally.

In the case of an injury or health troubles, arisen during the event by the long-lasting exhaustive conditions, the participant, on the basis of the disclaimer, discharges the doctors from the patient confidentiality in order to protect other participants from the possible risk. The responsible rally doctor can forbid the further participation in the event. The Organizer as well as the participant are bound to such decision.

PENALTIES

46. PENALTIES

46.1. FIXED PENALTY

46.1.1. DID NOT START

The competitor obtains the status DNS, if he does not start the first Selective Section of the Leg. In this case, he misses the whole Leg. The Fixed Penalty for DNS of the Leg is two times the sum of the Maximum times for all Selective Sections in the current Leg. ($DNS = 2 \times \sum \text{Max. Time Selective Sections}$).

If a competitor takes the start of the first Selective Section of the Leg but misses a following Selective Section/s, he automatically obtains a DNS status for the missed Selective Sections/s. In this case the Fixed Penalty for DNS is two times the Maximum time allowed for the missed Selective Section/s.

46.1.2. DID NOT FINISH

The competitor obtains the status DNF, if he retires from a Selective Section or does not finish within his Maximum time allowed, but has passed at least 1 Passage Control (PC) or 1 Control Waypoint (WPC). The penalty for DNF is the Maximum time allowed for the Selective Section plus all the penalties for the missing Passage Controls (CP), Control Waypoints (WPC) and Extreme passage controls ExCP (if applicable). If the penalty for DNF is higher than the Fixed Penalty for DNS, the competitor receives the Fixed Penalty for DNS.

If a competitor retires from the Selective section or does not finish within his Maximum time allowed, without having passed at least 1 Passage Control (PC) or 1 Control Waypoint (WPC) of the Selective Section itinerary, he automatically obtains the status DNS.

46.2. MISSED CONTROLS

The following penalties will be applied:

- each missed Passage Control (PC): 10 minutes.
- Each missed Extreme Passage Control (ExCP): 2 hours
- each missed hidden waypoint (WPM): 5 minutes
- each missed visible waypoint (WPV): 5 minutes
- each missed control waypoint (WPC): 10 minutes

SERVICE

47. SERVICING – GENERAL CONDITIONS

47.1. PERFORMING OF SERVICE

47.1.1. From TC0 onwards, service of a competing car may be carried out in Service Areas (Service Parks and Bivouacs) and road sections as permitted under these Regulations.

- 47.1.2.** Retired vehicles intending to re-start may be repaired also outside of the Service Areas.
- 47.1.3.** The crew, using solely the equipment on board and with no external physical assistance, may perform service on the car at any time, other than where this is specifically prohibited.
- 47.1.4.** During Selective Sections any service, except that expressly allowed in the Supplementary Regulations, is forbidden. Only crews with vehicles still in the competition may assist each other.
- 47.1.5.** Organizers may specify Remote Service Zones (RSZ) in a Selective Section where servicing is permitted. Such areas will be preceded by a passage control, be within a 30 kph maximum speed control zone and be clearly defined.
- 47.1.6.** Servicing on road sections is permitted unless otherwise specified in the Supplementary Regulations.
- 47.1.7.** Air assistance is forbidden.
- 47.1.8.** In order to recover a retired or damaged vehicle, service vehicles may enter a Selective Section after the closing of the relevant time controls if permitted to do so by the Clerk of the Course. Such vehicles must travel only in the direction of the Selective Section unless authorized otherwise by the Clerk of the Course. Servicing may be carried out only in an area freely open to officials of the event.
- 47.1.9.** Servicing in a closed and/or private place is not authorized. If a car is serviced inside a closed tent, the Clerk of the Course must be informed and any official of the event must be allowed to enter the tent at any time.

47.2. TEAM PERSONNEL AND SERVICE RESTRICTIONS

- 47.2.1.** The presence of team personnel or any team conveyance (including helicopters) is prohibited within 1 kilometer of its competing vehicle except:
 - in service parks and remote service zones.
 - in refuelling zones, other than inside a Selective Section.
 - at the end of Selective Sections (from the finish line sign to the stop sign at the end of the Selective Section).
 - whilst the vehicles are in a media zone.
 - in road sections.
 - in Selective Sections as long the competition vehicles are in motion.
- 47.2.2.** Team personnel must not deviate from the route detailed in the assistance Road Book.
- 47.2.3.** The passing of food, drink and clothing to or from the crew is permitted whilst the crew members are:
 - in service parks (bivouacs);
 - in remote service zones;
 - at regroup;
 - at rest halts;
 - whilst the vehicles are in a media zone;
 - on road sections;
- 47.2.4.** When a regroup is located close to the service park, crew members can go to their service bays after having fulfilled their media obligations.

47.3. PENALTY FOR UNAUTHORISED SERVICE

Any breach of these Regulations will be reported to the Clerk of the Course and will incur a penalty of at least 2 hours, which may be increased at the discretion of the Stewards.

47.4. SERVICE MEMBERS

The service members are made up of the competitor, managers, the mechanics and accompanying personnel.

All other personnel (VIP, Press, etc.) cannot be considered as such.

All Service members must pass through administrative check and must possess rally identification as per these Regulations.

Each competitor is reminded that he/she is jointly and severally responsible for his/her service teams and accompanying people. Racing crews can incur penalties, which can lead up to the exclusion from the rally if their service members do not respect these Regulations.

Only vehicles / people officially entered in the rally or as service vehicles / people are authorized to transport assistance materials. As service vehicles will be considered all vehicles accompanying the racing team (camper, vehicle for transportation of assistance materials with the exception of the racing vehicle).

Service vehicles will receive the official stickers of the rally. The positioning of these stickers must comply with the official Sticker Plan.

47.5. SERVICE VEHICLES ARE REQUIRED TO:

- Acquire the entry rights before the entries closing date, by filling in the corresponding online entry form.
- Have a service number and the event sponsor stickers supplied by the Organization.
- Respect the Regulations, the orders of the Officials and Marshals.

48. SERVICE AREAS (SERVICE PARKS AND BIVOUACS)**48.1. SERVICE PARK IDENTIFICATION**

Service parks are indicated in the event itinerary with a time control at the entrance and exit (the 25 m distance referred to in Appendix I shall be reduced to 5 m).

48.2. GENERAL CONDITIONS

- 48.2.1.** The location of Service Areas and the distances between them for both competitors and service vehicles must be detailed in the Rally Guide or in the Supplementary Regulations.
- 48.2.2.** A groundsheet should be used (a minimum of 1 meter longer and wider than the vehicle in running order).
- 48.2.3.** Organizers may set up a Flexi-Service to restrict the amount of service time available and then put vehicles into a parc fermé.
- 48.2.4.** Inside the service park, it is permitted for officials, marshals and/or team personnel to tow, transport or push a vehicle.

48.3. SPEED INSIDE SERVICE PARKS / BIVOUACS

The speed of vehicles in the service parks/bivouacs may not exceed 30 km/h, or less when specified in the Supplementary Regulations. Failure to comply with this limit shall result in a penalty applied by the Clerk of the Course as follows: 10 seconds per kilometre per hour over the speed limit.

49. EMPTYING AND/OR REFILLING THE TANK IN THE SERVICE PARK / BIVOUAC

When necessary as part of service (i.e. changing of fuel tank, changing of fuel pump, changing of fuel filter, changing of any other item of the fuel circuit), emptying and/or refilling is permitted in a service park provided that:

- the work is carried out with the knowledge of the Organizer;
- fire extinguisher with operator on standby to be provided by the competitor;
- no other work is carried out on the vehicle while the fuel circuit is open and/or during the emptying and/or refilling operation;
- a safety perimeter of minimum 3 m is established around the vehicle;
- Only enough fuel is added to reach the next refuelling zone.

50. FLEXI-SERVICE**50.1. GENERAL**

Flexi-servicing of a time stipulated in the Supplementary Regulations shall permit the removal of the competing vehicles from a parc fermé to an adjacent service park (bivouac), with common entry and exit time controls. Any variations must be published in the Supplementary Regulations. Technical checks lasting 10 minutes must be included in the parc fermé before the flexi-service that takes place before an overnight regroup.

The operational window of flexi-servicing time, starting from the arrival of the first vehicle into the parc fermé, is left to the discretion of the Organizer but must be declared on the event itinerary.

50.2. RUNNING OF FLEXI-SERVICE AND TIME SCHEDULE

- 50.2.1.** For the operation of flexi-servicing, crews will first enter the parc fermé.
- 50.2.2.** Crews may then either enter the service park or leave their vehicle in the parc fermé. Should a vehicle be unable to be re-started and driven under its own power from the parc fermé to the Service Area before the flexi service, the marshals and/or team personnel shall be permitted to push or tow the vehicle to its dedicated service bay.
- 50.2.3.** The competing vehicle may be driven by an authorized representative of the competitor only once, from the parc fermé to the service park and vice versa, respecting all the formalities of Timecard presentation and related penalties.
- 50.2.4.** The competing vehicle may be returned, without penalty, to the parc fermé before the time stipulated in the Supplementary Regulations has elapsed.

51. RECOVERY BY THE ORGANIZATION

The recovery of competition vehicles is done by the Organizer only in the Selective sections.

Vehicles are transported to the nearest road, where they could be picked up by their service team.

The recovery is at the risk of the participant. Damage caused by the recovery will not be borne by the Organizer.

For recovery in difficult situations, the help of other competitors may be required.

There is no guarantee of a successful recovery. The participant is responsible for all recovery costs, fees for third-party support, if such is required.

Further transportation of defective vehicles from the bivouac is the responsibility of the participant.

FUEL AND REFUELLING

52. REFUELLING AND PROCEDURES

52.1. LOCATION

- 52.1.1.** Except as detailed for the change of a fuel tank, crews may refuel only in the designated refueling zones (RZ) or at commercial filling stations indicated in the Road Book.

The refueling zones may be located:

- outside of the service parks / bivouacs;
- at remote service zones;
- at commercial filling stations;
- at a refuelling zone in a Selective Section (applicable only for vehicles from classes and categories announced in the briefing or the itinerary).

Outside of these official areas, refuelling is allowed only when using the same type of fuel coming from another competitor still in the race.

- 52.1.2.** Any refuelling zone shall feature on the itinerary of the event and in the Road Book. The entry/exit of refuelling zones shall be marked by a blue can or pump symbol except for commercial filling stations.
- 52.1.3.** Should there be a timed, refuelling zone, the time allocated shall be 20 minutes minimum. A time control must be established at the entry and exit of such refuelling zones.
- 52.1.4.** The presence of a fire appliance and/or appropriate safety measures must be arranged by the Organizer at any refuelling zone (not applicable at commercial filling stations).
- 52.1.5.** If there are no filling stations on the route of the event, the Organizer may arrange for the distribution of a supply of fuel to the crews. Such refuelling points must respect all the same safety conditions as for refuelling zones.
- 52.1.6.** The fuel supplier, the Organizer or the team, whichever is responsible for the refuelling, must protect the ground with an environmental mat, which shall be composed of an absorbent upper part and an impermeable lower part (not applicable at commercial filling stations).
- 52.1.7.** Carrying fuel in the vehicle is strictly forbidden.
- 52.1.8.** Fuel autonomy will be specified in the Technical Regulations and in the Supplementary Regulations. Each competitor is responsible of the calculation of his autonomy. He cannot in any case file a protest against the Organizer if his vehicle doesn't reach the coverage of the minimum distance stated in the Technical Regulations, whichever is the nature of the terrain. For safety reasons, an additional autonomy of 10% is recommended.

52.2. PROCEDURE IN REFUEL ZONE (RZ)

- 52.2.1.** Only actions inside an RZ directly involved in the refuelling of the competing vehicle are permitted.
- 52.2.2.** In all RZs, a 30 km/h speed limit will apply, except at an RZ in a Selective Section.
- 52.2.3.** Solely for the purpose of assisting with the refuelling procedure of their vehicle, team members may access the RZ, but at least one being present with a fire extinguisher.
- 52.2.4.** It is recommended that these team members use safety protection equipment and wear long clothes.
- 52.2.5.** Engines must be switched off throughout the refuelling operation and the crew must remain outside the vehicle during refuelling.
- 52.2.6.** The use of mobile phones and radio communication is forbidden while refuelling.
- 52.2.7.** If electrical refuelling equipment is used, it must be spark-proof and it and the vehicle must be earthed.
- 52.2.8.** Any additional conditions or restrictions must be specified in the Supplementary Regulations.
- 52.2.9.** The responsibility for refuelling (conformity and quantity) is on the competitor alone.
- 52.2.10.** A vehicle may be pushed out of the RZ by the crew, officials and/or the two team members without incurring a penalty. An external battery may be used immediately after leaving the zone.

52.3. PROCEDURE AT COMMERCIAL FILLING STATIONS

- 52.3.1.** Drivers may use commercially available pump fuel dispensed from pumps at commercial filling stations or from the Organizer's distribution points, marked in the Road Book. This fuel must be dispensed directly into the tank of the competing vehicle.
- 52.3.2.** Vehicles equipped only with FIA-specified refuel couplings and using fuel from commercial filling stations must transport the adaptor in the vehicle and show it at pre-event scrutineering.
- 52.3.3.** A team member may proceed with the payment but will have to stay away from the vehicle.
- 52.3.4.** An additional 15 minutes should be included in the time allowed for the road section.

53. REFUELLING IN SELECTIVE SECTIONS (REFUELLING ZONES)

53.1. GENERAL

- 53.1.1.** Exclusively for vehicles of certain classes and categories announced in the briefing or the itinerary, a refuelling zone may be placed by the Organizer along the itinerary in order to allow vehicles to refuel within a limited range. These refuelling zones are indicated in the Road Book and published in the itinerary.
- 53.1.2.** Stopping at the official remote refuelling zones (Neutralization Zone) in a Selective Section is compulsory for all vehicles of the certain classes and categories announced in the briefing or itinerary, regardless of whether or not they use the refuelling facilities.
- 53.1.3.** In cases where the official remote refuelling zone is in a Selective Section, the neutralization time will be deducted from the total Selective Section time of the competitor.
- 53.1.4.** Any crew which does not follow these refuelling regulations will receive a 15-minute time penalty on top of the 20 minutes of neutralization time.

53.2. PROCEDURE

- 53.2.1.** The following procedures will apply on the official remote refuelling zones in Selective Sections:

- the crew must be outside the vehicle during refuelling;
- while at the refuelling point, only actions directly involved in the refuelling of the competing vehicle are permitted;
- after refuelling, the vehicle must immediately be removed from the refuelling point;
- after refuelling, no intervention on the vehicle is allowed. Parc Fermé rules apply;
- no team personnel are allowed in the RZ;
- the crew alone will be responsible for the refuelling operation;
- the Organizer will provide the fuel, the pump and an adequate fire-fighting service;
- the Organizer will provide the environmental mats.

- 53.2.2.** The start of the following part of the Selective Section will be given according to Article 43.2.

54. FUEL

54.1. TYPE OF FUEL

- 54.1.1.** Fuel must conform to commercially available pump fuel as per the country of the event.
- 54.1.2.** Should the fuel available in a country through which the event passes not be of a suitable quality, the Organizer may specify in the Supplementary Regulations the use of an alternative fuel.
- 54.1.3.** The Organizer cannot be held responsible for the quality and quantity of the fuel distributed.
- 54.1.4.** Additional requirements must be published in the Supplementary Regulations.

PARC FERME

55. RULES OF PARC FERME

55.1. APPLICATION

Vehicles are subject to parc fermé rules:

- from the moment they enter the pre-start parc fermé (if any);
- from the moment they enter a regroup (if defined as parc fermé);
- from the moment they enter and/or check in at a control area until they leave it;
- from the moment they reach the end of the competition element of the event until the Stewards have authorized the opening of the parc fermé (if any).

55.2. PERSONNEL ALLOWED IN THE PARC FERMÉ

- 55.2.1.** As soon as they have parked their vehicle in the parc fermé, the drivers must stop the engine and the crew must leave the parc fermé. Nobody, except the officials of the event carrying out a specific function, is allowed in the parc fermé.
- 55.2.2.** Crews may enter the parc fermé 15 minutes before their starting time.

55.3. PUSHING A VEHICLE IN THE PARC FERMÉ

A vehicle which will not start may be pushed by the crew, officials and other crews still in the event to the end of the control zone. In such case a 1-minute penalty will be applied.

55.4. 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 Truck vehicles still in the competition).

55.5. VEHICLE COVERS

Before leaving the parc fermé, the crews may cover their vehicles. Before leaving the parc fermé with the vehicle, the crews must place their vehicle covers and external battery outside the parc fermé.

55.6. GROUNDSHEET

A groundsheet should be used (a minimum of 1 meter longer and wider than the vehicle). When leaving the parc fermé with the vehicle, the crew must take the groundsheet from the parc fermé. The groundsheet may be brought in and taken out by the crew members on foot.

55.7. REPAIRS IN PARC FERMÉ

- 55.7.1. If the scrutineers consider that the state of a vehicle has become sufficiently defective that safety might be affected, with the permission of the Chief Scrutineer and in the presence of a scrutineer, a maximum of two team members may repair or exchange the safety equipment (e.g. seat belt, extinguisher).
- 55.7.2. With the prior consent of the Clerk of the Course and under the supervision of an authorized marshal or scrutineer, the crew and up to 3 team personnel may change the windscreen.
- 55.7.3. By way of exception to the parc fermé rules and in the presence of an official, the crew may
 - change one or two punctured or damaged tires and/or wheels using the equipment on board;
 - check and/or reduce the pressure of its tires.
- 55.7.4. If the time taken for completion of the above repairs results in delay beyond the originally scheduled start time, the crew will be given a new start time from completion of the repair, the penalty for which is 1 minute per minute or fraction of a minute, but which may not exceed the maximum permitted lateness as provided under the relevant Regulations.
- 55.7.5. Once the work has been completed, a new start time will be allocated. Should the work take more than 30 minutes the competitor will be given a Fixed Penalty.

55.8. TECHNICAL CHECKS

Technical checks may be carried out within the parc fermé by the scrutineers.

55.9. FINAL PARC FERME

Tracking system devices and on-board cameras may be removed in the parc fermé only with the agreement of the Chief Scrutineer and under the control of the marshals.

RESULTS AND ADMINISTRATIVE REQUIREMENTS AFTER THE EVENT

56. RESULTS AND CLASSIFICATIONS

56.1. ESTABLISHING RESULTS AND CLASSIFICATIONS

The results are established by adding together all the Selective Section times and all the time penalties incurred on road sections, together with all other penalties expressed in time.

56.2. PUBLICATION OF RESULTS

- 56.2.1. During the event, the results/classifications to be published will be as follows:
 - Unofficial classifications distributed by the Organizer during the event;
 - Provisional classifications of Legs published by the Clerk of the Course after the end of each Leg (may be published the following day);
 - Final classifications of Legs approved and signed by the Stewards;
 - Provisional Classification: classification published by the Clerk of the Course at the end of the event;
 - Final Classification: classification approved and signed by the Stewards.
- 56.2.2. In the event of a Start List and/or the Provisional Classification being delayed, a new time must be advised via a communication by the Clerk of the Course on the official/Digital notice board(s).
- 56.2.3. There will be separate classifications for each class of vehicles.

56.3. DEAD HEAT IN A LEG OR EVENT

- 56.3.1. In the event of a dead heat in a Leg, the competitor who sets the best time on the first Selective Section of a Leg, which is not a Prologue, will be proclaimed the winner. If this is not sufficient, the times of the second, third, fourth, etc. selective sections shall be taken into consideration.
- 56.3.2. In the event of a dead heat in an event, the competitor who sets the best time on the first Selective Section, which is not a Prologue, will be proclaimed the winner. If this is not sufficient, the times of the second, third, fourth, etc. Selective Sections shall be taken into consideration. This principle can be applied at any time during the event.

56.4. FAIR AND IMPARTIAL COVERAGE

The Organizer shall ensure that any broadcast coverage is fair and impartial and that it does not misrepresent the results of the event.

56.5. PROMOTION OF RESULTS

It is prohibited to publish any form of advertising promoting the result of an individual Leg of an event. Competitors may, however, refer in media releases to “winning” a Leg, provided there is no implication that the result relates to the entire event.

57. PROTESTS**57.1. RIGHT TO PROTEST**

- 57.1.1.** The right to protest lies only with a competitor
- 57.1.2.** Several competitors cannot lodge a joint protest
- 57.1.3.** A competitor wishing to protest against more than one fellow Competitor must lodge as many protest as there are Competitors involved in the action concerned.

57.2. SUBJECT OF A PROTEST

57.2.1. A protest can be lodged against:

- 57.2.1.1. The Entry of a Competitor or Driver
- 57.2.1.2. Any alleged error, irregularity or break of the Regulations occurring during a competition
- 57.2.1.3. The alleged non-compliance of vehicles with the Regulations or
- 57.2.1.4. The classification established at the end of a Leg
- 57.2.1.5. The Provisional Classification published by the Clerk of the Course at the end of the event

57.2.2. Protest time limit:

- Protest concerning **Art. 58.2.1.1 – No later than 2 hours after the closing time for scrutineering of the vehicles.**
- Protest concerning **Art. 58.2.1.2 and/or Art. 56.2.1.3 - No later than 30 minutes after the publication of the Provisional Classification**
- Protest concerning **Art. 58.2.1.4 - No later than 24 hours after the publication of the Provisional Classification of that Leg**, except in circumstances where the stewards consider that compliance with the 24 hours deadline would be impossible. For the provisional classification of the last Leg of an event the protest must be lodged **no later than 30 minutes after the publication of the Provisional Classification**
- Protest concerning Art. 58.2.1.5 - **No later than 30 minutes after the publication of the Provisional Classification**

57.3. LODGING A PROTEST

57.3.1. Any protest shall be in writing and must specify:

- The relevant Regulations,
- The concerns of the protesting party, and
- Against whom the protest is lodged, when relevant

Where multiple Competitors are concerned, a separate protest must be filed against each Competitor concerned.

Where multiple vehicles of a same competitor are concerned, a separate protest must be filed for each vehicle concerned.

- 57.3.2.** Each protest must be accompanied by a deposit, the amount of which is specified in the Supplementary Regulations. This deposit may only be returned if the protest is upheld, unless fairness requires otherwise.
- 57.3.3.** In the case of protests referring to the alleged non-compliance of vehicle with the Regulations and requiring the dismantling and re-assembly of clearly defined parts of a vehicle, an additional deposit may be specified by the stewards on a proposal from the chief scrutineer. This additional deposit must be paid by the protester within one hour upon notification of the stewards (or, where appropriate, within such timeframe as agreed by them) otherwise, the protest will be deemed inadmissible.
- 57.3.4.** If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned.
- 57.3.5.** Protest deposits must be paid directly to the rally administration.

57.4. TO WHOM ADDRESSED

- 57.4.1.** Protests arising out of a Competition shall be addressed to the chairman of the stewards
- 57.4.2.** The shall be delivered to the clerk of the Course or their assistance if such exists. In absence of the clerk of the Course or of his assistance, such protests should be delivered to the chairman of the stewards.

57.4.3. Receipt of the protest shall be acknowledged in writing, with the time of receipt noted.

57.5. HEARING

- 57.5.1.** The hearing of the protester and of all parties concerned by the protest shall take place as soon as possible after the protest have been lodged.
- 57.5.2.** The parties concerned shall be summoned to appear at the hearing, and may be accompanied by witnesses.
- 57.5.3.** The stewards must ensure that the summons has been personally received by all parties concerned.
- 57.5.4.** In the absence of any party concerned or of their witnesses, judgement may be made by default.
- 57.5.5.** If judgement cannot be given immediately after the hearing of the parties concerned, they must be advised of the place and time at which the decision will be given.

57.6. INADMISSIBLE PROTEST

- 57.6.1.** Protests against decision made by any judges of fact in the exercise of their duties will be not admitted
- 57.6.2.** The decision of these judges is final unless such decision is overruled by the stewards, but they shall not in themselves constitute the classification, because they have taken no account of the conditions under which the Competitors have completed the Course.
- 57.6.3.** A single protest against more than one Competitor will not be accepted.
- 57.6.4.** A protest lodged jointly by several Competitors will not be accepted.

57.7. PUBLICATION OF THE AWARDS AND PRIZE-GIVING

- 57.7.1.** A prize won by a Competitor against whom a protest has been lodged must be withheld until a decision has been reached on the subject of the protest
- 57.7.2.** Moreover, in the event of any protest being lodged whose outcome might modify the classification of the Competition, the Organizers shall only publish a provisional classification and shall withhold all prizes until a final decision concerning the protest (including appeals) has been reached.
- 57.7.3.** However, in the case of a protest affecting only part of the classification, such part as is not affected by the protest may be published definitively, and the corresponding prizes distributed.

57.8. JUDGEMENT

- 57.8.1.** All parties concerned shall be bound by the decision reached, subject to the conditions of the appeal laid down in these Regulations and the Supplementary Regulations, but no one has the right to order that a competition be re-run.

57.9. PROTEST WITHOUT FOUNDATION

- 57.9.1.** If the protest is rejected or if it is withdrawn after being brought, no part of the deposit shall be returned.
- 57.9.2.** If judged partially founded, the deposit may be returned in part, and in its entirety if the protest is upheld
- 57.9.3.** Moreover, if it is proven that the author of the protest has acted in bad faith, the Stewards may inflict upon additional penalties as laid down in the Regulations.

57.10. APPEALS

The Stewards' decisions are final and are not subject to appeal.

58. EVENT PRIZE-GIVING

Prize-giving details will be described in the Supplementary Regulations.

COPYWRITES AND PRESS PUBLICATIONS

59. PRESS AND PUBLICATIONS

59.1. GENERAL

Complies with the RBI Sport - Press Regulations.

The accredited press representatives will accompany the whole event. They will be recording and making photos in the most interesting places, interviewing the participants in the bivouac and making reportages. The accredited press and participants should cooperate and do not disturb each other in their jobs. The participants do not have any rights over the recorded materials.

59.2. IMAGE COVERAGE

Competitors acknowledge that the Events, organized by RBI Sport, are promotional events from which they can get advantages for the fame they can acquire.

59.3. COPYWRITE

RBI Sport holds the rights for those titles needed for the production and broadcast through different media in the whole world, of the images and sounds related to this event.

All competitors commit themselves to respect the Regulations and acknowledge that their participation expressively authorises RBI Sport and their holding rights to reproduce and represent (without any payment) to manage their exclusive right to use their names, voices, images, biographies and more generally their sport performances along the editions of the rallies.

The competitors authorise RBI Sport, in name and on behalf of their sponsors and/or manufacturers of their vehicles, the right within the diffusion derived by the Events, including sponsors and media attending the Event, to use and reproduce in whole or in part, at discretion of the Organizer, over all existing and future supports, in the whole world, without any limit, for the whole duration foreseen by the Bulgarian and foreign laws, by the actual or future agreements including the possible extensions which could be added to the foreseen duration, their names, the marks or the brands of their sponsors and/or their images over vehicles.

In this sense, when the Organisation will authorise third parties to use the rally images for advertising or promotional aims, it doesn't authorise these to use the name, the voice, the image, the biography or the sport performance of a competitor, nor the mark of his sponsor or manufacturer in view of a direct or indirect association among the competitor, his sponsor or manufacturer mark and the product, the service, the mark or commercial name of third parties without the interested competitor, sponsor or the interested supplier.

In the same way, except for books and photographic books in any form, video cassettes, CD-ROM, DVD or more generally all video support devices, over any support and format this might be produced on the subject whether it mentions all or part of the event, with posters, postings, Road Books, maps, official programs related to the editions of the event, the Organisation will not exploit and will not authorise the exploitation of the competitor individual images within the frame of merchandising of derived products commercialisation.

On the other hand, all competitors and/or their sponsors, accompanying people, etc. cannot shoot images related to the event, whichever means they use, if they have not previously acquired the approval of RBI Sport. The written requests must be sent to Rally Administration and the required accreditation to be approved.






























Appendix I – RALLY SIGNS











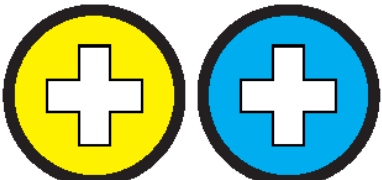

ANNEXE II - SIGNALISATION DES CONTROLES

1 ZONES DE CONTROLE

APPENDIX II - CONTROL SIGNS

1 CONTROL ZONES

CONTROL TYPE TYPE DE CONTRÔLE	CONTROL ZONE (diameter of signs: about 70cm) ZONE DE CONTRÔLE (diamètre des panneaux de signalisation : 70 cm environ)		
Direction of travel Sens du parcours	⇒	⇒	⇒
	← PARC FERMÉ →		
	YELLOW SIGNS - Zone entry PANNEAUX JAUNES - Début de zone	RED SIGNS - Compulsory stop PANNEAUX ROUGES - Arrêt obligatoire	BEIGE SIGNS - End of zone PANNEAUX BEIGES - Fin de zone
PASSAGE CONTROL CONTRÔLE DE PASSAGE	 ← 25 m min →	 ← 25 m →	
TIME CONTROL (TC) CONTRÔLEHoraire	 ← 25 m min →	 ← 25 m →	
TC AT BIVOUAC ENTRANCE CH ENTREE DU BIVOUAC	 ← 5 m →	 ← 5 m →	
TC AT BIVOUAC EXIT CH SORTIE DU BIVOUAC	 ← 5 m →	 ← 5 m →	
TIME CONTROL (TC) AND SS START CH ET DEPART DE SS	 ← 25 m min →	 ← 50-200 m →	 ← 25 m →
SS START NEXT PART OF A SS DEBUT DE LA PARTIE SUIVANTE D'UN SS	 ← 100 m →	 ← 25 m →	
END OF SS FIN D'UN SS	 ← 100 m →	 ← 150-300m → FLYING FINISH LIGNE D'ARRIVEE	
OTHER FIA STANDARD RALLY SIGNS (diameter of the signs: about 70cm) AUTRES PANNEAUX DE SIGNALISATION STANDARD DE LA FIA (diamètre des panneaux : 70 cm environ)			
	BLACK SYMBOL ON A BLUE BACKGROUND SYMBÔLE BLANC OU NOIR SUR FOND BLEU		
TYRE MARKING / CHECKING MARQUAGE / VERIFICATION DES PNEUS		Signs for all tyre operations; only tyre marking and tyre checking allowed in this zone Panneaux pour toutes les opérations liées aux pneus; seul le marquage et le contrôle des pneus sont autorisés dans cette zone	
REFUEL ZONE ZONE DE RAVITAILLEMENT		Signs for all refuel operations (except public fuel stations); only refuelling allowed in this zone Panneaux pour toutes les opérations liées aux ravitaillements (sauf dans les stations-service); seul le ravitaillement est autorisé dans cette zone	
SERVICE ZONES ZONES DE SERVICE		Signs for service operations outside the bivouac/service park Panneaux pour toutes les opérations d'assistance en dehors du bivouac / parc d'assistance	
MEDIA ZONES ZONES MEDIAS		Signs for media zones, only actions permitted by the regulations are allowed in this zone Panneaux pour les zones média, seules les actions permises dans le règlement sont autorisées dans cette zone	

2 SIGNALISATION DES CONTROLES	2 CONTROL SIGNS	
<p>TIME CONTROL CONTRÔLE HORAIRE</p>  <p>Color of control area entry: YELLOW Color of control: RED Couleur de début de zone : JAUNE Couleur du contrôle : ROUGE</p>	<p>SS START DEPART DE SS</p>  <p>Color of control area entry: YELLOW Color of control: RED Couleur de début de zone : JAUNE Couleur du contrôle : ROUGE</p>	<p>FLYING FINISH LINE LIGNE D'ARRIVEE LANCEE</p>  <p>Color of control area entry: YELLOW Color of control: RED Couleur de début de zone : JAUNE Couleur du contrôle : ROUGE</p>
<p>STOP CONTROL CONTRÔLE STOP</p>  <p>Color: RED Couleur : ROUGE</p>	<p>PASSAGE CONTROL CONTRÔLE DE PASSAGE</p>  <p>Color of control area entry: YELLOW Color of control: RED Couleur de début de zone : JAUNE Couleur du contrôle : ROUGE</p>	<p>END OF AREA FIN DE LA ZONE</p>  <p>Color: BEIGE Couleur : BEIGE</p>
<p>REMOTE SERVICE ZONE ZONE D'ASSISTANCE ÉLOIGNÉE</p>  <p>Color: BLUE Couleur : BLEU</p>	<p>TYRE MARKING /CHECKING ZONE ZONE MARQUAGE/VERIFICATION PNEUS</p>  <p>Color: BLUE Couleur : BLEU</p>	<p>REFUEL ZONE ZONE DE RAVITAILLEMENT</p>  <p>Color: BLUE Couleur : BLEU</p>
<p>RADIO POINT POINT RADIO</p>  <p>Color of the warning: YELLOW Color of the point: BLUE Couleur de l'avertisseur : JAUNE Couleur du point : BLEU</p>	<p>MEDICAL VEHICLE POINT VEHICULE MEDICAL</p>  <p>Color of the warning: YELLOW Color of the point: BLUE Couleur de l'avertisseur : JAUNE Couleur du point : BLEU</p>	<p>MEDIA ZONE ZONE MEDIAS</p>  <p>Color: BLUE Couleur : BLEU</p>

Appendix II – ROAD BOOK

1. GENERAL

The Road Book will be a A5 size and bound on the upper side with metal or other suitable strong binding capable of 360 degree opening. Printing will be single sided black and white.

All symbols and texts will correspond in the size and colour with the Road Book lexicon, template and description.

All text phrases and all headings will be in English only.

All Road Book pictures/tulips will be numbered.

In case of a new picture/tulip that has been added to the Road Book (e.g. by the opening car), not only do the changed/new picture/tulip will be shown but also the first and last unchanged pictures/tulips.

2. END OF THE ROAD BOOK

The Road Book will include the following pages at the end of the Road Book:

- Retirement form (out of race)
- Enquiry form

3. ROAD BOOK LAYOUT TEMPLATE

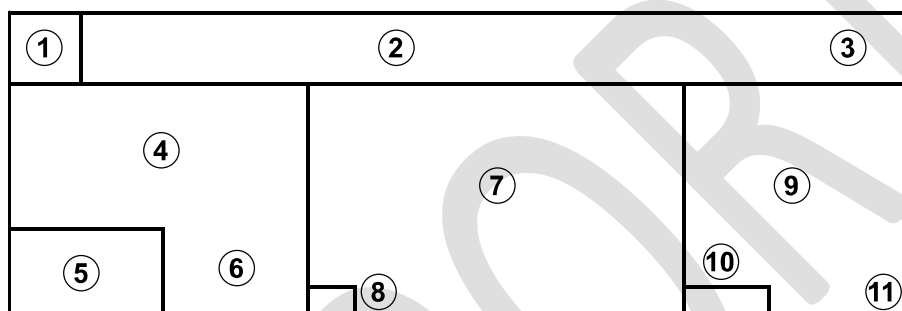


Diagram 1

1 – Road Book page number (without the word “Page”).

2 – Road Book header with Selective Section / Leg number, name of the Selective Section and the Maximum time allowed of that particular Selective Section / Road section.

3 – Total kilometer of that particular Selective Section / Road Section.

4 – Total Kilometers of the Selective section or Leg or Road Section at the corresponding diagram box.

5 – Partial kilometer from the previous diagram box to the actual diagram box.

6 – Placeholder for waypoint icon.

7 – Diagram box: gives information in graphic form with symbols to assess the situation at the indicated kilometer.

8 – Number of the tulip from the beginning of the Selective Section or Leg or Road Section.

9 – Description box: indication about the situation after the indicated kilometer, including speed limits.

10 – Total distance to the end of the Selective Section or Leg or Road section.

11 – Placeholder for Waypoint number.

4. GENERAL ROAD BOOK INDICATION

- The track to be followed through should be blue including the arrow as shown in Diagram 2.
- Mark of kilometre position in each box with a pin as shown in **Diagram 2**.

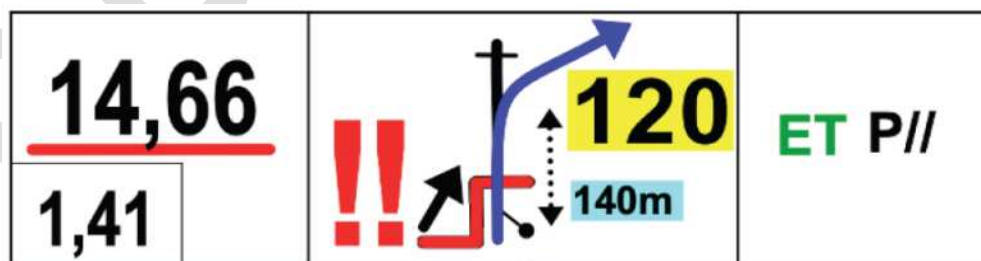


Diagram 2

- Distances indications must be highlighted in blue, as shown in **Diagram 2**.
- Never use track indications (solid line) in off-road sections.
- Drawings such as river beds (wadi) should be drawn in proportion, as shown in **Diagram 3**.



Diagram 3

- Sandy areas are in yellow and water in blue.
- Important information such as “QT PP” should be indicated in red.
- Never duplicate information in the diagram and the description box.
- Never use “X” or “Z” or any other placeholders in the diagram box.
- Distances of not more than 400 metres can be described in one diagram box; for longer distances a new Road book box line should be added.
- If the distance to the following box is less than 300 metres, the distance box before should be marked with a vertical arrow, and the corresponding distances box should be highlighted in green, as shown in Diagram 4.

5. ROAD BOOK MODIFICATIONS

Mark Road book modifications or new notes from the opening crew with “MODIF” or “NEW NOTE”. The text should be highlighted as shown in *Diagram 4*.

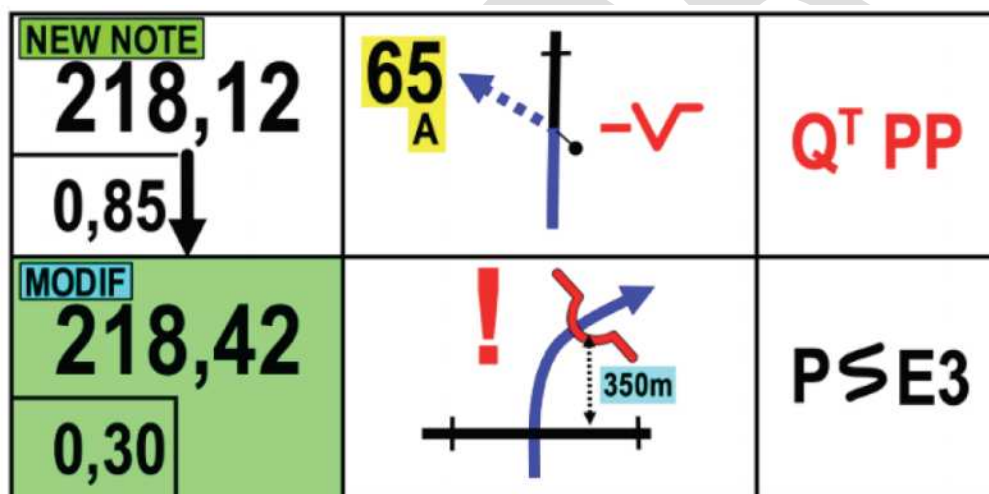


Diagram 4

6. ROAD BOOK DANGER INDICATION

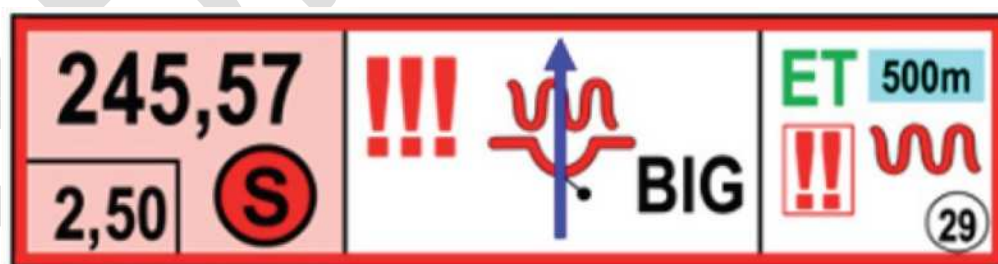


Diagram 5

- Three danger exclamation marks (!!!) must always be indicated as a WPS waypoint.
- Three danger exclamation marks (!!!) should always be indicated with a red frame around all three boxes, as shown in *Diagram 5*.
- Danger marks (!, !!, !!!) should always be in the diagram box and never in the description box. Only if the danger follows after the indicated kilometer should it be marked in the description box.
- Danger marks (!, !!, !!!) should always be in red and the same size, as shown in *Diagram 5*.
- Never use a danger mark with plus or minus (e.g. !+) for further subdivisions.
- Ditches, holes and steps should be marked in red, as shown in *Diagram 5*.
- If the danger mark applies to all symbols in the diagram box, the marks are framed in red, as shown in *Diagram 5*.

7. ROAD BOOK SPEED ZONE INDICATION

- All Road Book boxes corresponding to the speed zone should be framed in orange, as shown in **Diagram 6**.
- The DZ circle filling is orange, the FZ circle filling is green.
- The DZ, FZ and speed icon sizes should be as shown in **Diagram 6**.
- DZ, FZ should be marked in the distance box like all WPs, as shown in **Diagram 6**.
- The speed is indicated in the description box.
- If the end of one speed zone is the beginning of a new speed zone, the first FZ indication may be omitted.

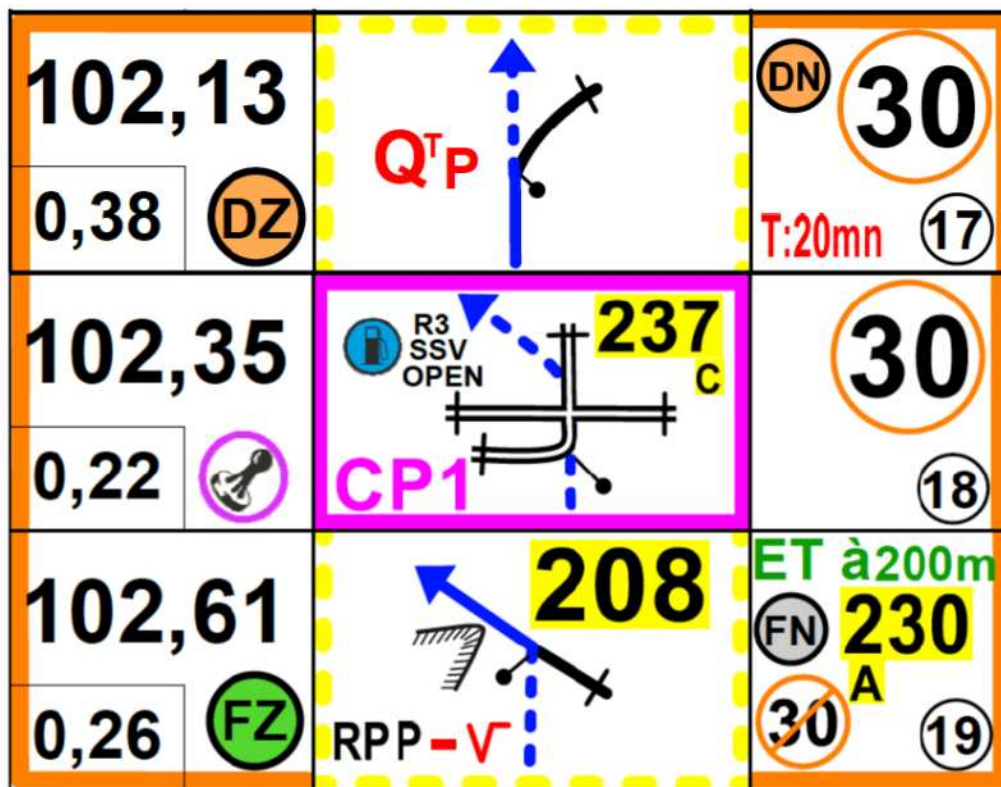


Diagram 6

8. PASSAGE CONTROL (CP) INDICATION

- CPs must be indicated with a pink frame around the diagrambox, as shown in **Diagram 6**.
- CPs should be indicated in the diagram box in pink, with the same text size as shown in **Diagram 6**.
- The stamp icon should be marked in the distance box like WPs circle filled in pink.

9. COMPASS HEADING (HEADING) INDICATION

- Only necessary headings must be indicated, e.g. at complicated crossings, poorly visible tracks or off-road.
- Standard text size for all heading indications, as shown in **Diagram 6**.
- Headings to take at the waypoint are indicated in the diagram box, all follow up headings in the description box, as shown in **Diagram 6**.
- Not more than two follow up headings should be indicated in a description box, otherwise a new Road book box line should be added.
- If it is not the same track or wadi, no follow up headings should be indicated in the same description box, otherwise a new Road book box line should be added.
- Heading should be highlighted, as shown in **Diagram 6**.
- Only the number should be indicated, not the degree (e.g. 125 instead of 125°).
- Mark the heading as A = Average or C = Calculated, as shown in **Diagram 6**.
- With an A if it is the average cap of the next Road book diagram box.
- With a C if the cap has been calculated with the aid of a computer program.

10. ROAD BOOK WAYPOINT (WP) INDICATION

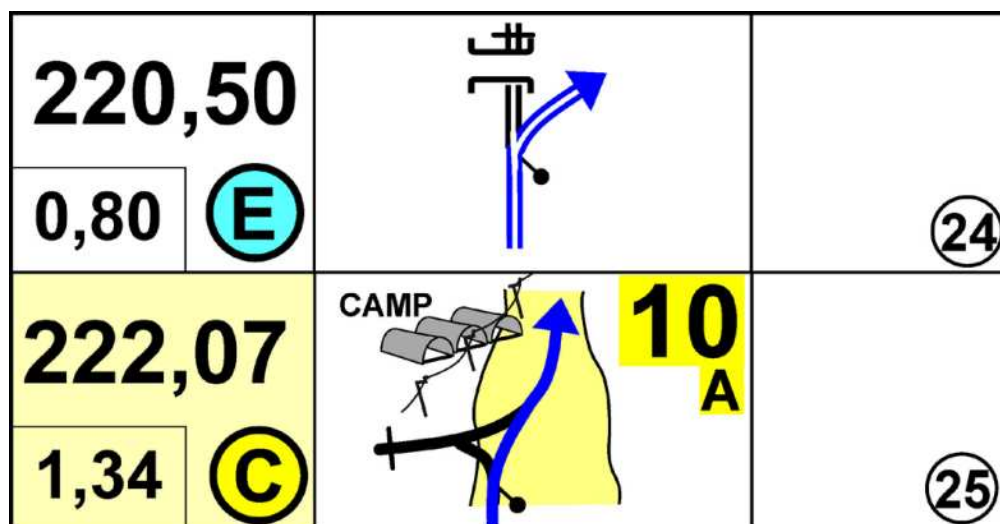


Diagram 7

- WPs are marked only in the distance box next to the partial kilometre, as shown in **Diagram 7**.
- WPs are marked as M, C, S, N, V and E in a circle instead of WPM, WPC, WPS, WPN, WPV and WPE. All waypoints except WPPs must be marked in the Road book.
- The WP number should always be indicated and not be changed. If there is a requirement for an extra WP, e.g. by the Opening Car crew, then it must be numbered as follows: number of the last WP.1, number of the last WP.2, and so on, if there is more than one.
- The waypoints shown in the distance boxes use the following colour codes:

	Text and circle	Circle background	Distance box background
WPN	Blue	White	Pink
WPV	Black	Cyan blue	Light blue
WPE	Black	Blue	White
WPS	Black	Red	Light red
WPM	Black	Cyan blue	Light blue
WPC	Black	Yellow	Light yellow

















- All waypoints must be assigned to a Road book box.

5.13 SIGNALISATION DES ZONES DANS LE ROAD BOOK FIA

5.13 FIA ROAD BOOK ZONE SIGNAGE

Zone / Control		Roadbook box			Physical ground sign	NAV/SYS
	Waypoint	Distance	Diagram	Description		
SPEED CONTROL ZONE						
Start Speed Control Zone	DZ				← Speed example	Speed Zone Alerts Vehicle speed
Finish Speed Control Zone	FZ				← Speed example	
PASSAGE CONTROL WITH SPEED CONTROL ZONE FINISH AFTER CP						
Start Speed Control Zone	DZ					Speed Zone Alerts Vehicle speed
Passage Control Finish Speed Control Zone	CP		CPN°			
PASSAGE CONTROL WITH SPEED CONTROL ZONE CONTINUE AFTER CP						
Start Speed Control Zone	DZ					Speed Zone Alerts Vehicle speed
Passage Control	CP		CPN°			
Finish Speed Control Zone	FZ					
NEUTRALISATION WITH REFUELING						
Start Neutralisation Start Speed Control Zone	DN					Neutralisation time Countdown and Speed Zone Alerts Vehicle speed until FINISH of Neutralisation
Passage Control	CP		CPN°			
Refueling					 Start Finish	
Waiting before RESTART 100m before FZ					 On both sides to create a line	Vehicle to cross line not earlier than 60s before START time
Stop at RESTART line	FN				 On both sides to create a line	Vehicle stop at this line and wait until START signal is given
Finish Neutralisation						FINISH Neutralisation
NEUTRALISATION OR TRANSFER (ROAD SECTION ONLY)						
Start Neutralisation or Transfer	DN DT					START Neutralisation or Transfer Time Countdown
Waiting before RESTART 100m before FZ					 On both sides to create a line	Vehicle to cross line not earlier than 60s before START time
Stop at RESTART line	FN FT				 On both sides to create a line	Vehicle stop at this line and wait until START signal is given
Finish Neutralisation or Transfer						FINISH Neutralisation or Transfer

ANNEXE III - DOCUMENTS STANDARD
APPENDIX III - STANDARD DOCUMENTS

Zone / Control		Roadbook box			Physical ground sign		NAV/SYS
	Waypoint	Distance	Diagram	Description			
SERVICE ZONE							
Service Area Zone Start and Finish					 Start	 Finish	
SELECTIVE SECTION							
Start Selective Section	DSS			DSS	   		
Finish Selective Section	ASS			ASS	   		
MEDIA ZONE							
Media Zone Start and Finish					 Start	 Finish	






















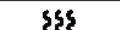
































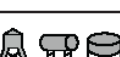




















ANNEXE III - DOCUMENTS STANDARD
APPENDIX III - STANDARD DOCUMENTS

5.14 LEXIQUE ROAD BOOK FIA






































Seuls les symboles suivants doivent être utilisés. Les symboles nouveaux ou supplémentaires doivent être approuvés par la FIA.

5.14 FIA ROAD BOOK LEXICON

Only the following symbols must be used. New or additional symbols must be approved by the FIA.

TRACKS	WAYPOINTS	ON TRACK	SYMBOLS
 Tarmac road	 Masked WP	 Bump	 Fence
 Track Piste	 Control WP	 Dip hole	 Barbed fence
 Off track (HP)	 Security WP	 Compression	 Rail road
 Low visible track / traces	 Navigation WP	 Ditch	 Hole
P Track Piste	 Precise WP	 Summit	 Collapse, ditch, ravine, etc.
PP Principal track/ piste	 Visible WP	 Above bridge	 Ruts
RO Road	 Eclipse WP	 Under bridge	 Twisty / sinuous
P// Parallel track/piste	 Waypoint number	 Step up	 Bumpy / broken
HP Off track Sight driving!	CONTROLS	 Step down	 Bumpy
HP Off track forbidden	 DSS Start Selective Section	 Up hill Down hill	 Lateral inclination
FPP Follow principal track/piste	 ASS Arrival Selective Section	 Cut danger	 Post
FRO Follow road	 CP Check point	 Right or left over crest	 Electric pole
SA Sandy	 DN FN Start/Finish Neutralisation	 Fence gate	 Electric line
GV Gravel	 DN Start neutralisation with speed limit	 Fence with cattle gate	 High voltage tower
SAFETY	 DT FT Start/Finish Transfer	 Wall gate	 Antenna
 Danger Level 1	 DT Start transfer with speed limit	 Wading / water cross	 Well
 Danger Level 2	T:25 Neut./transfer max. time allowed	 Concrete pass	 Tanks
 Danger Level 3	 Waiting for restart	CAPS	 Barrels
 Global danger in the note	 Stop for restart	CAP Exit cap	 Notable elements
 DZ 40 Start Speed limit	 MQ/ T3/T4 Fuel zone with authorized cat.	CAP_A Average cap	 Tires
 FZ 40 Finish Speed limit	 Time control	CAP_C Calculated cap (only HP)	 Sign posts
 Stop	 Assistance Service	OBLIC Cap that turns	 Restricted/protected area
 Important	 Tyre marking zone		 Buildings / houses
25.25 Red line under km = danger 2 in the note	 End zone		 Church / mosque

ANNEXE III - DOCUMENTS STANDARD
APPENDIX III - STANDARD DOCUMENTS


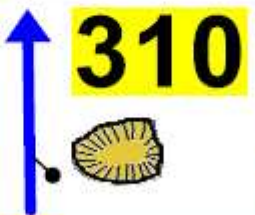
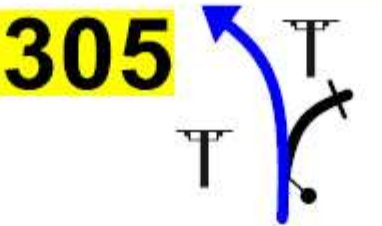
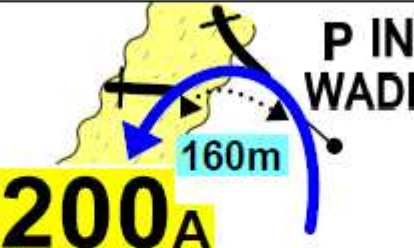

SYMBOLS	SYMBOLS	ABBREVIATIONS	ABBREVIATIONS
 Ruine / abandoned	 Small wadi	VG Vegetation	EFF Collapsed
 Fort / castle	 Large wadi	L/R Left and Right	ORN Ruts
 Cemetery	 Sandy wadi	R/L Right and Left	BAD Bad
 Village	 River (water)	onL On left	RP Rejoin
 Bivouac	 Lake / puddle	onR On right	BTW Between
 Tunnel	 Plain / chott	kpL Keep to the left	MODIF Modification from Opening Car
 Pipeline	 Towards / direction	kpR Keep to the right	NEW NOTE New note from Opening Car
 Wall	 Road works	kpS Keep straight	BIG SMALL FOLLOW Written as text (English)
 Native / local camp	 Reset / recal trip	-V Less visible*	
 Petrol station & type of fuel	 Distance	±V More/less visible	
 Monument	DUNES / SAND	ALT Alternance	
 Animals individual	 Sandy plain	/ During	
 Animals	 Big bowl "cuvette"	IN In / into	
 Cairn	 Sand spit	ET And / next	
 Rocks	 Dune	A At	
 Mountain	 Broken dune	CX Stone / stony	
 Tree	 Dunes	E3 Narrow*	
 Palm tree	DN Dune	Q^T Quit / leave*	
 Camel grass	DNX Many dunes	.TJS Always	
 Vegetation	DNT Small dune "dunette"	NBX Many	
 Slope	L1 L2 L3 Dunes difficulty level	IMP Imperative	

5.15

ROAD BOOK EXAMPLES

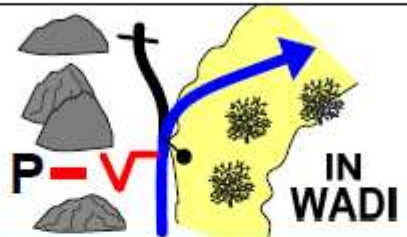
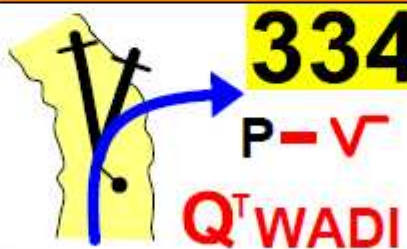
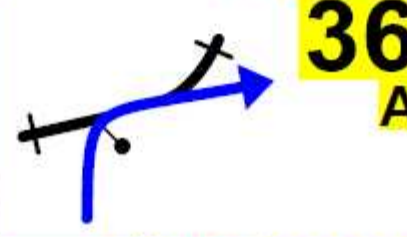

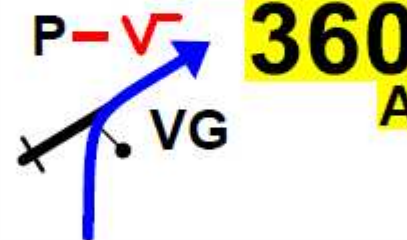
5.15

ROAD BOOK EXAMPLES

17	ETAPE XX / XXXXXX - XXXXXX / SS	Km : 163,56
60,92		30 FESH FESH (25)
0,56 (DZ)		
61,37		GO ALONG ELEC LINE OBLC 360 30 /1km ^A (26)
0,45 (FZ)		
63,23		
1,86 ↓		
63,44		KpL (27)
0,21 (C)	200_A	
64,30		30 SWITCH VALLEY (28)
0,86 (DZ)		

Next 0,39

Exemple I (non à l'échelle) / Example I (not to scale)

18	ETAPE XX / XXXXX - XXXXX / SS		Km : 163,56
64,69		ET TJS PP SA 259	
0,39	FZ	30 A (29)	
67,82		ET à 250m 315 A	
3,13	Q^TWADI		
68,88		NBX P// ET 38 A	
1,06	C	(30)	
MODIF <u>71,10</u>		290 A 160m	
2,22	BIG P		
71,49		ET VALLEY 345 A	
0,39	VG		

Next 2,28

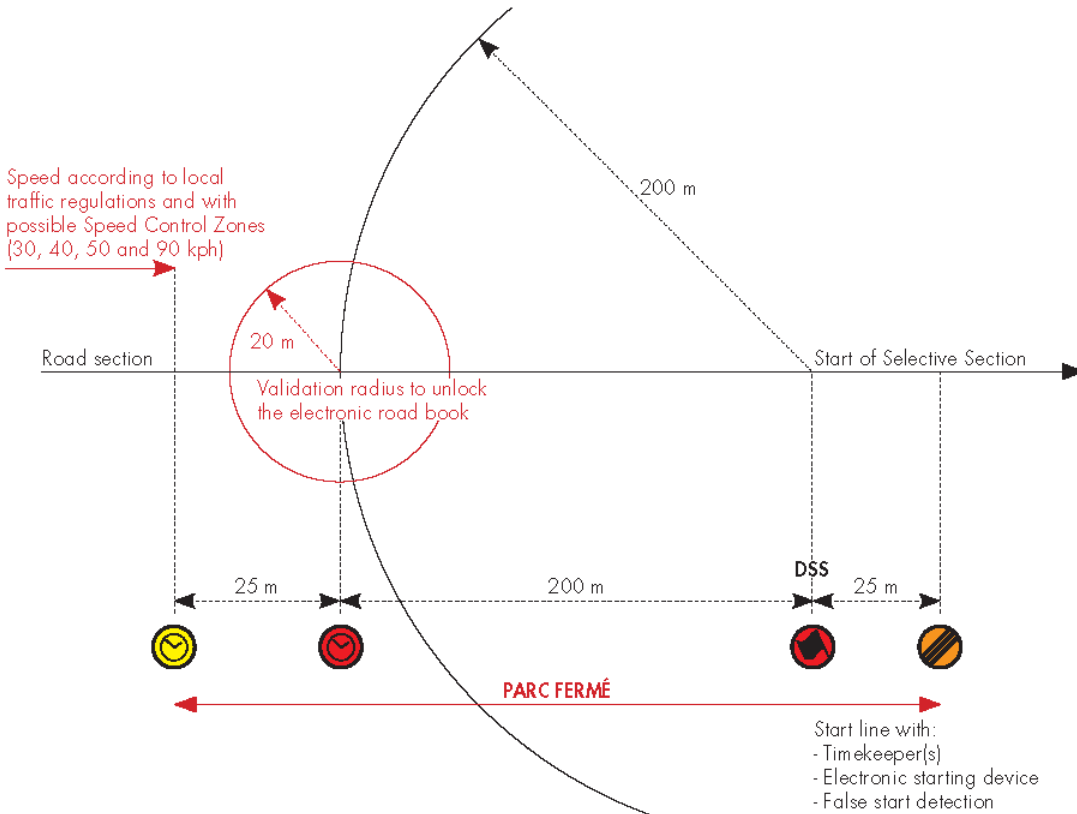
Exemple II (non à l'échelle) / Example II (not to scale)

Appendix III – CONTROL ZONE STANDARDS

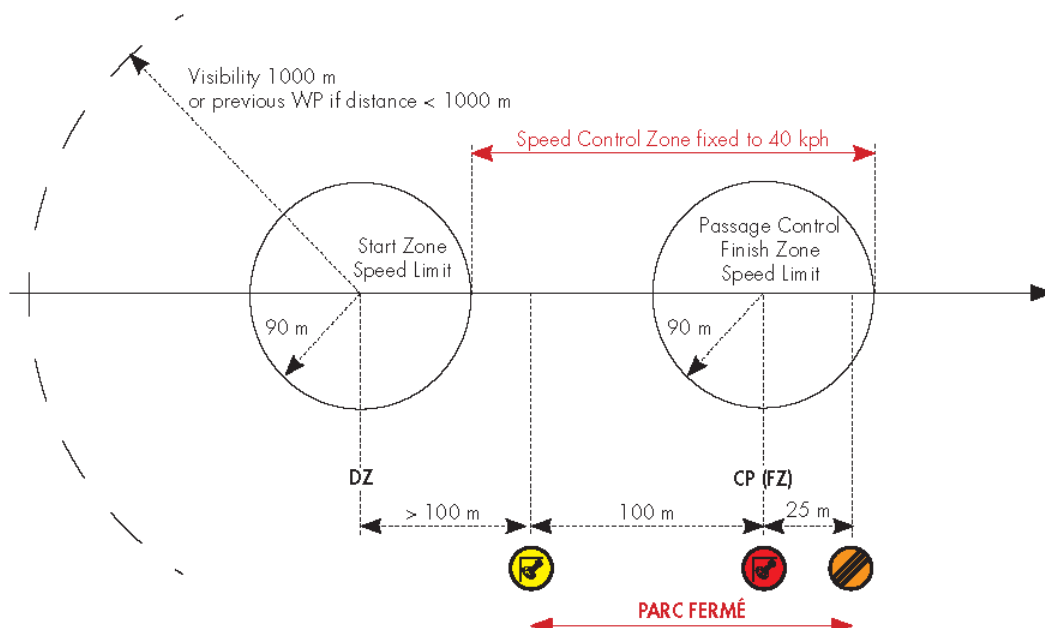
ANNEXE X - NORMES POUR LES ZONES DE CONTRÔLE
APPENDIX X - CONTROL ZONE STANDARDS

ANNEXE X NORMES POUR LES ZONES DE CONTRÔLE

1 DEPART D'UN SECTEUR SELECTIF CONFORMEMENT A L'ARTICLE 42



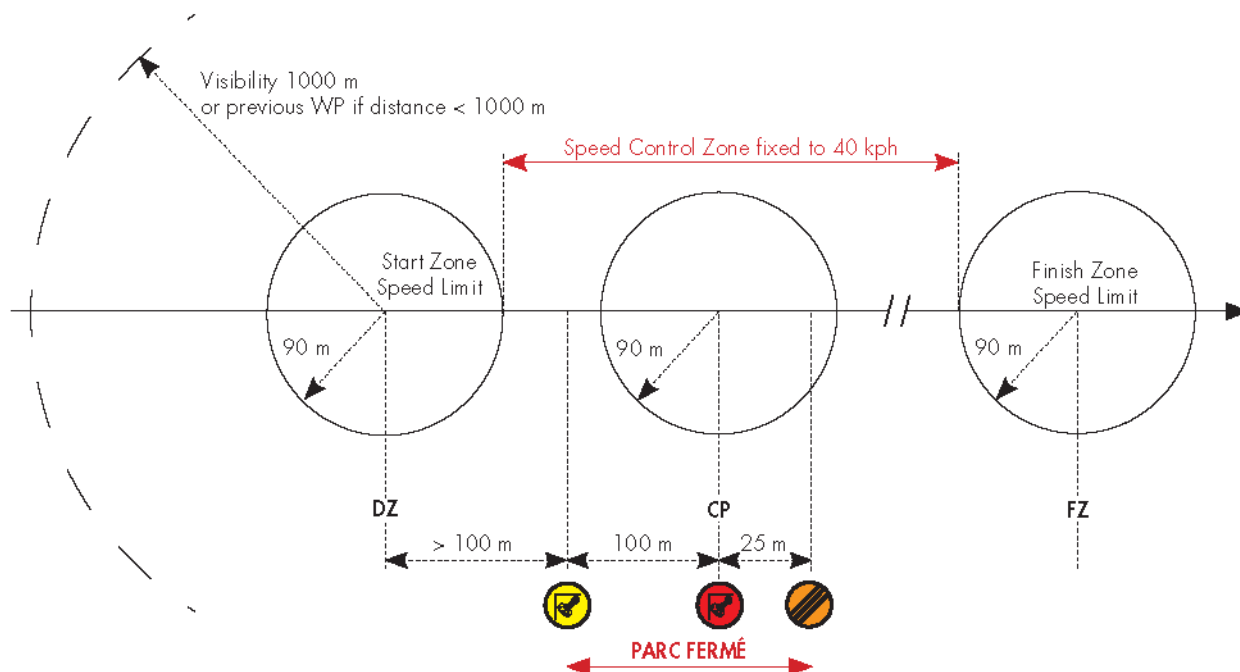
2 CONTROLE DE PASSAGE CONFORMEMENT A L'ARTICLE 36.3



ANNEXE X - NORMES POUR LES ZONES DE CONTRÔLE
APPENDIX X - CONTROL ZONE STANDARDS

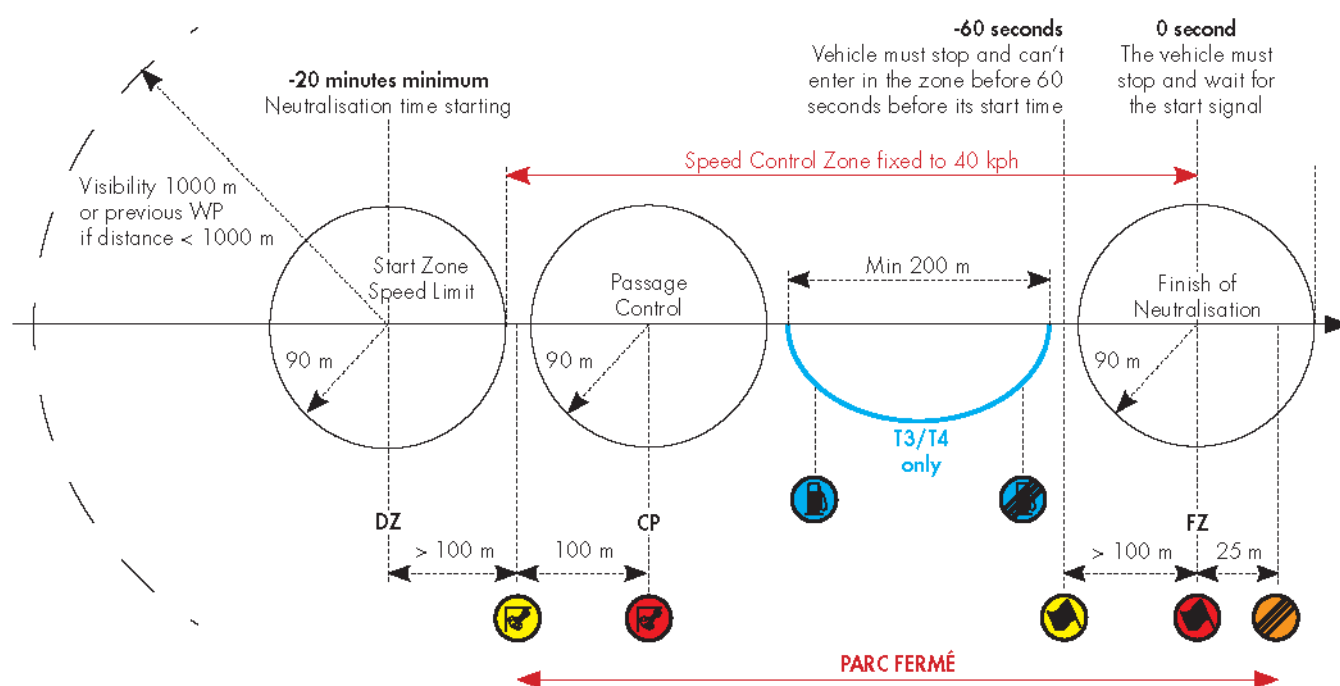
2A **CONTRÔLE DE PASSAGE**
CONFORMEMENT A L'ARTICLE 36.3 - ALTERNATIVE

2A **PASSAGE CONTROL**
AS PER ARTICLE 36.3 ALTERNATIVE



3 **ZONE DE NEUTRALISATION ET RAVITAILLEMENT EN**
CARBURANT T3/T4 CONFORMEMENT A L'ARTICLE 45.1.2

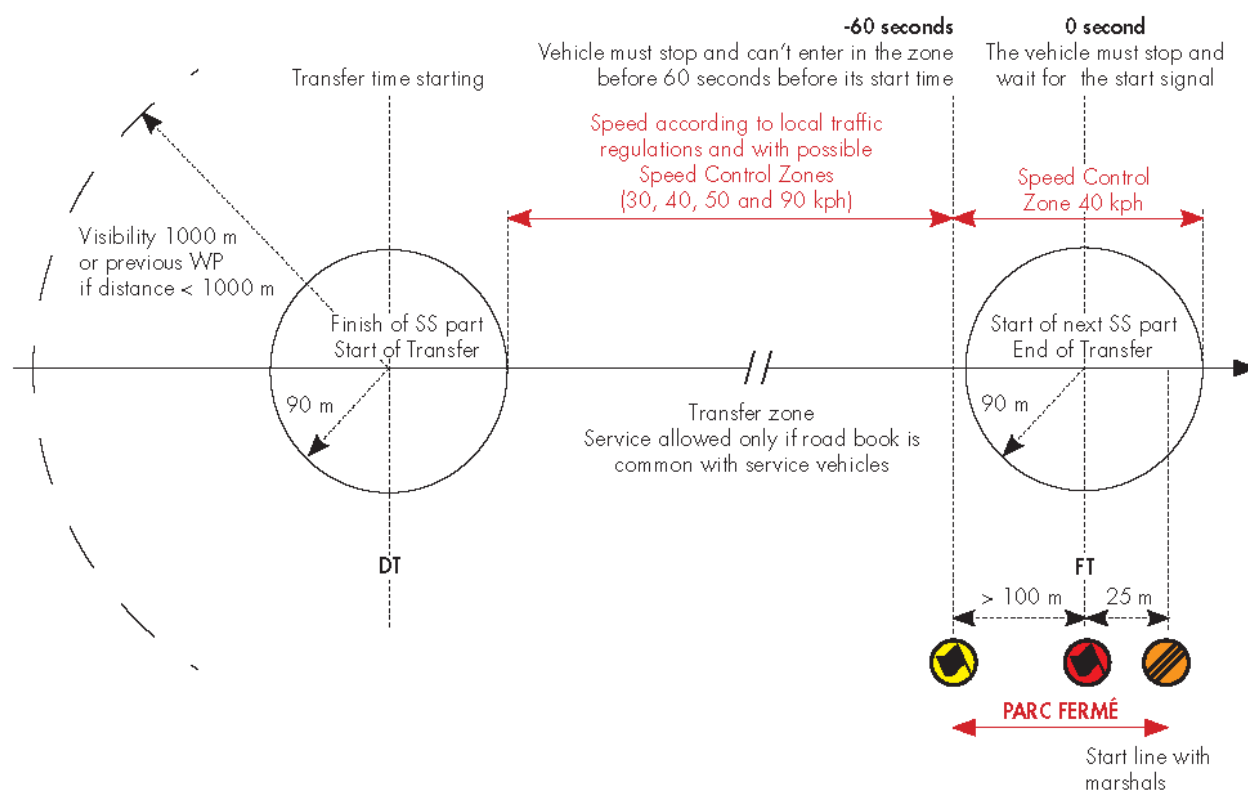
3 **T3/T4 NEUTRALISATION AND REFUELING ZONE**
AS PER ARTICLE 45.1.2



ANNEXE X - NORMES POUR LES ZONES DE CONTROLE
APPENDIX X - CONTROL ZONE STANDARDS

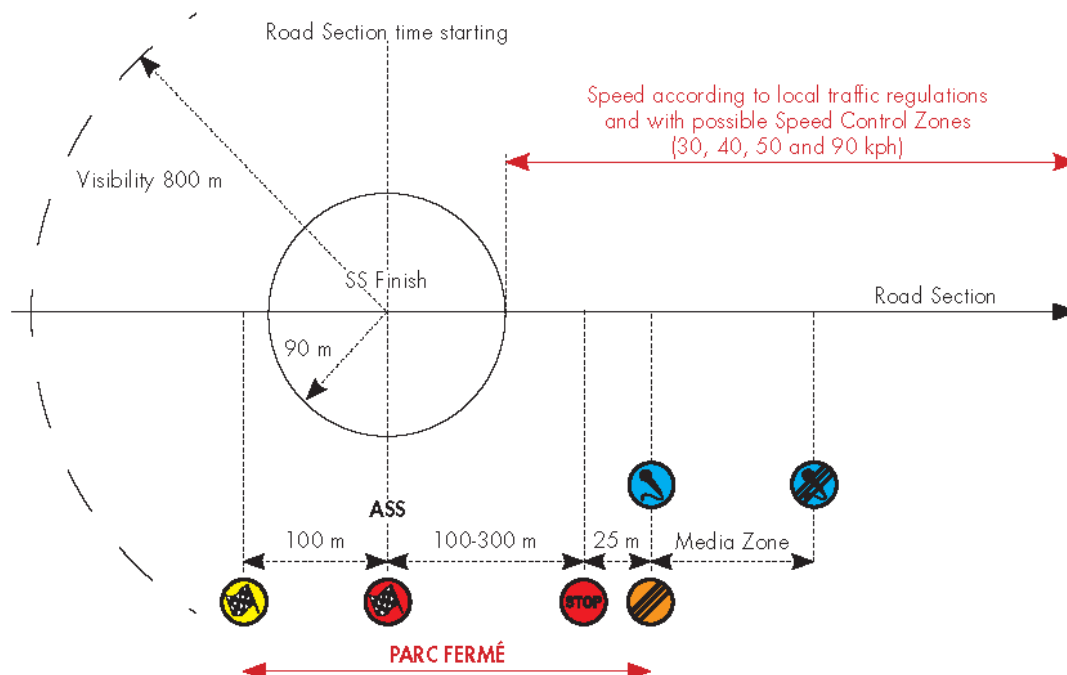
4 ZONE DE TRANSFERT CONFORMEMENT A L'ARTICLE 45.2

4 TRANSFER ZONE AS PER ARTICLE 45.2



5 ARRIVEE D'UN SECTEUR SELECTIF CONFORMEMENT A L'ARTICLE 44

5 FINISH OF A SELECTIVE SECTION AS PER ARTICLE 44





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