



## RALLYE DU MAROC 2018

3 to 9 October 2018

# FIA WORLD CUP FOR CROSS COUNTRY RALLIES 2018

## SUPPLEMENTARY REGULATIONS CARS FIA



1.	<b>INTRODUCTION .....</b>	<b>3</b>
2.	<b>ORGANIZATION .....</b>	<b>3</b>
3.	<b>PROGRAM OF THE EVENT.. .....</b>	<b>4</b>
4.	<b>ENTRIES .....</b>	<b>6</b>
5.	<b>PARTICULAR CONDITIONS OF THE HOST COUNTRY .....</b>	<b>10</b>
6.	<b>CATEGORIES .....</b>	<b>10</b>
7.	<b>IDENTIFICATION .....</b>	<b>11</b>
8.	<b>ADVERTISING .....</b>	<b>11</b>
9.	<b>TYRES.....</b>	<b>12</b>
10.	<b>REFUELING / AUTONOMY .....</b>	<b>12</b>
11.	<b>SAFETY PLAN .....</b>	<b>12</b>
12.	<b>INSURANCE.....</b>	<b>13</b>
13.	<b>ADMINISTRATIVES AND TECHNICAL OBLIGATIONS.....</b>	<b>14</b>
14.	<b>START ORDER .....</b>	<b>16</b>
15.	<b>ROAD BOOK AND NAVIGATION .....</b>	<b>18</b>
16.	<b>CLOSING OF THE TRACK.....</b>	<b>18</b>
17.	<b>TRAFFIC .....</b>	<b>19</b>
18.	<b>MEDICAL AND SAFETY EQUIPMENT .....</b>	<b>20</b>
19.	<b>ASSISTANCE and COMPULSORY SERVICE PARK .....</b>	<b>23</b>
20.	<b>PENALTIES.....</b>	<b>25</b>
21.	<b>RESULTS .....</b>	<b>26</b>
22.	<b>ENVIRONMENT .....</b>	<b>27</b>
23.	<b>TV AND PHOTO RIGHTS .....</b>	<b>27</b>
24.	<b>APPENDIX – GENERAL INFORMATION.....</b>	<b>28</b>

## 1. INTRODUCTION

ODC organizes **the Rallye du Maroc 2018**, registered to the FIA international calendar as an International Event and a Round of the 2018 FIA World Cup for Cross Country Rallies, on behalf of the Royal Moroccan Federation of Automobile Sports (**FRMSA**).

This rally will be run in compliance with FIA International **Sporting Code and its appendices**, the 2018 FIA Rally Cross-country Rally General Prescriptions, the regulation of the 2018 FIA World Cup for Cross Country Rallies, except for details on this supplementary Regulation, the National Sporting Regulations, which comply with the FIA regulations and these Supplementary Regulations.

The present regulation has been approved by the FIA under the visa n° **10CCR/260918**

The present regulation has been approved by the FRMSA under the visa n° **010/R/18**

In the event of any dispute concerning the interpretation of these regulations only the English text will prevail.

The FIA Cross Country Rally General Prescriptions are available on the following website:

<http://www.fia.com/regulations/regulation/fia-cross-country-rallies-100>

Any other question not explained in these appendices or these Supplementary Regulations will be subject to the interpretation of the **Stewards**.

Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated bulletins (Issued by the organizer or the stewards). These bulletins will be an integral part of the regulations and will be posted on the official notice boards of the rally.

They will also be communicated during the briefing for competitors and given as quickly as possible directly to competitors.

## 2. ORGANIZATION

### 2.1 PATRONAGE OF THE EVENT

The Rallye du Maroc 2018 has the greatest Honour to be placed under the High Patronage of His Majesty, King Mohammed VI.

### 2.2 ORGANIZATION COMMITTEE

President of the FRMSA:	Youssef ZAHIDI
Director of the event:	David Castera and Jordi Ballbe
Assistant Event Director:	Emmanuelle Castera

### 2.3 ADDRESS OF THE PERMANENT SECRETARIAT

**ODC, S.L.**  
Avinguda Meritxell, 81  
AD 500 Andorra La Vella  
Andorra

Tel: +376 83 83 04 - Email: [participants@rallyedumaroc.com](mailto:participants@rallyedumaroc.com) - Web: [www.rallyedumaroc.com](http://www.rallyedumaroc.com)

### 2.4 LIST OF OFFICIALS

FONCTION	NOM
FIA Chairman	SCHMIDT Uwe
FIA Steward	MAKHENYA Dmitry
National FIA Steward	HOUBRI Ahmed
Clerk of the Course	MURAC Francis
DCA / Competitor Relationship Officer	CHABAUD Jean Claude
Competitor Relationship Officer Manager	CASTERA Emmanuelle

FIA Technical Delegate	CARRE Lionel
FIA Assistant Technical Delegate	LE MELLECC Nicolas
FIA Observer	PARRO Jordi
National Technical Scrutineer	OURIAGHLI Driss
National Technical Scrutineer	BETHOUX Denis
National Technical Scrutineer	LARQUEY Serge
FIA Opening Car Driver	GUEHENNEC Alain
FIA Opening Car Delegate	MAGNALDI Thierry
Chief Timekeeper	MATSPORT
Chief Medical Officer	AUBRY Olivier
Chief Safety Officer	CASTERA David

The list of officials and judges of fact - with name and license number – of the Organization, will be displayed on the official notice board and communicated to all participants and members of the Stewards.

### 3. PROGRAM OF THE EVENT

- **Opening date for Registration: 2<sup>nd</sup> April, 2018**
- **Closing date for Registration: 15<sup>th</sup> September, 2018**
- **Publication of the entry lists: 20<sup>th</sup> September, 2018**
- **Date of publication of the starting lists: 4<sup>th</sup> October 2018**
- **Opening of the press room and accreditation centre**  
HOTEL MARRIOT - FES: at 9h00 **Wednesday 3<sup>rd</sup> October 2018**  
HOTEL CHERGUI – ERFOUD: at 14h00 **Friday 5<sup>th</sup> October 2018**
- **Administrative checks and reception of material and documents**  
HOTEL MARRIOT- FES **Wednesday 3<sup>rd</sup> October** from 8h00 to 19h00 and **Thursday 4<sup>th</sup> October** from 7h30 to 10h00.
- **Technical Verifications**  
HOTEL MARRIOT - FES: from 10h00 to 19h30 **Wednesday, 3<sup>rd</sup> October** and from 8h00 to 11h00 **Thursday 4<sup>th</sup> October 2018**.
- **Parc Fermé (Closed Parking)**  
At the end of the technical verifications, the vehicles will be put in Parc Fermé, 'Closed Parking' (SPORTS COMPLEX – FES)
- **First General Briefing and Daily Briefing**  
A general briefing will be held at the HOTEL MARRIOT on **Wednesday 3<sup>th</sup> October** at 20h30, presenting the Super Special and Stage 1. After which the following briefings will be held at Hotel CHERGUI in the OASIS at 19h00.
- **Team Manager Briefing**  
HOTEL MARRIOT – FES: The team managers' briefing will be held at 8h30 on **Thursday, 4<sup>th</sup> October 2018** in the presence of the Race Directors.
- **Press conference before departure:**  
HOTEL MARRIOT – FES: 17h30 **Tuesday, 2<sup>nd</sup> October 2018**
- **1st FIA Stewards Meeting**  
HOTEL MARRIOT – FES: 11h00 **Thursday, 4<sup>th</sup> October 2018**  
After which they will be held each evening at the time fixed in the first meeting.

- **Publication of the starting lists**

HOTEL MARRIOT – FES: **Thursday, 4<sup>th</sup> October** at 12h00

- **Schedule of Stages**

Jour / Date	Ville Départ	Ville Arrivée	Etape	MOTO / QUAD / SSV			AUTO			CAMION			ASSISTANCE
				liaison	SS	Total	liaison	SS	Total	liaison	SS	Total	
D 4/1	Fes	Fes	0	37,00	10,00	47,00	37,00	10,00	47,00	37,00	10,00	47,00	0,00
L 5/1	Fes	Erfoud	1	322,00	103,00	493,00	322,00	103,00	516,00	322,00	103,00	516,00	406,00
M 6/1	Erfoud	Erfoud	2	36,00	281,00	317,00	36,00	329,00	365,00	36,00	329,00	365,00	0,00
M 7/1	Erfoud	Erfoud	3	5,00	275,00	280,00	28,00	289,00	317,00	28,00	289,00	317,00	0,00
J 8/1	Erfoud	Erfoud	4	23,00	294,00	317,00	7,00	342,00	349,00	7,00	342,00	349,00	0,00
V 9/1	Erfoud	Fes	5	259,00	128,00	457,00	259,00	128,00	457,00	301,00	128,00	451,00	406,00
				682,00	1 229,00	1 911,00	689,00	1 362,00	2 051,00	731,00	1 314,00	2 045,00	812,00

The official time of the Rallye du Maroc 2018 will be local time in Morocco.

Road books will be distributed at the official RALLYE Hotel from 16h30.

- **Arrival of the Rally**

It will take place in the region of IFRANE from 13h00 **Tuesday, 9th October 2018**.

- **Final Closed Park 'Parc Fermé'**

It will be located at the sports complex in FES on **Tuesday, 9th October 2018**.

- **Final Technical Verifications**

They will take place from 14h00 **Tuesday, 9th October 2018** in the sports complex in FES

- **Final meeting of the Stewards**

It will take place at the HOTEL MARRIOT- FES and the schedule will be determined at the first Stewards meeting for **Tuesday, 9th October 2018**

- **Publication of Final Provisional Classifications**

They will be published in the Parc Fermé and at the PC Course at the HOTEL MARRIOT- FES, from 18h00 – Tuesday, 9th October 2018

- **Publication of Final Official Classification**

They will be published in the Parc Fermé and at the PC Course at the HOTEL MARRIOTT - FES, 30' after displaying the provisional final results on Tuesday, 9th October 2018 and on the website dedicated to the Rallye du Maroc 2018.

- **Prize Giving Ceremony**

- **Will take place at the HOTEL MARRIOTT- FES from 21h30 Tuesday, 9th October 2018.**

- **Official Notice Board**

**From 2nd October to 4th October** at the HOTEL MARRIOT - FES and the SPORTS COMPLEX - FES

**From 5th October to 8th October** at the HOTEL EL CHERGUI in ERFOUD

**The 9th October** at the HOTEL MARRIOT - FES and the SPORTS COMPLEX - FES

**All useful information and results in the rally will be simultaneously available on the website dedicated to the Rallye du Maroc 2018.**

## 4. ENTRIES

### 4.1 ENTRIES & RIGHTS

- Crews enter the Rallye du Maroc 2018 in full knowledge of the risks involved in this type of event. They clear in advance the Organizers, the ASN and FIA of any penal or civil responsibility in the event of an accident physical or material in the Rallye du Maroc 2018.
- The Organization committee reserves the right to refuse the entry of a crew, a teammate, a competitor (Article 3.14.1 of the International Sports Code)
- Registration forms are available on the website dedicated to the Rallye du Maroc <http://rallyedumaroc.com>

- **To be taken into account by the organization**, the request for entry has to be composed of the names of the participants, be signed with the mention "read and approved" and be accompanied by the first deposit, by credit card or bank transfer (not refundable). Any request of entry reaching the secretariat of the event not accompanied with the requested deposit will not be considered. **All entries have to be joined with the copy of documents needed for entrants and vehicles, included a copy of the FIA Technical passport of the vehicle entered, and FIA Homologation Form for T2 and T4 vehicles.**

**If the first driver is not the entrant, then a copy of the entrant license must be submitted with the entry form (Art 11.1 FIA GP 2018).**

- By signing the entry form, crews submit only to sports courts recognized by the International Sports Code and this supplementary regulation.  
**This is an implicit statement of conformity of the vehicle committed to the technical rules of the Rally.**
- With the exception of Moroccan competitors, all competitors must be in possession of a written authorization to race abroad from their respective ASN.
- To be registered to the Rallye du Maroc 2018, whatever the category, every person of any nationality of more than 18 years, has to be owner of a FIA competitor driver license for the current year for the event. This is valid for all crew members.
- For service crews, the sporting licence is not compulsory.

### 4.2 ENTRY FEE RIGHTS

Entry fees with Organizer's advertising are the following:

	PREFERENTIAL RATE until 01/06/2018	STANDARD RATE until 31/08/2018
<b>FIA CAR ENTRY</b> (vehicle +2 p.)	<b>€ 8,000</b>	<b>€ 8,900</b>

#### PREFERENTIAL RATE – requirements to be met:

Before **May 31st**, 2018: entry form sent + made first payment.

Before **July 1st**, 2018: have made second payment.

After **August 31st**, 2018, have paid the balance.

In case of non-compliance with the payment schedule, the standard rate will be applied.

#### RATES include:

- Sporting rights for competitors,
- Participation in the event (administrative and technical checks, prologue and 5 days of race) with sports supervision, logistics and medical,
- Organization's Liability Insurance,
- Professional medicalization,
- Medical professional terrestrial means (taxis, motorbikes, ambulance) and air (helicopters)
- Repatriation insurance,
- Catering for the 5 days of the race (rations on stages 1 and 5, lunches at the Oasis stages 2, 3 and 4, dinners in the respective hotels),

- Closing event with official awards ceremony,
- Road books,
- Oasis Bivouac (Intranet Info Rally...)

**RATES do not include:**

- Round-trip transportation of the participants and the vehicles (we offer transport possibilities under the 'Transport' tab),
- **Compulsory sporting license for the competitors,**
- The hotel (we offer an accommodation option under the 'Hotels' tab),
- Fuel,
- The rental of safety and navigation equipment and the purchase of their mounts (GPS, Sentinel, Iritrack)
- Personal expenses (lunches, local purchases),

**REMINDER:**

**DEFINITION OF AMATEUR:** Any driver or crew that is not supported by a manufacturer. Pilot or crew that are not registered in the FIA **priority drivers** list or are not a part of the ODC notoriety list. For service, teams supported by a manufacturer are considered professionals. Any driver car or truck that has not finished in the top 10 of a Championship or FIA World Cup for the past five years.

**4.3 ASSISTANCE ENTRY FEES**

**a) Definition of persons in assistance**

Every person regularly registered having paid his/her entire participation and wearing the bracelet of identification assistance. Are considered as assistance, the mechanics, the team managers, wishing to operate on a racing vehicle, and to reach the assistance zones (according to the modalities defined in the paragraph ASSISTANCE), and having settled its right of entry.

<b>SERVICE VEHICLES</b> Trailers / transporter – free of charge	<b>PREFERENTIAL RATES</b> Until 01/06/2018	<b>STANDARD RATES</b> Until 31/08/2018
<b>Vehicle category 1 (&lt; 3,5T)</b>	<b>€ 800</b>	<b>€ 1000</b>
<b>Vehicle category 2 (3,5T and more)</b>	<b>€ 1,200</b>	<b>€ 1,500</b>

**PREFERENTIAL RATES FOR ASSISTANCE VEHICLES- conditions to be fulfilled:**

Before **May 31, 2018:** have sent the entry form + have made the first payment.

Before **July 1, 2018:** have made the second payment.

Before **August 31, 2018:** have paid the balance.

In case of non-compliance with the payment schedule, the standard rate will be applied.

<b>ASSISTANCE</b>	<b>PREFERENTIAL RATES</b>	<b>STANDARD RATES</b> until 31/08/2018
<b>ID Bracelet (Team Manager, mechanic...)</b>	<b>1,800€</b>	<b>2,050€</b>

**b) PREFERENTIAL RATES bracelets– requirements to be met:**

- Before **May 31, 2018**: having sent the entry form + having made the first payment.
- Before **July 1, 2018**: having made the second payment.
- Before **August 31, 2018**: having paid the balance.
- In case of non-compliance with the payment schedule, the standard rate will be applied.

**c) RATES include:**

- Access to the bivouac,
- Organization's Liability Insurance
- Professional medicalization
- Medical professional land (tingos, motorcycles, ambulance) and air (helicopters),
- Repatriation insurance,
- Catering for the 5 days of the race (rations on stages 1 and 5, lunches at the Oasis stages 2, 3 and 4, dinners in respective hotels),
- Closing evening with official awards ceremony,
- Bivouac oasis (Wifi, open bar for soft drinks...),
- Road-book assistance,

**d) RATES do not include:**

- Accommodation in Hotel (we offer accommodation options in the 'Hotels' tab),
- Round-trip transportation of the participants and the vehicles,
- Fuel
- Personal expenses.

#### 4.4 COMPANION ENTRY RIGHTS

- a) **DEFINITION OF COMPANION:** Any regularly registered person having paid the full amount of his participation and wearing the companion identification bracelet. Companions are provided return transport, by the organization, and by bus from the bivouac to points of assistance or to the arrivals of selective sectors each day.

**ATTENTION: Companions are not considered as assistants.** They will not be able to transport or help competitors. **They will therefore not have access to service park, but may freely enter the Oasis.** Any infraction will result in a sanction at the discretion of the College up to and including disqualification of the competitor and the team concerned.

- b) **CHILD:** Must be between 6 and 12 years old and be accompanied by an adult. Minors under the age of 18, who are not accompanied by one of their parents, must, in addition to their passport, be provided with a permit for leaving the territory.
- c) **ANY COMPANION VEHICLE MUST BE DECLARED TO ODC** at the time of registration or at the latest on the day of the administrative checks to be provided with the mandatory stickers of the Rally.

#### 4.5 TRANSPORT

- The meeting place for the participants of the Rally is fixed at FES. The routing of participants, vehicles and equipment is 'free' and is not managed by ODC. A transport solution for cars is offered by ODC from Europe as well as negotiated rates for the ferry.
- Information is available from the ODC Competitors Department and on the website [www.rallyedumaroc.com](http://www.rallyedumaroc.com).



#### 4.6 PAYMENTS

- For French competitors, payments will be made in Euro by bank transfer, payable to ODC or by credit card.
- For non-French competitors, payments will be made in Euro by swift bank transfer or credit card.
- ODC will accept only a single payer per vehicle or team. This person will have to make all the payments within the defined deadlines
- To participate in the Rallye du Maroc 2018, each participant must have paid the amount of his participation in full, no later than September 15, 2018 24h00, exclusively by transfer or credit card.
- **The start will be refused to any competitor who does not pay their entry fees.**
- **Invoicing:** After registration and if requested, a single invoice will be issued to the name and address of the payer showing all service paid to ODC. In any case, ODC may not charge more than one person or entity for the same file.

#### 4.7 REFUSED REGISTRATION – WITHDRAWAL - ABANDONMENT

Pre-entries are nominative and non-refundable.

**REFUSAL OF REGISTRATION:** The Organizing Committee reserves the right to refuse a driver, co-pilot or participant's entry without being obliged to give a reason. In accordance with the Article 3.14.1 of Intl Sporting Code.

To avoid any dispute, cancellations of entry requests and refund requests must be expressed only by registered letter with acknowledgment of receipt. In case of cancellation of a competitor's application for entry, the following will be retained:

For all cancellations before 1 September 2018 the amount of the first payment will be retained.

From 1 September 2018 on, 100% of the sums paid will be retained.

All entry fees paid will be refunded no later than 31 December 2018 to competitors whose entry has been refused by the Organizing Committee. Following the technical and administrative checks, any competitor being refused departure for non-compliance of his vehicle and/or his administrative papers, cannot claim any refund of his rights of entry.

#### 4.8 CANCELLATION OR POSTPONEMENT OF THE EVENT

Assuming the start of the event could not take place for any reason whatsoever (and the following is not an exhaustive list), e.g. non obtainment and/or withdrawal of approvals federations or of their passage agreements, political turmoil making it impossible to hold the Rally, financial shortcomings making it impossible to organise the sporting or technical aspects of the Rally, problems over the embarkation or disembarkation of the equipment of the competitors etc., ODC would be liable to reimburse only the amounts of the entry fees paid to ODC (cf Art. 11.7b of CCR GP 2018). In case the start has to be postponed ODC would immediately warn each competitor by registered letter of the new calendar of the Rally.

Therefore, if competitors could not participate in the race because of this postponement, competitors will have a maximum of eight (8) days, from the date to receiving the registered letter with acknowledgment of receipt, in order to claim, by registered letter, the reimbursement of the application fees paid to ODC, net of application fees (non-refundable). In all cases, participants cannot claim any further compensation.

## 5. PARTICULAR CONDITIONS OF THE HOST COUNTRY

**Visa:** For French citizens no visa is necessary for Morocco. Only a valid passport is required. Any other nationalities may contact their embassies. ODC is available to send invitations to the competition if necessary.

**Required / Recommended vaccinations:** None.

**Vehicle Registration:** All vehicles must be registered and issued with a final registration certificate. Temporary or provisional registrations will be banned. All regular registrations are authorized in Morocco.

It is under the responsibility of the competitor and service entered to check and prove to the organization that their vehicle is insured in MOROCCO.

**In no case ODC can be prosecuted if a vehicle is not in accordance with Moroccan law.**

**YOUR VEHICLE: It is mandatory to make an ATA carnet for cars and trucks carrying parts and / or vehicles for the European customs clearance to Morocco.**

**Warning: To bring in and take out a vehicle from the Moroccan territory, it is imperative that a single person makes his vehicle sign by the customs authorities. It is STRONGLY recommended to go through a licensed freight forwarder and go through FRET area and not the tourists' area.** In case of non-compliance with this rule, ODC cannot be prosecuted.

## 6. CATEGORIES

The technical regulation complies with regulations and annex of the FIA for the current year.

### 6.1 GROUPS AND CLASSES

The Rallye du Maroc, 2018 is open to vehicles with a total weight of less than or equal to 3,500 kg for Groups T1, T2 and T3 duly accompanied by a certificate of registration and complying with the International Convention of Road Traffic. Vehicle complying with the regulations "Score" may be accepted in Group T1 under the conditions laid down in Art. 9.5 of the 2018 FIA CCR GP and appendix J Article 281.

#### FIA CATEGORIES

##### **Group T1 – Cross-country Vehicles Modified**

- T1.1 Cross-country modified Petrol 4 WD
- T1.2 Cross-country modified Diesel 4 WD
- T1.3 Cross-country modified Petrol 2 WD
- T1.4 Cross-country modified Diesel 2 WD

##### **Group T2 – Cross-country Vehicles series**

- T2.1 Cross-country Petrol series
- T2.2 Cross-country diesel series

##### **Group T3 – Improved cross-country vehicles Light-weight**

- T3.1 4x4
- T3.2 4x2

##### **Group T4 – Cross-country Vehicles series**

- T4.1 cc 10 000cm<sup>3</sup> or more
- T4.2 cc under 10 000cm<sup>3</sup>.

## 7. IDENTIFICATION

### 7.1 ACCESS TO THE RALLY

Access to the rally is restricted to persons wearing an identification bracelet of the Rallye du Maroc, 2018 (Competitors, assistance, Organizing, press, companions, VIP) and vehicles officially engaged.

**Any violation will result in the financial contribution of competitors, Team, or non-accredited person in accordance with the Rallye du Maroc, 2018 Guide. For security reason, this vehicle and non-accredited person will be excluded from the area of the Rally.**

### 7.2 ID BRACELET

**An identification bracelet included in the entry will be given to each participant of the Rallye du Maroc, 2018 during the administrative checks.**

This identification bracelet will be checked for every participant by the organization at every meal, service zone, and at the beginning of the prize giving ceremony. Every participant has to show this ID Bracelet to each request of the organizer or by an authorized representative.

**Any defect pointed out by a judge of fact or organization member will be fined a penalty of € 250.**

If the bracelet is deteriorated, the participant will ask the person in charge of Competitor Department to replace it in **exchange for the old one**.

The ASSISTANCE bracelets will allow the access to the service park and the assistance on racing vehicles **in cases as explained in the regulations**. The presentation of this means of identification by assistance is required at each request of the organizer or their representative.

**Any defect pointed by a judge of fact or organization member will be fined a penalty of € 250.**

## 8. ADVERTISING

**Refer to Art. 15 and 16 of the FIA General Prescriptions 2018.**

- The organizers will provide each crew with a set of identification stickers, which will have to be affixed to the vehicle, in correspondence with the final marking schemes will be provided by the organization during the administrative checks.
- Throughout the whole Rally, the stickers must be affixed according to this marking scheme. They should in no case cover, even partially, the vehicle ID registration.
- The organization will check every day and these markings in the absence of one of them penalties can be applied to the participant (competitor, assistance).

**The penalties are as follows:**

- At technical verifications: Refusal of departure
- Ref Intl Sporting code FIA art. 12.7.1, the crew will have to pay the financial penalty within the 48h following to the penalty.
- Competitors Relations Service holds at the disposal of competitors spare plates and stickers, in case of loss or damage during the rally. The crew should come and ask for this material.
- The number plates with Advertising of the organizer must be pasted on the right side and the left side of the vehicle. (See Art. 15.3.1 & 2 & 16 of the FIA PG).
- The roof panel (50cm wide x 52cm high) legible from behind (See Art. 15.3.2 of the FIA PG).
- The organizer's Advertising (50cm wide x 52cm high) in 2 panels have to be put on the right and left side of the vehicle in the area between the wheels on condition that they are totally visible from the side as well as on the roof of the vehicle visible from behind.
- Two stickers 25 x 10cm will be affixed to each end of the strip windshield.
- One rally plate (43cm x 21,5cm) must be positioned in a visible position during the whole Rally. 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.

- The crew must make available on their vehicle the space needed to affix the plates and panels. If the vehicle does not correctly display the necessarily areas, the crew will have to provide them, any modifications of the stickers is forbidden (cutting, etc.) before reporting to the technical checks.
- **For competitors who refuse the organisers advertising, the entry fee is increased by 60% the rate in force on the date of receipt of payment (payment of the total entry).**
- **Cf art. 16.5 of CCR GP 2018. If advertising is absent or wrongly fixed, penalties are as follow:**
  - 10% of the entry will be incurred for the first offence (based on standard rate),
  - and 100% of the entry fee for each repeated offence.

The crew has to pay up its penalty not much than 48h after the notification, in order to take part to the start of the next stage. The financial penalty should be pay before the Prize giving ceremony at the ODC Competitors Department.

The ODC Competitors Department will have spare plates and stickers in the case of loss or damage throughout the rally. It is the competitor's responsibility to come and ask for them.

## 9. TIRES

See Art. 12 of the FIA GP 2018.

## 10. FUEL / AUTONOMY

### 10.1 REFUELLING

- a) Refuelling **is only allowed at petrol stations on the road section** as indicated in the competitors' road book.
- b) In the service park, the refuelling is allowed only in the dedicated refuelling zone and cannot be done on the service zone.
- c) The crew is responsible of the refuelling of the vehicle. In the service park, the crew is responsible for ensuring that it is done with the engine stopped, on non-flammable area, a safe distance from other vehicles **and vehicle on its wheels**, the crew out of the vehicle, on a mat (1m minimum over the width and length of the vehicle), see **Art. 33** of the FIA General Prescriptions. During the refuelling, a person with fire extinguisher suitable will be placed at hand in case of need just next to the vehicle.
- d) Outside of areas indicated in a) and b), refuelling is only allowed when using fuel coming from another FIA competitor still un the race.
- e) The non-compliance with the terms listed above will result in penalties up to and including disqualification from the event.

### 10.2 AUTONOMY

- a) **Vehicles engaged in RALLY should have a minimum autonomy allowing them to achieve 370kms of selective section.** For safety, an additional autonomy of 10% is required.
- b) Each competitor is responsible for calculating their own fuel range and in no case may make any claim against the organizers if his vehicle fails to cover the minimum distance, whatever the nature of the terrain.

### 10.3 FUEL

- a) Only the use of fuel of Art. 34 of the CCR GP 2018 is authorized.

## 11. SAFETY PLAN

### 11.1 AIR AND LAND RESOURCES

In addition to security systems positioned on each vehicle of competitors and real-time monitoring by the PC Course, here are the resources deployed in the field during the whole rally.

- 3 vehicles, A type, Rapid Intervention vehicle, here after named « Tango ».

## Supplementary Regulations FIA - RALLYE DU MAROC 2018

- 2 vehicles, C type, mobile rehabilitation centre, here after named « ambulance ».
- 1 room in the organization hotel, named « PC Medical ».
- 1 helicopter entirely dedicated to the medical rescue.
- 1 helicopter non-entirely dedicated to the medical rescue but with a doctor aboard.
- 2 motorbikes for medical rescue.

### 11.2 COMPOSITION OF THE MEDICAL TEAM

The team of medical professionals will consist of 17 doctors, as follow:

- 2 anaesthetists and 1 trauma surgeon specialist
- 1 nurse experimented in urgent cares in the medical helicopter.
- 1 emergency doctor in the helicopter non-entirely dedicated to the medical rescue.
- 5 doctors and 1 anaesthetist nurse in 3 « Tango » vehicle, with 1 doctor per « Tango »
- 1 doctor at the PC organization, to regulate the medical interventions and handle if needed the medical evacuations.
- 2 doctors in 1 ambulance.
- 1 physiotherapist at the « PC medical »
- 2 doctors with bikes on the route.

The team will be split in the vehicles with one 1 doctor and 1 paramedic (with ambulance, helicopter or other medical vehicle) at the start of the stage – at the start of the SS – every 100 kms in the stage – at the arrival of the SS – at the bivouac.

## 12. INSURANCE

### 12.1 CIVIL LIABILITY

The Organizers have taken out a Civil Liability Insurance policy for sporting events in accordance with the legislation: **AXA**

Guarantees are acquired for Morocco.

This contract has for purpose to cover, in case of accident, fire or explosion suffered during the rally, the financial consequences to a third party to competitors.

The entry fee includes the insurance policy to cover the competitor's Civil Liability in respect to Third Parties, limited to the following amounts:

- € 500,000 for equipment.
- € 6,100,000 for bodily injury.

This guarantee takes effect the moment vehicles have entered technical verifications. The guarantee finishes, at latest, the 10<sup>th</sup> of October 2018, at the exit of the last "Parc Fermé".

In case of an accident the competitor or his representative must make a written declaration within 24 hours addressed to the director of the race or the Competitors' Relations Officer, detailing the circumstances of the accident as well as the names and addresses of witnesses.

The insurance contract in no way relates to the theft of vehicles, spare parts, etc. In the case of theft occurring during the crossing of a country during the rally, the responsibility of the organizers can in no way be invoked.

This contract does not cover:

- The responsibility of any third party does not hold a driver's license or sporting license in accordance with this Regulation
- The driver's responsibility in respect of another competitor entered in the Rally

The competitor and / or the crew enter the Rallye du Maroc in 2018, with full knowledge of the risks that the development of this event can lead to run. They release in advance the organizers and officials of any criminal or civil liability for personal injury or material damage during the Rallye du Maroc in 2018.

The participant is solely responsible for the validity of various documents required to participate in the Rallye du Maroc in 2018 and in particular the validity of the driving license, the vehicle registration and vehicle insurance.

The Organizing Committee is not responsible for the consequences of violations of the laws, regulations and orders of Morocco, made by competitors or their service and will exclusively be borne by them.

## 12.2 MEDICAL REPATRIATION

The organization has taken out health repatriation insurance: **AXA Assistance**

Beneficiaries:

Competitors, organization members, service providers and their employees. Journalists, the officials, regularly register to the rally.

In case of bodily injury, the medical team of the rally will put in process and organize the transport of the beneficiary from the place of the accident to the hotel of the rally or the nearest appropriate medical facility in the country where the event is held, using the terrestrial or aerial means of the rally.

Decisions will be based only on the medical aspect and the respect of the health regulations in force. Then, the contract is in accordance with the FIA PG Art. 35.

**It is strongly advised to hold a specific insurance and to check with its insurer the guarantees of which it benefits, in particular because of his participation in an international competition.**

ODC can provide the contact details of Insurers for competitors who request them.

## 12.3 INDIVIDUAL ACCIDENT INSURANCE

For French competitors: your sporting license competitor covers you individually accident death capital - capital invalidity and medical expenses. (Information available from the FFSA).

**Competitors must contact their national federations to find out what cover their race license provides. They are also advised to take out additional insurance with the insurance broker of their choice.**

# 13. ADMINISTRATIVE AND TECHNICAL OBLIGATIONS

## 13.1 ADMINISTRATIVE CHECKS

- a) **Administrative checks will take place from Wednesday 3rd October to Thursday 4th October 2018 at the hotel MARRIOT – FES.**
- b) **Administrative check are compulsory for registered crews and service.**
- c) Each competitor will receive, for this purpose, a convocation specifying the day and the exact time at which he will have to present his vehicle to the Commissioners and Controllers charged with carrying out these verifications. **These times will also be posted at the Hotel MARRIOT, the SPORTS COMPLEX - FES and on the web page dedicated to the rally.**
- d) **At the entrance of the administrative checks, a CH will be positioned. Any delay beyond 30 minutes at the CH, compared to the scheduled time of passage for the competitor, will result in a penalty of € 100**
- e) **A code of behaviour will be given and have to be signed by all participants (in race or not).**
- f) Advertising Stickers, race numbers, Rally Documents, ID Bracelet for the Rally, navigation and security material previously order by every crew, will be handed over during the checks.
- g) **Schedules for the technical checks will be given to the crews at the end of the administrative checks, and mentioned on their Check time card.**

## 13.2 TECHNICAL VERIFICATIONS

- a) **They will take place from Tuesday, October 3rd to Wednesday, October 4th at FES SPORTS COMPLEX.**
- b) At the entrance of the check, a CH will be positioned.
- c) Any delay up to 30 minutes, compared to the provisional competitors time, will result in a penalty of € 100.
- d) Any vehicle, which appears to not be in accordance with the rules of the event during the technical verifications, could be **either changed group or refused at the start** (decision of the College). In the latter case, the entry fees will remain with the organization.

### 13.3 EACH TEAM

- a) **Each team will receive a Checks card, which will be stamped at each administrative and technical booth.**
- b) Original documents to be presented by the crew:
  - The 2018 sports license
  - A valid national driving license
  - Passport valid for 6 months after the date of entry into Morocco.
  - For annual license holders only, the authorization to run abroad issued by its National Federation.
  - Vehicle registration certificate (to be fully compliant with the vehicle presented).
  - The insurance of the registered vehicle valid in Morocco.
  - The owner's authorization to use the vehicle when the latter is not part of the crew.
- c) Competitors are solely responsible for the validity of the documents required to participate in the Rallye du Maroc. They may in no circumstances hold the organization responsible in the case where these documents are not valid. Competitors solemnly swear to present valid documents. No photocopies or certificate of loss or theft of any documents whatsoever will be accepted.
- d) The crew is solely responsible for the validity of the documents presented (registration, passport, licenses, etc.) in accordance with the laws of the country and safety/traffic. **The insurance of the Rally DOES NOT COVER the stages and selective sectors for vehicles of the crew whose documents or vehicles do not conform to their registration card.**
- e) During administrative checks, a COMPULSORY training course on the operation of safety and navigation equipment will be carried out.

### 13.4 EACH VEHICLE

- a) **Presenting a vehicle at the checks is considered as an implicit statement of conformity.**
  - Stickers: race numbers and advertising must be installed on the vehicle
  - The supports of the safety and navigation systems must be fixed on the vehicle
  - The necessary power supply, which complies with the safety and navigation systems, must be functional
  - The registered crew must present themselves at scrutineering with the following original documents:
    - Registration card or registration certificate in good standing (no WW or equivalent)
    - FIA technical passport validated for T1, T2, T3 and T4 vehicles
    - Completed FIA card (available at administrative checks) and approved FIA equipment such as helmet, cervical support system (HANS), combination.
    - Running power supply for GPS and security and tracking system.
    - Certificate of conformity of the additional safety tank(s)
    - The mandatory survival kit (see appendix III of the PGRTT FIA 2018)
    - The original Certificate Form for the roll cage (if relevant)
    - FIA Group T homologation for the T2 and T4

**These documents must have been sent to ODC's Competitor's Service during registration. Each vehicle entered into a category must conform to the technical regulations of that category. If this is not the case they will be entered into the category to which their vehicle corresponds.**

- **Please note that important technical changes have been implemented by the FIA for the current year:**
  - **Protective trim: Art. 283.8.4 of Appendix J 2018**
  - **Fuel tank for T2: Art. 283.14 and 284.6.8 of Appendix J 2018**
  - **Fire extinguisher for T1 and T2: Art. 283.7.1.1 of Appendix J 2018**
  - **Distance between the roll cage and the helmet: Art. 283.8.3.2.5 of Annex J 2018**
  - **Tinted windows: Art. 283.11 of Appendix J 2018**
  - **Aperture for the taking fuel samples: Art. 34.3 General Prescriptions All-Terrain Rallies of the FIA 2018**

- TV rights
- On-board cameras Art. 50 General Prescriptions All-Terrain Rallies of the FIA 2018
- Survival kit: Appendix III of the General Prescriptions All-Terrain Rallies of the FIA 2018
- Group T1
- Minimum Weight: Article 9.7 of the General Prescriptions All-Terrain Rallies of the FIA 2018
- Group T3 - Minimum Weight: Article 286.4.1 of Annex J 2018
- Air restrictor: art 9.2.4 of the 2018 FIA Cross Country Rallies General Prescriptions.

### 13.5 PROTESTS - APPEALS

The protest must be accompanied by the sum of €400, which amount will not be refunded if the protest is deemed unfounded or unjustified.

If the protest requires the dismantling and reassembling of the parts of a vehicle, the claimant must pay a security deposit: € 1,500 for a claim relevant for a specific element (engine, transmission, steering, braking system...). This is considered as the minimum amount. Sporting stewards can increase this amount if they consider it necessary.

Refer to the FIA General Prescriptions Art. 47.

**The International Appeal fee is 6 000 €**

### 13.6 PARC FERME (CLOSED PARK)

All vehicles entered will be placed in Parc Ferme:

- At the end of the Rally technical checks start at the FES sports complex
- During the final control of the Rally, from the podium at the end of stage 5, on 09 October 2018.

## 14. START ORDER

See art. 19 of the FIA Prescriptions 2018.

Race numbers will be allocated taking into account the following criteria: FIA priority drivers list, the results of the last round of FIA 2018 World Cup, categories and classes of vehicles, the final results of the Rallye OïLibya du Maroc 2017, ODC notoriety list.

### 14.1 MINIMUM INTERVAL BETWEEN AUTOS AND MOTORCYCLES

**For the Super Special Stage** and the subsequent stages, a 30-minute interval will be counted between the starting time of the last Bike/Quad and the first car FIA, from the stage and the special of the day. **In no circumstances, may a bike start once the first FIA car has started the race. (see Art. 14.3.1)**

### 14.2 START ORDER FOR THE SUPER SPECIAL STAGE

All crews must participate in the **Super Special Stage**. The result will count for the overall classification of the event as well as penalties relating thereto. The finish times will be recorded at the nearest tenth of second to decide dead heads. Once the super special stage classification has been established and the starting positions for the following section have been determined, the tenths of second will be deleted and the times rounded down to the second immediately below. (Art 39.13 CCR GP)

It will be a Selective Section of approximately 10 kilometres.

**Reconnaissance of the Super Special Stage is authorised on Tuesday 2 October and Wednesday 3 October from 09h00 to 19h00 and on Thursday 4 October from 09h00 to 12h00 without race vehicles. They may be done on foot or on non-motorised bicycle.**

**The start interval and the running order of the Super Special Stage is at the discretion of the Clerk of the Course except for FIA priority drivers whose start interval shall be, at a minimum, two minutes. (Cf. Art. 19.1 CCR GP).**

**The first 10 of the classification must be present at the Race Direction at the HOTEL MARRIOT-FES at 19:30 in order to make their start selection of stage 1 in accordance with article 19 of the FIA 2018 GPs.**

**Any assistance on the road section of the Super Special Stage is strictly forbidden.**



### 14.3 START ORDER FOR THE SUBSEQUENTS STAGES

The starting order of the subsequent stage (after the super special stage) will be determined in accordance with section 19 of the FIA CCR GP 2018.

1. **An interval of 30 minutes minimum will elapse between start time of the last bike/quad and start time of the first FIA car.**
2. **At the start of each stage starting from Stage 1, the first ten competitors of FIA category minimum will start one by one every 2 minutes, the other FIA vehicles will leave one by one every minute.** The first non-FIA vehicle will leave 20 minutes after the last FIA vehicle.
3. **In conformity to the Art. 19.5 of CCRGP**, at the start of each leg, drivers may be reseeded at the sole discretion of the stewards, according to their performance and /or the FIA priority list.
4. Crew wishing to benefit from a reposition not decided by the Stewards, should do a request by writing to the Clerk of the course and give the request to him **imperatively before 6 pm.**
5. In that last case, repositioning will be suggested by the Clerk of the course and subject to the approval of the Stewards.
6. Any vehicle reporting late for **the start of a stage or the first selective section shall be penalised at a rate of one minute for every minute of lateness. If the lateness exceeds 30 minutes** compared to the ideal start time, the competitor will be refused to start by the marshal in charge of the post and will be **penalised by a fixed penalty of 100 hours for non-completed stage.**
7. The competitor shall ABSOLUTELY express to the competitors' relations or to the Clerk of the course, at the latest at 6 pm, their wish to start the next day's stage, by completing the document incorporated the Road Book (**except in cases of force majeure judged by the Clerk of the course**).
8. If the competitor arrives after the closing of the CH liaison bivouac, they will be deemed as not having finished the stage and penalized as such (cf Art. 21.1 of this SP). These competitors will automatically be placed on the start list of the next stage after the last competitor arrived on time, and in their starting order of the day's stage.
9. In all cases trucks competing in the FIA T4 truck category shall start 10 minutes after the last starting car of the FIA category. (Art 19.10 CCR GP)

### 14.4 RUNNING OF STAGES WITH 2 SELECTIVE SECTIONS

As described in Article 19.8 of the 2018 FIA Cross-Country Rally General Prescriptions.

## 15. ROAD BOOK AND NAVIGATION

See art. 23 of the FIA Prescriptions 2018.

- The official route is defined exclusively by the Road Book. It consists of Waypoints to be validated in chronological order provided in the GPS provided by the organization of the Rally. It is controlled by a FIA opening car.
- The prologue will be signposted, and no road book will be given to competitors. Reconnaissance of the Super Special is allowed on October 2nd and 3rd from 9:00 am to 7:00 pm and Thursday October 4th from 9:00 am to 12:00 pm without race vehicles. **These reconnaissance are to be made on foot or non-motorised bicycle only.** A competitor caught covering the prologue with a powered vehicle will receive a penalty of 1:00hour.
- The road book and the corrections of the openers of stages SS2, SS3 and SS4 will be given to the official hotel of the RALLY from 4.30 pm the day before the stage concerned
- All important information on the stages will be communicated to the competitors, during the briefing and via the official notice boards.
- The GPS code of the stage will be affixed to the day's time card.
- In racing vehicles only the following are allowed: the official road book of the current race and the corrections of the opening car.
- Any other document in any form whatsoever is strictly forbidden in the race vehicle. It is forbidden to carry maps of any kind in race vehicles.
- **Any form of reconnaissance or opening of the route by any person outside the organization of the event is prohibited, under penalty of disqualification (paper, electronic...).**

The paper road book distributed each day will only feature the special. The liaison will be featured in the ERTF GPS with each note being displayed automatically.

- **Penalties for waypoints missed will be distributed each day with the road book in the form of a table. Time penalties for each waypoint missed will be as a function of their position and the time to be gained by not validating them.**
- **A competitor who does not complete a part of the route with the intention of avoiding a difficulty or so as to shorten the route will be excluded from the race. They can however restart the race the next day after having been awarded a penalty, but will not be able to mark points towards the championship.**

The average altitude of the total distance of the selective section is 950 meters.

## 16. CLOSING OF THE TRACK

- a) In the desert areas, it is impossible to predict whether the 'sweeper' vehicle will pass to the exact spot where a vehicle may have broken down. It is up to the competitor to report his presence using the on-board survival equipment.
- b) **The 'sweeper' will bring back people whose vehicles are out of order, but under no circumstances will they tow the broken down vehicles.**
- c) Crews who abandon their vehicles do so under their own responsibility. **No recourse concerning the consequences of theft of their vehicle or its components may be brought against the organization.**
- d) Competitors who refuse to take a seat on the 'sweeper' or any other organization vehicle placed at their disposal do so under their own responsibility and must sign a waiver which has been presented to them by the members of the Organization responsible for closing the course. **No appeal concerning the consequences of this refusal may be brought against the Organization.**

- e) In case of abandonment due to mechanical failure on the course of the stage, the crew must wait for the 'sweeper' vehicle.

## 17. TRAFFIC

### 17.1 GENERAL

See PG FIA 2018.

Vehicles must comply with national legal requirements for road traffic in the country where the vehicle is registered, as well as other rules specified in this Regulation. Equipment in all categories must comply in all respects with the International Convention on Road Traffic.

During the entire Event, crews of race vehicles must strictly observe the code of Moroccan Road. Assistance vehicles must respect the Moroccan Highway Code and speed limits.

**Competitors must, in all cases, adapt their driving to prevailing conditions that change frequently, and the utmost attention must be paid at all times, regardless of the type of route.**

### 17.2 SPEED LIMITS

See art. 24 and 26 of the PG 2018

- a) For **competitors**. The speed of competitors in the villages and areas defined as "areas of speed control" crossed both road section and **selective section** will be limited to 30kph, 50kph, 90kph, or 110kph according to the stage, or less if specified by the local signal panels. On the Road Book, all areas considered dangerous for the competitors or the local population will be indicated. Speed checks will be carried out by GPS.
- b) For **assistance vehicles**: The speed of service vehicles in towns and villages, following the service Itinerary must comply with local signs. Overtaking in villages is prohibited. The organization will be able to carry out checks and the Stewards will decide on penalties.
- c) Traffic officers, judges of fact or officials, reporting an infringement to the traffic rules by a crew, or its **assistance** vehicle during the stage need to report to the stewards. **Competitors remain responsible for their service team and are liable to penalties from the Stewards up to and including disqualification from the race.** In any case the traffic signs shall be respected.
- d) **Principle of the speed control**

**Transgression:** As per Art. 24 of CCR GP 2018.

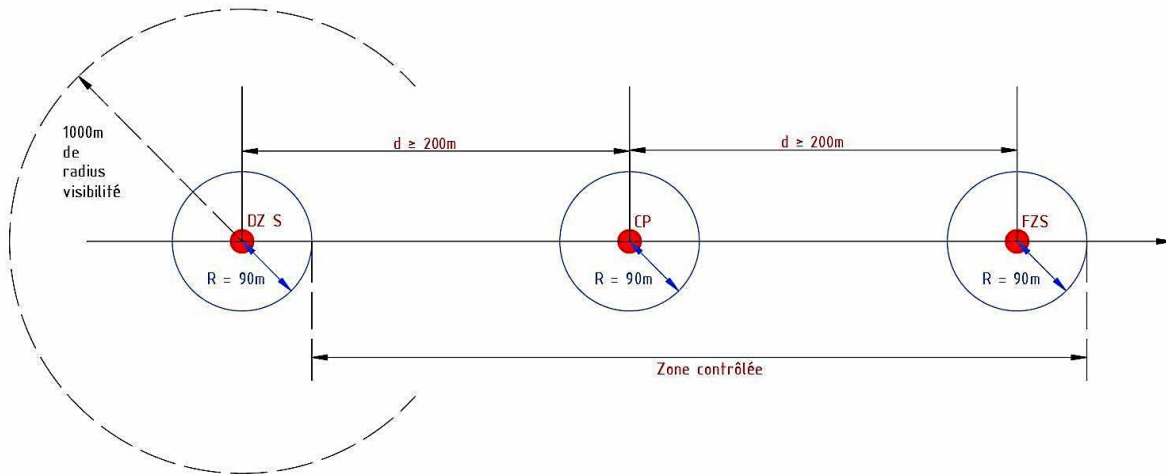
**Pulse:** Complying with GPS function, a pulse is recorded at least every 100m and over speed are displayed in the "Speed" page of the GPS. Cf Art. 24.1 of CCR GP 2018.

### 17.3 SECURITY AREA AT CP

For safety reasons, the CP will be in speed limit zones of 30kph maximum, in order to slow down the competitors in these compulsory control zones.

Speed control will be made as following:

- a) The regulatory boards CP zone entry does not indicate the Security Zone Start
- b) Only the information displayed on the screen the GPS(s) will be considered.
- c) In case of infringement, the competitor will be penalized, and the penalty will be calculated in accordance with the article 43. 2 of the 2018 FIA CCR GP.



## 18. MEDICAL AND SAFETY EQUIPMENT

During the administrative checks each crew must complete a MANDATORY training course concerning the safety and navigation equipment.

### 18.1 GPS UNIK II WITH INTEGRATED SENTINEL

The crews of Rallye du Maroc 2018 will be equipped with the latest GPS from ERTF: GPS UNIK II. This new generation 2 in 1 GPS integrates the Sentinel function in the GPS. Information about installing the system on the vehicle are available on the rally website and with ERTF. All competitors in the rally will be equipped with this system to pass technical verifications.

For information request and orders, please contact:

**ERTF:** Department Cross-country / Tel: +33 (0) 2 97 87 25 85 / [competition@ertf.com](mailto:competition@ertf.com)

The system must be operational during the course of each stage. The start-up of the equipment is under the responsibility of the competitor. Any findings of non-functioning due to competitor incur a one-hour penalty plus 300€ and the offence reported to the stewards for possible further action. All competitors caught by another competitor must allow themselves to be overtaken.

Any competitor who received 3 requests for overtaking (acoustic warning) from a single competitor in a period of less than or equal to 45s, must make every effort to facilitate overtaking within 15s following the third request.

In case of non-compliance with this rule, the following penalties will be applied:

1st offense: 3 minutes penalty

2nd offense: 7 minutes penalty

3rd offense: 10 minutes penalty

Beyond three offenses: penalty at the discretion of the FIA Stewards.

### 18.2 GPS FUNCTIONS AND OPERATIONS

- The GPS uses a system of visible GPS points, Hidden (WPM), Eclipse (WPE), Security (WPS), Control (WPC).
- The competitor must respect the chronological order of the GPS points of each stage. If need be, the competitor can force the GPS to stall on another GPS point by using the key "WPT +" or "WPT -". In the event of non-respect of the chronology the competitor will be sanctioned a 5 minute penalty for each waypoint taken which does not respect the chronological order.
- When activating a WPM, WPE, WPV, or WPS the GPS shows all the necessary indications to the competitor to reach the validation circle of the point. In the case of a WPC the GPS will display no

**Supplementary Regulations FIA - RALLYE DU MAROC 2018**

indication until the validation of the point is at 300 meters. The competitor may display the heading and the arrow to get to the center of the point by pressing the "W -" button.

- For safety reasons, the CP will be in a limited area of 30kph, in order to slow down the arrival of competitors in these areas of mandatory control.

MOROCCO		
Type of WPT	Visible radius (in m.)	Validation Radius (in m)
WPV	Always visible	200
WPE	Visible upon validation of the previous WPT otherwise 3000 m	200
WPM	800	200
WPS	1000	90
WPC	never	300
CP	1000 (because DZS)	90
DSS	WPE or WPV if not liaison	200
ASS	1000	90
DZ	1000	90
FZ	WPE	90
DZS	1000	90

**18.3 UNLOCKING OF GPS**

- a) For safety matters only, competitors can ask the PC Course who, with **agreement of the Clerk of the course**, will provide the unlock code of the on-going stage. This code will allow the GPS to show GPS Points of the stage, which will appear on the screen.
- b) Each use of this code will result in a fixed penalty of **de 100 hours**. A maximum of **2** uses during the Rally, more than this can result in disqualification from the race. The competitor shall **ABSOLUTELY** express to the person in charge of the competitors' relations or to the Clerk of the course, his wish to take part in the next day's stage. If not, it will be considered as non-starting.

**18.4T RACKING SYSTEM**

- a) Every competitor must be equipped with a satellite tracking system. Such material chosen for the Rallye du Maroc 2018 is the Tracking system of MARLINK Company. Every rally participant must be equipped with it to pass the technical checks.
- b) The start-up of the manual set up button for the tracking (red button), without safety reasons, is the financial responsibility of the competitor, and may result in disqualification.
- c) For more information and to make the order, please contact:  
**MARLINK:** Tel: +33 (0) 1 48 84 34 14 / Email: [Mehdi.Couillard@marlink.com](mailto:Mehdi.Couillard@marlink.com)

**18.5 TRANSMISSIONS SYSTEMS**

- a) Cf Art. 29 of CCR GP 2018. Any radio or electronic means of communication other than GSM (without GPS), **smartphones** and satellite phones with **integrated cartography are prohibited in racing vehicles on all stages of the rally**. Only the co-driver can freely use their Smartphone during the liaison and store it outside the vehicle cabin before the start of the special. Any violation could **result in disqualification**.
- b) Any satellite connection or system allowing data transmission in any form whatsoever during the stages, including the "full autonomy" stages, between two racing vehicles, crew or between any other person or vehicle is prohibited. Any violation will **result in penalty** up to the disqualification.

- c) All system of data transmission, vehicle tracking and fleet management is prohibited except compulsory tracking system (Marlink); and whatever the means or technical system used. Any violation will **result in penalties** up to the disqualification.
- d) **Cf Art. 29.3, telephone numbers of any equipment carried on board must be given to the organisers during the administrative checks.**

## 18.6 NAVIGATION SYSTEMS

Systems and navigational equipment whatsoever, are regulated and especially GPS. Possessing material non-explicitly described in this regulation is forbidden, and will lead to disqualification; whatever the mode and technology used to estimate the position.

### a) **GPS (compulsory on-board of race vehicles: GPS UNIK II)**

- Installation of a GPS UNIK, provided by the organizer, at the exception of any other, have to be mandatory fixed to the dashboard. This system must be installed in the technical instructions provided.
- The competitors are responsible for the mechanical installation, electrical and electronic respecting the standards, before technical verifications and that with the installation kits purchased from the exclusive supplier. The power supply will be permanently protected by a 3A fuse and outputting a regulated voltage of 9 to 24V continuous. The mechanical installation should be flexible and incorporate the silent blocks supplied.
- This system can be fitted twice. In this case, during the technical and administrative checks, the competitor must declare to the FIA Technical delegate one of the 2 GPS as official GPS.
- This GPS is personalized, a serial number is assigned to a competitor, no change can take place without authorization of **the FIA Technical delegate (Prescriptions Art. 18.4). GPS provider will have to keep informed the Race Director.**

### b) **Heading Repeater GPS, speed and odometer (Optional)**

Only ERTF branded equipment can be set up with the GPS Unik II. Sole model is authorized by the Organizer, and must be linked to the fixed GPS. The coupling of any other GPS brand, model or system is forbidden, especially to computers and / or organizers by any mean whatsoever.

### c) **Trip meter (odometer) free model (compulsory in vehicle)**

Total odometer without GPS and based on a measure of rotation of the wheels or driveshaft. This device should not contain connection or making a matching function or operation of its information from another device possible. This device can be fitted twice, plus the option of GPS odometer Unik.

### d) **General**

**Is prohibited and may result in disqualification:**

- The use of GPS points, other than those provided by the organizer. Each unit shall ensure a single function (compass, odometer etc.). Only the linking of GPS UNIK II and GPS repeater cap, speed and odometer are allowed.
- **Any other type of GPS fixed, portable, integrated, or possessing functions same as GPS, or other satellite navigation system, GSM or other recording Route reckoning, inertial or other is prohibited any time of the stage.**
- The carrying or possessing any system that is not explicitly described in the regulations, including any computer system or electronic aid to navigation, positioning and computerized mapping capture and storage position.
- Any linking of communication of any nature whatsoever (wire, radio, infrared, etc.) Between different devices. They will not allow any communication to the outside.
- **IMPORTANT: ANY SYSTEM OF DATA ACQUISITION ON VEHICLES IS AUTHORIZED BUT WITHOUT ANY GPS OR TRACKING SYSTEM, UNDER PENALTY OF DISQUALIFICATION.**
- The presence on board the vehicle of any pre-wiring unjustified (power, antenna, sensors etc.).

The stewards have the right to proceed at any time with physical or electronic checks to verify:

- The correct functioning of compulsory equipment,
- The absence or use of forbidden systems.

If in doubt about the capabilities of equipment authorized but free type, their transport may be forbidden. Spot checks should be carried out throughout the event with searches of vehicles and personal effects.

## 18.7 CREW EQUIPMENT

- The wearing of an FIA approved helmet is mandatory for the duration of the Selective Sections, under penalty of immediate disqualification
- Wearing a safety harness is mandatory for the duration of the event
- Wearing crew suits, pilot gloves (FIA standards), underwear, balaclava, socks, fireproof footwear, head restraint system (HANS type) must be FIA compliant and mandatory on selective sectors, and strongly advised on all the sectors of liaison.

For any questions, refer to Annex L (Chapter III) and Annex D (Supplement A) of the FIA Regulations.

## 18.8 SURVIVAL EQUIPMENT (Appendix III of the FIA CCR GP)

For safety reasons, the crew must have in their vehicle the following equipment:

- A reserve of water of 5 liters per person
- A survival ration (provided by the organizer)
- A towing rope of a minimum of 10 meters long
- A flashlight, A distress mirror, A compass, A lighter
- An aluminium sheet (approx. 2m x 1m), providing thermal insulation and allowing ground to air signals (1 per crew)
- 1 red flare torch
- 1 seat belt cutter per person, accessible by the pilot or co-pilot seated with harness
- 1 powerful buzzer in working condition for the duration of the test
- The tracking system (MARLINK)
- A GSM phone (international or Moroccan) WITHOUT GPS or Tracking map system

## 18.9 MEDICAL EQUIPMENT: (See Appendix 3 FIA CCR GP 2018)

Each crew must have a small first aid kit including:

Eye drops (Piroftal or equivalent) - an analgesic (aspirin, Novalgine or equivalent)

Two anti-diarrheal (Imodium Bimixin or equivalent) dressings of sterile compresses, two bandages, plasters, 5 safety pins

A skin disinfectant (Betadine or equivalent) a solar protection cream for the skin and lips

Chewable vitamin C tablets, salt tablets (or Enervit nergisport or equivalent).

## 19. ASSISTANCE and COMPULSORY SERVICE PARK

### 19.1 AUTHORIZED ASSISTANCE

#### 1) During the Selective Sector

- a) Exclusively by the crew of an FIA car regularly entered and still in the FIA race.
- b) By a vehicle in the Assistance category, only after the closing of time control following the location where the vehicle was stopped. The assistance crew or the team manager must first of all and imperatively get authorization from the Race Direction, the confirmation of the closing times of the various controls and inform him of his mission, under possibility of penalty imposed on the competitor as decided by the College of Stewards.
- c) In order for a service vehicle to assist a competitor stopped on the route of a stage, the team representative must request authorization from the Clerk of the Course who, if an agreement is obtained, will indicate the modalities of this intervention and he will have to equip his vehicle with a tracking system which will be given to him by the PC Course. Once the intervention is over and upon return to the Service Park, the team representative will have to return the tracking system to the Race PC. In the event of a breach of these terms and conditions, the best-placed assisted competitor may be penalized at the discretion of the College. This penalty can go as far as disqualification.

#### 2) **On liaisons, neutralisations or transfers:**

- a) Only by the FIA crew of a racing car entered and still in the race FIA.
- b) Only by an assistance vehicle where the competitor's route and the Service route are common (except for neutralized zone).

3) **In service park:**

- a) Service team is authorized **ONLY IN THE MANDATORY SERVICE PARK** created by the organization. The exact location of this specific area will be broadcasted to competitors through the rally guide. Any other place is prohibited.
- b) Each participant, following official entries declared and paid, will be assigned an area at the dimensions needed. Regularization of registration may be made no later than the day of administrative checks. Any delay or undeclared access attempts will be subject to a financial and/or sporting penalty for fraud, by the Stewards or the organization.
- c) Access to this Service park is restricted to persons wearing an identification bracelet of the Rallye du Maroc 2018 (competitors, assistance, organizers, press, companions, VIP) and vehicles officially entered. No other vehicle or person will be authorised to enter these assistance zones. This is mainly for safety and insurance reasons.
- d) In this service area, a mandatory refuelling zone is set. Refuelling operations are allowed **ONLY IN THE REFUELING AREA** set up by the organization. The exact location of this specific area will be broadcasted to competitors through the rally guide.
- e) Concerning tests, they will be authorized only under a radius of 10km around the service park and off of the itinerary of the days special and the next day's special.
- f) In case of violation a penalty at the discretion of the Stewards, up to the disqualification of the competitor and all members of his service team.
- g) Service can only be done by SERVICE accredited persons regularly entered and they shall whenever required show their SERVICE identification bracelet.
- h) **The only service vehicles allowed in the service park, are those, which are regularly entered as SERVICE vehicle of the Rally.**
- i) Any race vehicle that have withdrawn, may be considered as a service vehicle at the condition to obtain the approval of the Clerk of the course prior, specifying the vehicles to be assist. The race number will have to be crossed out on the day of retirement.
- j) All vehicles registered in the Rally, **will have to drive into the area and access to the Service Park at a crawl speed.** Any behaviour judged as dangerous in this area, will be punished at the discretion of the Race Direction or of the Organizer.
- k) Any violation to this art. will be subject to a penalty, which may go as far as disqualification from the event.

**19.2 PROHIBITED ASSISTANCE**

**Any other area (CH, DSS, ASS, CP etc.) is forbidden for Service.**

**1) Prohibited**, under penalties up to disqualification of the racing vehicles (see art. 31 of CCR GP 2018):

- a) Service provided by any non-accredited (other than those regularly entered in the FIA race or service only). Throughout the duration of the event, the admission of a third party (any person not certified) on a vehicle accredited by the organization (service, press, VIP, companion...) is strictly prohibited except in cases of force majeure (transport an injured person).
- b) Service provided by a person, even regularly engaged, who can't present an official identification bracelet "race" or "service".
- c) Use a service vehicle on the route of a selective sector during the opening of the various CH & CP hours. For safety reasons, the service members should inform the organization when go on the track to get a competitor. See art 20.1.1
- d) Prohibited under penalty of disqualification: Any air support not managed by the Organization (Any presence during a stage of an aircraft having on board a person having any link with a competitor), and deposit, dropping or parachuting parts, tools, people and fuel. Any transport of parts by an unaccredited vehicle is prohibited.
- e) **Service in an enclosed space, closed or guarded, even if that place is in the bivouac area.**
- f) The presence of any person or means of transport not managed by the organization (car, motorcycle, truck, airplane, helicopter, drone or similar, etc.) making the route with the rally or before the same day or a few days advance, would immediately excluding all participants having any connection with any of these means.
- g) Companions, press, VIPs, organizers can't be considered as service members. They can't be transported in a service vehicle and can't work on racing vehicles.



- 2) Any infringement of the service rules will result in penalties up to disqualification of service vehicle(s) and racing vehicles concerned with loss of their entry fees.
- 3) The Event Director may evacuate any vehicle or non-accredited person in this area, and mainly for security reasons.

### 19.3 ASSISTANCE IN CASE OF ACCIDENT

It must be remembered that ethics demand that a crew seeing an accident has occurred must stop in order to provide help in the most appropriate manner until the rescue service arrives. Also, it must be remembered that major means are implemented to shorten the intervention times. Any crew that witnesses an accident placing another competitor in physical danger must:

- **stop,**
- **press the RED button on their tracking system, (Tracking MARLINK)**
- **call the rally PC Race (blue button) to report the situation,**
- **wait for the rescue service or another competitor to arrive,**
- **press the GREEN button on their Tracking MARLINK system, to signal that he's leaving the site.**

The two first crews arriving on accident site with casualties have to IMPERATIVELY stop. These two competitors may request a time credit in writing to the Clerk of the Course who will forward to the College. This time credit will be based on the count of the time spent between the two alerts (red and green buttons).

## 20. PENALTIES

### 20.1 FIXED AND SPORTING PENALTIES

- a) **A FIXED PENALTY (FP) of 3H, in addition of the TMA of the selective sector,** is applied to the competitor for exceeding the maximum allowed time (TMA) on a selective section.
- b) In case of exceeding the time allowed on a liaison section, the penalty inflicted will be **1 minute per minute of lateness or per minute in advance.** In the case of **liaison 1 (from CHL bivouac to DSS or ASSA to DSSB in case of 2 selective sectors in one stage),** the start will be refused after 30 minutes of lateness. In the case of **liaison 2 (from ASS to CHL bivouac),** the penalty for being over **30 minutes late will be fixed at to 2H.**
- c) **A Sporting Penalty (PS)** is provided in the case of non-compliance of a sporting rule to avoid disqualification, **its value is 2H,** added to the penalties for missing WP and CP.
- d) **The penalties of a WPM, WPC, WPE, WP0, DZ, and FZ missing may be 5mn, 20mn, 1h00 or 2h00 they will be distributed every day with the road book**
- e) **There is no maximum per stage or for the entire missed rally and WP, but each missed WP penalizes the competitor for a penalty according to the posted scale.**
- f) In case of late arrival (CH Arrival Liaison closed) competitors will have to go to the PC Race to give their time card (and get their Road Book) or call the person in charge of the competitors relations in order to give him back the time card.
- g) The next day, the competitor must come 1h BEFORE the start time of the first FIA car to unload his GPS system with ERTF. It is not allowed to use the new GPS code before making this unloading step; otherwise the competitor will be at risk of penalties subject at the discretion of the Stewards. Any delay or failure in this requirement will result in penalties.
  - He shall notify by letter to the Competitor relations officer or the Clerk of the course his willingness to take the start of the stage, at least 30 minutes before the starting time of the first FIA Car, under penalty to see the start refused and result to a fixed penalty to a **crew who cannot take the start of a stage (100h).**
- h) Crews who do not take the start of a stage or be forced to retire during the stage would not be so far excluded the rest of the rally. They will be penalized as follows but allowed to take the start of the next stage in the respect of the request delays as stated.
- i) The crew unable to take the start of a stage will necessarily inform the Clerk of the course or Competitor relation, or official at the Start.
- j) In the case of Stage with 2 selective sectors, all delay **at the start of the 1<sup>st</sup> selective sector will be penalized by one minute per minute of delay. If the delay is over 30 minutes** comparing the ideal time of start for the competitor, the chief officer will refused him to start the SS. **The competitor will receive a penalty of 100h for the 2 SS and the liaison in between non-achieved.**

- k) Any delay **at the start of the 2nd selective sector, will be penalized by one minute per minute of delay. If the delay is over 30 minutes** comparing the ideal time of start for the competitor, the chief officer will refused him to start the SS. The competitor will receive **a penalty of 50h for this SS non-achieved. In any case, a competitor who does not start the first selective sector will not be allowed to do the second one of the day.**
- l) The crew did not take the start of a selective section or who leave it without validating the first CP will be given a fixed penalty of 100 hours for non-completed selective section.
- m) The crew forced to retire under Selective Section after validating the first CP, but not having reached the finish time control of the selective section (CH ASS) before its closure, will be given a fixed penalty of 70 hours.
- n) The crew who have validated all CP but not having reached the CH ASS of selective section before its closure will be inflicted a 50 hours penalty.
- o) **It is forbidden, under penalty of disqualification:**
- To load the race vehicle in or on another vehicle,
  - Deliberately blocking the passage of vehicles or prevent them from overtaking,
  - for vehicles to move in the opposite direction of the path of the selective section, under pain of a **penalty of 2 hours.**
- p) Any competitor refusing to leave at the start of a special at the time and place that have been awarded will be imposed **a penalty of 1 hour.**
- q) The competitor is responsible for its time card and the different checks during the rally. The loss of the time card will result in a 1-hour penalty.
- r) In compliance with Article 12.7 of the 2018 FIA Sporting Code fines must be paid within 48 hours at the following address: <https://fiafines.fia.com>

## 21. RESULTS

- a) See art. 46 of the General Prescriptions FIA Rallies 2018.
- b) The different unofficial classifications will be posted each evening at the hotel of the organization.
- c) End of the rally, the provisional final classification will become official final classification at the end of the claim period, *i.e.* 30 minutes after posting. See Art 46.6 of CCR GP 2018.
- d) The general classifications will become definitive at the end of the event (see art 46.6 of CCR GP 2018).
- e) To be included in the final classification, competitors must necessarily have crossed the finish line of the final stage (CH ASS5B during its opening time period), and enter the Final Parc Fermé under their own power **in time allowed.**

### 21.1 LIST OF PRIZES

Every finishers of the rally will receive a medal. Prizes will also be given as follow:

<b>Overall classification:</b> 1 <sup>st</sup> , 2 <sup>nd</sup> and 3 <sup>rd</sup>	2 Trophies for each
<b>GROUP T1 FIA:</b> 1 <sup>st</sup> CREW	2 prizes
<b>Class T1.1 FIA:</b> 1 <sup>st</sup> CREW	2 prizes
<b>Class T1.2 FIA:</b> 1 <sup>st</sup> CREW	2 prizes
<b>Class T1.3 FIA:</b> 1 <sup>st</sup> CREW	2 prizes
<b>Class T1.4 FIA:</b> 1 <sup>st</sup> CREW	2 prizes
<b>2WD Category:</b> 1 <sup>st</sup> CREW	2 prizes
<b>GROUP T2 FIA:</b> 1 <sup>st</sup> CREW	2 prizes
<b>GROUP T3 FIA:</b> 1 <sup>st</sup> CREW	2 prizes
<b>Women Challenge:</b> 1 <sup>st</sup> CREW	2 prizes
<b>Moroccan Challenge:</b> 1 <sup>st</sup> CREW	2 prizes
<b>1st Participation CAR:</b> 1 <sup>st</sup> CREW	2 prizes

Other awards at the discretion of the organizer based on entries.

## 21.2 CEREMONY

The awards ceremony will take place October 9<sup>th</sup>, 2018 in FES. The crews did not show up at the distribution of prizes lose their entitlement to prizes and awards that were given to them without that classification be amended.

## 22. ENVIRONMENT

- a) Each participant is responsible for waste generated by his team during the event.
- b) The team must retain waste until the approved facilities provided by the organizers can be used.
- c) When refuelling or service of a vehicle, participants must provide and use an environment mat to protect the floor (1-meter minimum more than the width and length of the vehicle), See art. 31.1 of Prescriptions. After use, the participants must remove these mats.
- d) At any oil changes, the participant must place the used oil into barrels provided by the Organization.
- e) Any violation may result in a financial and/or sporting penalty. Similarly, the participant will be responsible for repair costs.

## 23. TV AND PHOTO RIGHTS

- a) All competitors recognize that the Rallye du Maroc 2018 organized by ODC is a promotional operation with a reputation they can benefit from.
- b) ODC holds all the rights necessary for the production and transmission, all the means and media, worldwide of images and sound relating to this event.
- c) Under the control of ODC, the media broadcasting the event by different means (press, radio, television, cinema, website, etc.) advertise the competitors and their sponsors. The sponsors are encouraged to help new concurrent for later events. A ripple effect is created through the RALLYE DU MAROC 2018.
- d) In order to permit the widest possible dissemination and promotion of the RALLYE DU MAROC, 2018, any and all persons taking part in the RALLYE DU MAROC 2018 for any reason (hereinafter collectively referred to as the Competitors) acknowledge and agree that their participation in the competition grants to the organizers and assignees the irrevocable right to reproduce and display, without any compensation whatsoever, their name, likeness, voice, biography and history, and more generally, their sports performance in connection with the RALLYE DU MAROC 2018, as well as the trade name(s), trade mark(s), brand(s) of their vehicle parts manufacturers, constructors and sponsors, in any and all forms, on any media (whether now existing or hereafter developed) and in any format, for all kinds of world-wide use, including advertising and/or commercial use without any restrictions whatsoever except for those mentioned hereinafter, and for the entire duration of the protection currently granted for such use by legal or statutory provisions, judicial and/or arbitral decisions of all countries, as well as international conventions (present and future), including eventual extensions that could be made to this duration.
- e) Participants grant to ODC, in the name and on behalf of their sponsors and / or the manufacturer of their vehicle, in the frame of any exploitation derived from the race, including for the sponsors and media, the authorization to reproduce or to be reproduced in whole or in part at the discretion of the organizer, on any existing or future medium, worldwide, without limitation, all for the longest time lawfully admitted by both French and foreign laws, existing or future international agreements, including any extensions that could be made at this time, names, trademarks or logos said sponsors and / or visual such vehicles.
- f) As a reminder, aerial images (drone, helicopter, etc.) are strictly prohibited for the RALLYE DU MAROC 2018, outside of the official TV production of the organization. Shooting pictures of competitors participating in the RALLYE DU MAROC 2018, whatever the means used and the purpose for which they are filmed, are subject to the prior written consent of the organizer. For this purpose, written requests must be submitted no later than September 20<sup>th</sup>, 2018 at the following **Email** address: [presse@odcevents.com](mailto:presse@odcevents.com)

### **23.1 ONBOARD CAMERAS**

Competitors will be obliged to accept the installation of kit (supply + support) of cameras and a sound on-board system during the Rally. These systems will be temporarily installed in vehicles according to the needs of the organization. Any refusal of this equipment will result to a refusal to start.

Any competitor wishing to be equipped with a camera or filming equipment, other than equipment of organizer should make a request to the Press service of ODC:

Email: [presse@odcevents.com](mailto:presse@odcevents.com)

**This equipment has to be shown and approved during the technical verifications before the start of the competition and at each modification during the competition (Cf Art. 50 of PGRTT 2018).**

## **24. APPENDIX – GENERAL INFORMATION**

### **24.1 APPENDIX 1 – FIA PRORITY LIST**

The 2018 FIA Cross-country Rallies list of priority drivers, for the Rallye du Maroc 2018 is the one published on the FIA website, updated following the previous stage of the RTT FIA World Cup.

### **24.2 APPENDIX 2 – TECHNICAL RULES**

The technical regulation of the RALLY DU MAROC 2018 is in accordance with technical rules FIA 2018 (Annexe J, articles 281, 282, 283, 284, 285, 286 and 287), and all technical rules are available on <http://www.fia.com/regulations/regulation/fia-cross-country-rallies-100>

### **24.3 APPENDIX 3 – ODC NOTORIETY LIST**

The list of notoriety drivers ODC for the Rallye du Maroc 2018 will be published on September 21st 2018.

### **24.4 APPENDIX 4 – TIMING**

The Timing of the Race will be distributed in the first Bulletin validated by the FIA.