



2014

THE ODYSSEY

Rosario
Salta
Valparaíso

From January 5th to 18th 2014



BIKE - QUAD
Regulations



SUMMARY

The Supplementary Regulations, the Technical Regulations, the Service Regulations, as well as the Appendices must be considered as the Moto / Quad Regulations of the 36th Dakar.

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1P1 ORGANISING COMMITTEE

Organisation Director:	Etienne LAVIGNE
Assistant and Sporting Director:	David CASTERA
In charge of Logistics:	Marc PHILY
Director of External Affairs:	Grégory MURAC
Competition and Competitors' Relations Coordinator:	Xavier GAVORY
Moto Club of Paris Dakar's President:	Etienne LAVIGNE

1P2 EVENT PROGRAMME

15 th May 2013	Opening of reception of the race application files.
7 th July 2013	Closure of the Bikes / Quads application files.
1 st November 2013	End of reception of the race application files and closure of entries.
21 st & 22 nd Nov. 2013	Boarding of the vehicles in Le Havre (race and Service vehicles) and fixing of safety instruments (Iritrack, GPS - Sentinel, E-track, Tripy). Scrutineering of Service vehicles.
31 st December 2013, 1 st & 2 nd January 2014	Collection of vehicles in Argentina (Terminal Portuaria de Delta Dock – Ruta Central Atucha – 2806 Lima, Provincial de Buenos Aires – Argentina)
2 nd & 3 rd January 2014, 8.00-11.00pm & 4 th January 07.00am to 11.00am	Administrative Checks and Scrutineering in Pullman Rosario City Center, then placing in Parc Ferme at Monumento a la Bandera.
4 th January 2014	02.00pm: Race & Service Crews Briefing at Ros Tower Hotel in Rosario
4 th January 2014	Podium at Monumento a la Bandera in the afternoon (<i>time will be announced by a Bulletin</i>)
5 th January 2014	Start of the 1 st Stage Rosario-San Luis
11 st January 2014	Rest day in Salta (Argentina)
18 th January 2014	Last Stage La Serena-Valparaiso
18 th January 2014	Podium and prize giving in Plaza Sotomayor, in Valparaiso (<i>time will be announced by a Bulletin</i>).

1P3 POSTING

All information concerning "Riders / Competitors", classifications and road opening notes, decisions, official documents, Bulletins, notifications, penalties, etc. will be posted at the following locations:

- In Rosario : In the waiting room of the administrative checks, on 2nd, 3rd and 4th January 2014;
- In Argentina, Bolivia and Chile in the Bivouac : At the Competitors' tent, in the catering area at the Bivouac and at the "Malles Moto" from 5th to 18th January 2014.
- In Valparaiso : At Plaza Sotomayor, at the entry of the Parc Ferme and at the Competitors' tent on 18th January 2014 at the finish of the rally.

The list of Competitors authorised to take the start will be posted at the exit of the Briefing and at the entrance of the Parc Ferme in Rosario , on 4th January 2014 at 03.00pm.

1P4 COMPETITORS' DEPARTMENT

From Monday to Friday, from 09.00am to 12.30pm and from 1.30pm to 6.00pm.

A.S.O. – Competitors' Department – Moto Club of Paris Dakar
 Xavier GAVORY, Competiton & Competitors' Relations Service Coordinator
 Nelly PAVÉE, Benoît LAVIGNE, Claire THOMAS, Marion BILLMAN

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2P REGISTRATION

Le Moto Club du Paris Dakar, is organising, in conjunction with Amaury Sport Organisation (A.S.O. here after named the Organiser), the 36th Cross-Country Marathon Rally Dakar, named for 2014: "Dakar Argentina - Bolivia - Chile", an international event to be held from 2nd January to 18th January 2014, under the aegis of the Fédération Internationale de Motocyclisme (FIM), the Fédération Française du Motocyclisme (FFM) and the National Federations (FMNs) of the countries to be crossed: Argentina (CAMOD), Bolivia (FMB), Chile (FMC).

Organising Visa delivered by the FFM (FMN): 14/0001 on 19/11/2013

To facilitate the Rider's understanding, the regulations are translated into English and Spanish. In case of disagreement concerning the interpretation of the various documents and other publications edited by the Organizer, **only the French text of these Supplementary Regulations will be applicable.** In the case of legal litigation, France will be the sole country where cases may be judged before a tribunal and French law the only one applicable.

3P TERMINOLOGY

1) Bulletin

Official document with information which is an integral part of the Regulations and is intended to modify, clarify or complete it.

2) Assistance / Service

a) Service shall be defined as unrestricted work on a competing Machine, or one of its elements, even when dismounted and/or the physical presence of a person(s) in the vicinity of a competing vehicle.

b) Any Service in a closed and/or private site is forbidden.

- 1st infringement : 6 hour penalty,
- 2nd infringement : Disqualification.

3) Bivouac

a) Zone situated between the Time Controls at the Finish of one Stage and the Start of the next, where all Riders regroup; this zone is located in the Road Book. In the Bivouac, servicing is free between the Riders / Competitors still in the rally and with vehicles and/or people registered in the service category. It is a closed area, checked and secured, reserved for private use during the Dakar, whose access is exclusively and uniquely for persons who have been accredited by the Organiser, as well as representatives of local public authorities.

b) After having checked-in at the Finish Time Control of the Stage, the Rider or any team members may take the race Machine out of the Bivouac for refuelling, cleaning, to go to a hotel or for testing, within a radius of 30 kilometres of the Bivouac.

During these tests, the Iritrack must be switched on, on pain of penalties to be decided upon by the International Jury. All tests must be done outside of the route of Selective Sections.

c) It is forbidden to circulate at excessive speeds and/or to drive dangerously in the Bivouac area, on pain of penalties up to and including Disqualification, to be decided upon by the International Jury. Speed is limited to 20 kph within the Bivouac.

d) The presence of Bikes / Quads within the catering area is forbidden and will lead to a €300 penalty per infringement.

e) It is strictly forbidden for the Riders of the 36th Dakar to display, outside the allocated spaces within the Bivouac, any kind of visibility support. It is also strictly prohibited to distribute any kind of product or merchandising (either for sale or for free) inside the Bivouac.

For any other promotional activity, the Rider will, first, have to obtain a prior written approval from the Organiser.

4) Briefing

a) The Briefing will be given by the Organiser's delegate. The Clerk of Course will attend the Briefing.

Will be detailed: information regarding safety and the route (amendments to the Road Book). This information will be posted on the official notice board, after the Briefing.

b) A general Briefing will be held on 4th January 2014, at 02.00pm in Rosario. The presence of the Rider is compulsory (signature) otherwise a penalty of €500 will apply.

c) During the Rally, a Briefing will be held each evening at the Bivouac at 08.00pm, in the Dakar Information Center. The presence of the Rider is strongly recommended. On the evening of border crossings and on the rest day, the Briefing will be held at 07.00pm. After the Briefing, a summary will be posted at the catering area. It will give important information (Road Book amendments) and the GPS code of the next Stage.

5) Time Card

Document intended for the stamps, in chronological order, of the different control points scheduled on the itinerary.

6) CH (TC)

Time Control (see Article 31P). If, the Finish Time Control of the Stage and the Start Time Control of the next Stage are combined, they must not be further than 5 km from the centre of the Bivouac for the Finish of a Selective Section and not further than 10 km from the centre of the Bivouac for the Start of the next day.

7) Competitor

Specific term for the Car / Truck category. Not applicable for the Bike / Quad. Replaced by "Rider".

8) CP -Passage Control (*Contrôle de Passage*)

A control zone where the Time Card must be stamped by a marshal and which must be a WPM, a WPE or a WPS.

9) Disqualification

Sanction decided by the International Jury, following a severe infringement of the Regulations.

10) Duration of an Event

The Event starts at the beginning of the Administrative Checks and Scrutineering (including, checks at the loading of the Vehicles at the harbour), includes the Rally and ends upon the expiry of one of the following time limits, whichever is the later:

- time limit for protests or appeals or at the end of any hearings by the International Jury;
- end of the post-event Scrutineering carried out in accordance with the Sporting Code;
- end of the prize-giving.

11) DZ

Start of a Speed Control Zone and, when possible, marked by a precise reference marker and by a WPS or WPE in the Road Book. In case of discrepancy between the two, the Waypoint will be binding.

12) Event

Is considered to be the Event, the 36th Rally Dakar named for 2014 "Dakar Argentina – Bolivia – Chile".

13) Stage

Each part of the Event that is separated from the next by a Bivouac stopping time of at least 6 hours.

14) Bike / Quad Marathon Stage

A 2-day stage without any Service vehicle nor Team / Service Crews. Outside Service is FORBIDDEN.

Service is authorised between Bike / Quad Riders still racing.

The Marathon Stage Bivouac is within an allocated space marked out by the Organiser, or in a closed place like a stadium, gym, etc. Any exiting of the Rider and/or the Machine is forbidden.

- 15) **FMN:** National Motorcycle Federation
FMNR: National Organising Motorcycle Federation

16) FZ

The end of a Speed Control Zone, marked by a WPE.

17) Pulse signal (Speed Control Zone)

Conforming to the permanent functioning mode of the GPS, a pulse signal is recorded in the GPS. A pulse signal is recorded every 150 metres over the entire Selective Section and every 500 metres on Road Sections, with the exception of Village Speed Zones, where it will remain 150 metres.

18) Infraction (Speed Control Zone)

An infraction consists of one or more instances of speeding in one and the same Speed Control Zone, defined by a DZ and an FZ. A second infraction will come about when one or more instances of speeding have occurred inside a new Speed Control Zone.

In case of repeated offences during the Event, the third infraction (in 3 different zones) may result, for all Riders, in penalties that may go as far as Disqualification, depending on the excess speed noted.

A Speed Control Zone composed of 2 successive sections having 2 different maximum speeds will be considered as a sole Speed Control Zone.

19) Official Itinerary

This is represented by the passage through each Waypoint featured in the Road Book (WPV, WPM, WPE, WPS, DZ, FZ, CP).

20) Twinning with a Car / Truck Event

The interval between the last Bike or Quad and the first Car must be at least 30 minutes as from the first Stage that includes a Selective Section longer than 20 km.

21) Machine

"Machine" represents the vehicle (Bike or Quad) engaged in the Event, passing through the scrutineering and complying with the criteria detailed in these supplementary Regulations.

22) Malles Moto (Challenge)

Challenge created for Bike and Quad Riders without ANY KIND OF SERVICE.

It is reserved for the first 20 Riders registered in this Challenge.

A Rider accompanied by a person registered in the rally and/or Service / Press categories cannot participate in this Challenge.

23) Neutralisation

Time during which the Riders are stopped by the Direction of the Race.

24) Information Note

This is information given by the Organisers and/or by the Clerk of Course to the Riders. This note will be posted as soon as possible. An information note cannot amend the Regulations.

25) Officials

The Clerk of Course, Deputy Clerk of Course, International Jury President, Members of the International Jury, Technical Stewards and the Competitors' Relations Officers (CRO) are considered as "Officials".

26) Parc Fermé

Area in which no Service, preparation, presence or intervention is permitted, except in the case of Article 36P.

27) Route

This is defined by the official Road Book of the Event, confirmed by the team of the opening car. The route is divided into Stages consisting of one or more timed Selective Sections linked by Road Sections.

28) PCO / PC Course (Race Control)

Race Control and Operational coordination (sporting and safety) and management of the response capability. The PCO will be operational 24 hours a day.

29) Fixed Penalty

a) A Fixed Penalty has been created to replace certain sanctions leading to Disqualification for failing to respect certain clauses of the Regulations.

It allows the penalised Rider to continue the Event in normal competition conditions, while still being sanctioned.

b) The Fixed Penalty is expressed in a time which is added to the penalties already incurred by the Rider.

c) The Fixed Penalty may be of a different figure for each Selective Section, Road Section, calculated according to the profile and the difficulty of each of these.

d) The total time attributed to the Competitor affected by the Fixed Penalty, for each Stage, will be calculated by adding together the Maximum Time Allowed for the Selective Section(s) or Road Section(s) not covered, increased by the Fixed Penalty of the day for the missing section(s), as well as for any missing Waypoints and/or Passage Controls.

30) Sporting Penalty

A Sporting Penalty means a penalty imposed for: speeding, missing a Passage Control or Waypoint, or unsporting conduct, or other violation committed on a Selective Section.

31) Riders

a) **A.S.O. Elite Rider:** Rider featuring on the A.S.O. Elite list resulting from the standing and the results obtained by this Rider. The list will be provisional until the Administrative Checks. The final list will be published in the first Bulletin.

b) **Amateur Rider:** All Drivers who do not feature on the A.S.O. list of Elite Drivers, established by the Organising Committee and attached to the present Regulations (Article 14P2).

32) Regrouping (Parc Fermé conditions)

a) A halt scheduled by the Organiser to enable the theoretical times to be observed on the one hand and, on the other, to regroup the Riders still racing. The regrouping time may vary according to the Riders.

b) The new start will be given according to the order of arrival of Riders at the entrance of the regrouping Time Control. The first ten Riders will restart one by one every 2 minutes.

33) Road Book

Each Rider shall receive a roll Road Book, size A5, comprising a maximum of 5 horizontal lines of distances, drawings and information, containing characteristic notes and/or the compulsory Waypoints, which they must observe on pain of penalties which may go as far as Disqualification.

34) Road Section

Section of itinerary with a Target Time between two successive Time Controls.

35) Selective Section

Speed test in real time. Starts of Selective Sections (DSS) are preceded by or twinned with a Time Control and followed by a Time Control after the Finish (ASS).

36) Dakar Team Manager (see Article 27P5)

A Dakar Team Manager is a person registering a least 4 Machines under the same team's name, being in the Rally and having subscribed to the "Dakar Team Manager" accreditation to the Organiser's Sporting Department before 1st October 2013.

The Dakar Team Manager cannot intervene on the Machine to render Service.

An Elite Rider, if he is alone in his set up, can register a Dakar Team Manager.

37) Estimated Time

Time estimated by the Organiser to cover a Selective Section.

38) Allowed Time

a) Each Road Section will be covered within an Allowed Time, which must be respected by the Rider.

b) Any difference with this Allowed Time will lead to a penalty given to the minute in the Road Section (Article 31P1.8).

39) Maximum Time Allowed

Maximum Time given to each Selective Section. Any Rider exceeding this time, without any tolerance, will receive a penalty ranging from the Fixed Penalty to Disqualification. At that moment the control is said to be "closed" for the concerned Rider.

40) Change of the Maximum Time Allowed

On the evening of a Stage, if a certain number of Riders having started the Stage has not crossed the Finishing line of the day's Selective Section, or if weather conditions stop the rally from being run under normal conditions, the day's Maximum Time Allowed may be changed by the Clerk of Course at the International Jury's discretion.

41) Real time

This is the time actually taken to cover the route of a Selective Section.

42) GPS Point - Waypoint (WPT)

Is a geographical point defined by coordinates of latitude and longitude. There are 4 types of Waypoints: WPE, WPM, WPS, WPV.

Each Waypoint noted on the Road Book is a compulsory passage point.

43) WPE (Eclipse Waypoint)

A compulsory passage point memorised in the GPS and indicated in the Road Book, and the coordinates of which are not revealed to the Rider.

A point towards which the GPS, with all its capacities displayed on its screen, directs the Rider once the Waypoint preceding this WPE has been validated, whatever the distance between the Waypoint and the WPE. It works in the same way between several successive WPE.

The Starts of Selective Sections will be WPE.

To validate his passage at a WPE, the Rider must pass within 200 metres of it. If the WPE is a DZ or a FZ the radius of validation is then 90 metres.

44) WPM (Hidden Waypoint)

A compulsory passage point memorised in the GPS and indicated in the Road Book, and the coordinates of which are not revealed to the Rider.

The GPS directs the Rider towards this point only once he has come within a 800 meter-radius of it. To validate his passage at a WPM, the Rider must pass within 200 metres of it.

45) WPS (Safety Waypoint)

A compulsory passage point, for safety reasons, memorised in the GPS and indicated in the Road Book, and the coordinates of which are not revealed to the Rider. It can be linked to a danger 3 (!!!), crossings of roads, gas/oil pipelines, railways, etc.

The GPS directs the Rider towards this point only once he has come within a 3km radius of it. To validate his passage at a WPS, the Rider must pass within 90 metres to it. The Finish of Selective Sections will be WPS.

46) WPV (Visible Waypoint)

A navigational information point available at all times which corresponds to the Start and Finish TC of each Bivouac. When there is no Road Section from the Bivouac start, they correspond to the Selective Section Start and Finish.

4P REGULATIONS

4P1 GENERAL

1) The Event is conducted in conformity with:

- the FIM International Sporting Code and its appendices, the FIM Cross-Country Rallies World Championships Regulations (Annexe 080) and FFM regulations;
- the FIM Environmental and Anti-doping codes;
- these present Supplementary Regulations and their appendices which are an integral and indissociable part of the Regulations to which all Riders undertake to comply with by the sole act of participating in the Rally.

2) The Clerk of Course is charged with the application of the Sporting Code, the FFM's and FIM's Regulations, the present Regulations and their appendices during the running of the Cross-Country Rally. Any protests concerning this application or any case not provided for will be studied by the International Jury who alone has the power to decide.

4P2 LITIGATION

In case of litigation, the Clerk of Course and the International Jury may take into consideration television images, photographs and data downloaded from Iritracks, GPS or Sentinels.

5P AMENDMENTS TO THE REGULATIONS - BULLETINS

1) The provisions of the Supplementary Regulations may only be amended according to Article 080.3 of the FIM Cross-Country Rallies World Championships Appendices (Annexe 080).

2) Any amendment or any additional provision will be announced by dated and numbered Bulletins, signed:

- by the Organisers up to the day of scrutineering, and stamped by the FFM,
- by the Clerk of Course and the Jury President throughout the duration of the Event.

They will be an integral part of the Regulations.

3) These Bulletins will be posted on the official notice board(s) at the Administratives Checks, then at the Bivouac in front of the Competitors' tent, at the catering area and at the "Malles Moto" area during the rally. They will be communicated as soon as possible directly to the Riders, who must acknowledge receipt by signature.

4) These Bulletins are printed on yellow paper.

6P APPLICATION AND INTERPRETATION OF THE REGULATIONS

- 1) The Clerk of Course must inform the International Jury of any important incidents that have occurred requiring the application of the present Regulations, the Sporting Code, the FFM and FIM regulations.
- 2) Any protests lodged by a Rider will be transmitted to the President of the International Jury by the Clerk of Course for deliberation and decision.
- 3) Similarly, any case not provided for in the Regulations will be studied by the International Jury which alone has the power to decide.
- 4) Anything not authorised by the present Supplementary Regulations is strictly forbidden.

7P ELIGIBLE MACHINES

7P1 GENERAL CONDITION OF ENTRY

1) The Dakar Rally Argentina – Bolivia – Chile is open to "Marathon, Super Production Machines and Quads with 2 and 4 wheel drive", freely available for sale or not, adapted to "Cross-Country" use and complying to the norms imposed by the French Highway Code and the FIM Technical Regulations for Cross-Country Rallies.

All Machines must be registered and possess a registration document. All temporary registrations are forbidden.

2) All technical modifications are forbidden if they are not expressly authorised by the present Regulations pertaining to the category or group in which the Bike or Quad is entered. The general prescriptions stated here and imposed by the 'survival equipment' in Article 41P1, must be respected on pain of a penalty going up to and including Disqualification. Bike or Quad's parts must retain their original function.

3) At any moment during the Event, it is each Rider's responsibility to prove to Technical Stewards or Officials that their Bike or Quad conforms to the Regulations in their entirety, as well as to the Conventions concerning Machines used on public roads. In case of non conformity, this may lead to a refused start or Disqualification.

7P2 GROUPS AND CLASSES

GROUPS & CLASSES	NAME
GROUP 1	A.S.O. ELITE RIDERS
GROUP 2	Not on A.S.O.'s ELITE Riders provisional list
Class 2.1	Super Production – 0 to 450 cc
Class 2.2	Marathon 0 to 450 cc
GROUP 3	QUAD
Class 3.1	2 wheel drive – 0 to 750 cc
Class 3.2	4 wheel drive – 0 to 900 cc

7P3 DEFINITION OF GROUPS AND CATEGORIES

FOR TECHNICAL DETAILS OF EACH GROUP AND CATEGORY, PLEASE REFER TO THE TECHNICAL REGULATIONS IN APPENDIX.

1) GROUP 1 ELITE

These Machines are based on type approved, production machines, (authorised for use on public roads) which can be modified and/or equipped for Cross-Countries Rallies competition.

The major parts: frame, engine (cylinder, cylinder head and engine cases) and the swinging arm used must be standard parts, and must be freely available to the public. These major parts may be

modified, with the exception of the engine cases, but must respect the FIM Technical Regulations for Cross-Country Rallies – 450cc World Champion category.

Cubic capacity up to 450 cc, single or twin cylinder.

Riders: A.S.O. Elite Riders, featuring on the provisional A.S.O. Elite Riders' list, Article 14P2.

2) GROUP 2 RIDERS NOT ON THE PROVISIONAL A.S.O.'S ELITE RIDERS' LIST

a) Class 2.1 - SUPER PRODUCTION from 0 to 450 cc

These Machines are based on type approved, production machines, (authorised for use on public roads) which can be modified and/or equipped for Cross-Country Rally competition.

The major parts: frame, engine (cylinder, cylinder head and engine cases) and the swinging arm used must be standard parts, and must be freely available to the public. These major parts may be modified, with the exception of the engine cases, but must respect the FIM Technical Regulations for Cross-Country Rallies – 450cc World Champion category.

Cubic capacity up to 450 cc, single or twin cylinder.

Riders: All Riders not on the provisional A.S.O.'s Elite Riders' list.

Cubic Capacity: up to 450 cc.

b) Class 2.2 - MARATHON 0 to 450 cc

These Machines are based on type approved, production machines, (authorised for use on public roads) which can be modified and/or equipped for Cross-Countries Rallies competition.

The major parts: frame, engine (cylinder, cylinder head, engine cases) and the swinging arm used must be standard parts, and must be freely available to the public. These major parts may be modified, with the exception of the engine cases, but must respect the FIM Technical Regulations for Cross-country Rallies – 450cc World Champion category.

Cubic capacity up to 450 cc, single or twin cylinder.

Riders: All Riders not on the provisional A.S.O.'s Elite Riders' list.

Cubic Capacity: up to 450 cc.

c) To be allowed to race in the Marathon category: no changing of major parts will be authorised during the Event:

- engine,
- frame,
- fork,
- swinging arm,
- central engine cases, cylinders, cylinder heads.

3) GROUP 3 QUAD

a) CLASS 3.1 – 2 wheel drive – 0 to 750 cc – only single cylinder engine

Quads must conform in every way to Article 01.60 of the FIM Technical Regulations for Cross-Country Rallies. Are authorised: 4-stroke quads, 2 wheel drive.

These Machines will have their approved type certificate and be adapted to Cross-Country use. The approved type certificate must reflect the changes made to the Quad, in particular the ones made to the cylinder, brand, commercial type and name. These Machines are based on main parts of production machines, authorised for use on public roads.

The major parts: frame and engine (cylinder, cylinder head and engine cases) used must be standard parts, and must be freely available to the public. These major parts may be modified, with the exception of the engine cases, but must respect the FIM Technical Regulations for Cross-Country Rallies – Quad category.

Riders: Free
Cubic Capacity: 0 to 750 cc. Only single cylinder engine.

b) CLASS 3.2 – 4 wheel drive – 0 to 900 cc – only for single and twin cylinder engine

Quads must conform in every way to Article 01.60 of the FIM Technical Regulations for Cross-Countries Rallies. Are authorised: 4-stroke quads, 4 independent wheel drive or swinging arm.

These Machines will have their approved type certificate and be adapted to Cross-Country use. The approved type certificate must reflect the changes made to the Quad, in particular the ones made to the cylinder, brand, commercial type and name. **These Machines are based on main parts of production machines**, authorised for use on public roads.

The major parts: frame and engine (cylinder, cylinder head and engine cases) must be standard parts, and must be freely available to the public. These major parts may be modified, with the exception of the engine cases, but must respect the FIM Technical Regulations for Cross-Country Rallies – Quad category.

Riders: Free
Cubic Capacity: 0 to 900 cc – only for single and twin cylinder engine

8P RIDERS

CONDITIONS OF ADMISSION

- 1) Is admissible on invitation, and is considered as a Rider, any person, of whatever nationality, over 18 years of age, holding an International FIM Cross-Countries Rallies Licence (according to article 70.2.1 of the Sporting Code and to article 09.1 of the Medical Code) valid for 2014. It can be of two types: "one event" or "annual"; for this latter case, it must be accompanied by a Starting permission from his Motorcycle National Federation (FMN).
His/her driving licence must be valid for the type and specification of the entered machine.
- 2) To obtain a FIM International Cross-Countries (IRT) Licence, Riders must pass the following examinations, in addition to the medical examination (appendix A and B of the Medical Code):
 - an exercise tolerance electrocardiogram (ECG), 3 years validity;
 - an echocardiography, life validity.
- 3) The Organiser has the right to refuse any enrolment of a Rider who cannot prove experience in the riding of a Bike or Quad or who is considered to not have the physical ability to race a Dakar.
- 4) During a Stage, transportation by land, water or by air of a Rider by the Organisers or by a third person will entail the Disqualification of the concerned Rider.
- 5) **On pain of disqualification**, the Rider must ride the entirety of the Stages on his own Machine. Any Rider whose Machine is transported on a Selective Section and/or on a Road Section by a Race Vehicle and/or a Service Vehicle and/or by a third party will be disqualified.
- 6) The Rider enters the Dakar in full knowledge and awareness of the potential risks involved with such participation.

9P OFFICIALS

9P1 LIST OF OFFICIALS

Clerk of Course:	DUCROCQ Marc (FR)	FIM Licence 7022
Jury President:	SPILLER John (GB)	FIM Licence
Jury Members:	NEVELS Erick (ARG)	FIM Licence
	MENTAVERRI Robert (FR)	FIM Licence
Technical Stewards:	PEREZ SOLER Jorge (SPA)	FIM Licence 6860
	YOMA Leonardo (ARG)	FIM Licence
	ZALAZAR Andr�s (ARG)	FIM Licence
Competitors' Relations Officer:	TBC	FFM Licence
Safety Coordinator:	ROMERO Francisco (ARG)	
Medical Regulator:	Dr AUBRY Olivier (FR)	

All members of the Organisation holding an FFM, FIM, CAMOD, FMB or FMC official's licence will automatically be considered as Judges of Fact, with the exception of members of the International Jury.

9P2 COMPETITORS' RELATIONS OFFICER (CRO)

1) The Competitors' Relations Officer will be identifiable by means of a distinctive marking.

He will be present:

- at Scrutineering and Administrative Checks;
- at the Start and Finish of Stages,
- at the regroupings.

2) **The role of the Competitors' Relations Officer is:**

- to inform the Riders and ensure permanent consultation with them;
- to give or ascertain accurate answers to all questions asked;
- to provide all information or additional clarifications in connection with the Regulations and the running of the Event;
- to avoid forwarding questions to the Officials which could be solved satisfactorily by a clear explanation, with the exception of protests (for example, to clarify disputes over times).

3) **People in charge of the Competitors' Relations**

TBC

10P ENTRIES

10P1 GENERAL

1) Anybody wishing to take part in the Dakar must send, to the Competitors' Department, an application file, along with the entry fees, and mentioning at least:

- the full name, nationality, address, email, FIM Licence number ;
- Category and driving licence number of the Rider;
- the characteristics of the Machine, the group and class.

This application request will be made through the opening of a file on the website www.dakar.com

2) By the fact of signing the "Candidate Declaration", the Rider submits himself to the sporting jurisdictions specified in the Sporting Code and the Regulations. Riders must sign the "Candidate Declaration" during the Event's Administrative Checks.

3) Up to the beginning of the Scrutineering, the Rider may freely replace the entered Machine with another.

4) Should it transpire, at the time of pre-race Scrutineering, that a Machine does not correspond in its presentation to the group in which it was entered, this Machine may, upon the proposal of the Technical Stewards, be transferred by the International Jury to a different group or be definitively refused.

5) The application file can only be accepted if it is sent together with the entry fees.

10P2 ENTRY REQUESTS

1) Admissible, upon invitation, all persons over 18 years of age.

2) The Organising Committee reserves the right to refuse the entry of a Rider.

3) **Definition of an amateur: all Riders who do not feature on the provisional A.S.O. Elite Riders' list, established by the Organising Committee and featuring on the Article 14P2 inside the present Regulations.**

4) Entry fees, cancellation of entry and requests for refunds: see Appendix n°1.

10P3 REFUSED START

1) Following the Administrative Checks and/or Scrutineering, any Riders being refused the start for an administrative and /or technical non conformity, will not be able to claim for any kind of refund of his entry fees.

2) For refunds for additional services, please refer to the general conditions of sale laid down by the different suppliers.

10P4 CANCELLATION OR POSTPONEMENT OF THE EVENT

1) In the case where it proves impossible to run the Event, for whatever reason, and notably for reasons including but not limited to: failure to obtain, or withdrawal of federation approval, failure to obtain authorisation to cross a particular country, political problems in one or other of the countries to be crossed, making it impossible to run the Event, financial difficulties making it technically or sportingly impossible to run the Event, embarkation, disembarkation or logistical problems making it impossible to transport Competitors, etc. the Organiser will be liable only for funds received. Funds received by the Organiser will be refunded by the **31st March 2014 at the latest.**

2) In the case where the Event is delayed, the Organiser will inform each Competitor immediately, by registered post, of the new programme for the race.

In the case where participants are unable to take part in the race, due to the change of date, they have a maximum of eight (8) days, from the moment the registered letter is received, to request, by registered mail, refund of paid funds to the Organiser.

This refund will be paid by **31st March 2014** at the latest.

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

11P IDENTIFICATION

1) During Scrutineering, the Organiser will supply each Rider with a set of identification plates comprising 1 front plate and 2 side plates carrying the race number and the Event sponsors, called number plates, as well as a race number bib (one side) showing the number.

However, if the Rider wants, he can make a written request to the Competitors' Department between November, 20th and December, 6th 2013 in order to obtain the authorisation to print his Machine identification plates.

IMPORTANT: it is imperative that the shape and the size of these plates remain identical to the files sent by the Organisation.

If the shape and/or the dimensions are not respected, the Organisation plates (adhesive) will automatically be put on the Machine at risk of being refused the Stages start.

2) Throughout the duration of the Event, the plates must be affixed on each side and on the fork of the Machine. (see drawing Article 12P).

The number plates must be positioned legibly and the front plate must be the first inscription legible from the front. These plates must always be legible.

For Quads, the front plate is **MANDATORY**, as are the side plates. It must be affixed on the steering head at least at the height of the handlebars. Any failure will lead to the start being refused at the Scrutineering as well as the Stages' start during the Rally. It is the Rider's responsibility to provide for a plate support if necessary.

3) At any time during the Event, the absence or faulty positioning of a Rally plate may incur, on certification, a cash penalty equivalent to 10% of the entry fees, on condition that the Organiser provides these plates. The absence or faulty positioning of 2 or more plates at the same time may result in a cash penalty equivalent to 20% of the entry fee.

4) It is **COMPULSORY** for the race bib (one side) to be affixed on the Rider's back (see drawing Article 12P). It cannot be cut and/or modified and/or covered during the Rally.

If the Rider uses a backpack, the race bib must cover it and be legible.

IMPORTANT: the Rider can make a written request to the Competitors' Department between November, 20th and December, 6th 2013 in order to obtain the authorisation to print his race bib on his jacket(s). Nevertheless, it is mandatory that the shape and size of the bib be identical to the file sent by the Organisation and that the place on his jacket(s) be respected (see drawing Article 12P). If the shape and/or dimensions and/or placement are not respected, the Organisation's bib (fabric) will be compulsorily placed on the Rider's jacket(s).

In all cases, the upper edge of the rear of the bib must be at a maximum of 20 cm from the neck of the Rider.

The absence of a race bib at the start of a Stage will lead to a one hour penalty, which may go as far as Disqualification in the case of a repeated offence.

Replacement adhesive plates and bib are available at the Malles Motos (Motorcycle Trunks).

5) The name of the Rider and his blood type must feature on the right and left sides of the front of the Machine fairing, on the left and right sides of the helmet, on pain of being refused a start.

6) An identification bracelet on which is noted the PCO number (+33.1.41.33.15.81) and equipped with a RFID type electronic chip will allow Riders to be identified. Any default noted by an Official will result in penalties equivalent to 10% of the entry fees. In case of damage to the bracelet, the Rider must inform the Competitor's Department, who will provide a replacement in exchange for the damaged item.

12P ADVERTISING

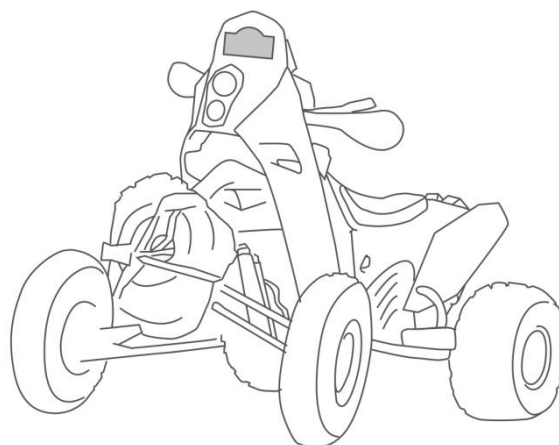
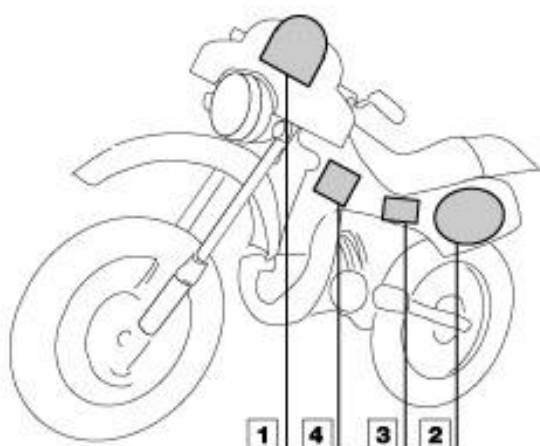
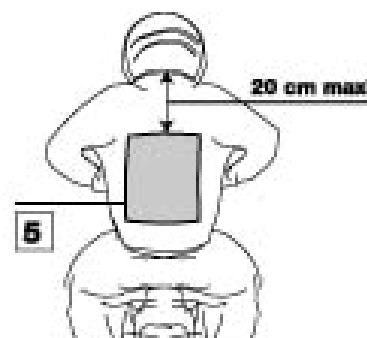
12P1 GENERAL

- 1) The Rider is allowed to affix any kind of advertising to his Machine, provided that:
- it is authorised by the FIM Regulations and the legislation of the countries crossed;
 - it is not likely to give offence;
 - it does not encroach upon the spaces reserved and defined here;
 - it does not express either a religious and/or political opinion.

2) The Rider must ensure that the advertising is properly affixed throughout the running of the Rally. If compulsory or optional advertising is absent or wrongly fixed, a penalty of 10% of the entry fee will be incurred for the first offence, and 100% of the entry fee for each repeated offence. In the case of payment not made within 48 hours after notification of the infringement, the start will be refused and the Rider will be disqualified.

3) List of the Organisation's advertising (Bike and Quad):

- ① Front plate sticker 19 x 18 cm, compulsory;
- ② 2 side plates sticker 30 x 20 cm, compulsory;
- ③ 2 advertising plates sticker 12 x 8 cm, compulsory;
- ④ 2 advertising plates sticker 12 x 12 cm, compulsory;
- ⑤ Race number bib 30 x 34 cm, compulsory (1 back face).



12P2 NUMBERS & ADVERTISING PLATES' COLOURS

So as to be able to differentiate more easily between different categories, Machine race plates will be of different colours:

- | | |
|--|--------------------|
| ▪ Group 1 (Elite A.S.O.) : | yellow plates; |
| ▪ Class 2.1 (Super Production 0 to 450 cc) : | white plates + SP; |
| ▪ Class 2.2 (Marathon 0 to 450 cc) : | white plates + M; |
| ▪ Group 3 (Quad) : | white plates. |

13P ATTRIBUTION OF RACE NUMBERS

The Organising Committee is the only entity able to attribute race numbers.

Race numbers will be attributed on the basis of the following criteria:

- Riders featuring on the provisional A.S.O. Elite Riders' List (Article 14P2);
- results obtained on preceding Dakars and/or on Dakar Series and/or on World Cup for Cross-Country Rallies (except Bajas),
- sporting or media notoriety of the Rider and/or Team,
- Group and Class of the Machine.

14P RIDER'S PRIORITY

14P1 GENERAL

1) All riders entered on the provisional A.S.O. Elite Riders' list, will only be on it for the Dakar 2014. **The list will be reviewed every year, published in its provisional form in the present Regulations and published in its final form by Bulletin at Administrative Checks.**

2) **The Organiser maintains the right to add, to replace or to delete** any Bike Rider to this list as a function of results obtained during an FIM competition (enduro, cross, cross-country rally, etc.) up until the Administrative Checks.

3) A.S.O. Elite Riders are either:

- **Professional Riders**

These Riders are under contract/paid by a manufacturer (or third party) to take part in an event.

- **Amateur Riders**

These Riders, due to their results, appear on the provisional A.S.O. Elite Riders' list.

14P2 PROVISIONAL A.S.O. ELITE RIDERS' LIST

- | | |
|-----------------------------|---------------------------------|
| - AUBERT JOHNNY (FRA) | - JAKES IVAN (SVK) |
| - AZEVEDO JEAN (BRA) | - KNUIMAN HENK (NLD) |
| - BARREDA JOAN (ESP) | - LOPEZ FRANCISCO (CHL) |
| - BOTTURI ALESSANDRO (ITA) | - METGE MICHAEL (FRA) |
| - CASELLI KURT (USA) | - PAIN OLIVIER (FRA) |
| - CASTEU DAVID (FRA) | - PEDRERO GARCIA JUAN (ESP) |
| - CODY QUINN (USA) | - PIZZOLITO JAVIER (ARG) |
| - COMA MARC (ESP) | - PRZYGONSKI JAKUB (POL) |
| - DESPRES CYRIL (FRA) | - RODRIGUES HELDER (PRT) |
| - DUCLOS ALAIN (FRA) | - SUNDERLAND SAM (GBR) |
| - FARIA RUBEN (PRT) | - SVITKO STEFAN (SLO) |
| - FARRES GUELL GERARD (ESP) | - ULLEVALSETER PAL ANDERS (NOR) |
| - GONCALVEZ PAULO (PRT) | - VERHOEVEN FRANS (NLD) |
| - GOUËT DANIEL (CHL) | - VILADOMS JORDI (ESP) |
| - GUASCH FONT MARC (ESP) | |

15P STARTING ORDER

15P1 GENERAL

1) If two or more Selective Sections have been run in the same Stage, the starting order of the next day's Stage will be drawn up by cumulating the times of these Selective Sections.

2) In the case of two or more successive Selective Sections, the start of the following Selective Section shall be based on the finish time of the previous Selective Section in hours, minutes and seconds, to which will be added the Target Time for the Road Section, if any.

3) Any penalties incurred on the Road Section(s) shall be added to the general classification of the Stage covered.

15P2 STARTING ORDER

1) There is no Prologue for Dakar Argentina – Bolivia – Chile 2014.

2) Starting order for the first Stage

a) Bikes and Quads will start in order of the race numbers:

- the first 10 Bikes every 2 minutes,
- the following 10 every minute,
- the remainder, 2 by 2 every 30 seconds.

b) From the 2nd Stage, the Bikes / Quads will start in the order of the previous day's Selective Section:

- the first 10 Bikes every 2 minutes,
- the following 10 every minute,
- the remainder, 1 by 1 or 2 by 2 every 30 seconds.

The start order will be established on the basis of the time achieved in the Selective Section, plus any Sporting Penalties obtained in this Selective Section (speed, missing Waypoint), **except for the Marathon Stages, where penalties will be applied on the Marathon Stage 2nd day**.

In the case of a dead heat, Riders will start in race number order.

Other penalties: Road (Time Card destruction or loss, etc. as well as all the penalties regarding Article 25P – Rider's Code) will apply to the General Classification.

3) Gaps

Gap between the last Bike / Quad and the first Car will be a minimum of 30 minutes and a maximum of 2 hours.

4) Mass starts

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

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

5) Timing (itinerary / schedule)

The starting order and starting gap for each Stage will be specified on the timing (itinerary/schedule) given out during Administrative Checks.

The starting order and starting gap for the **Start Podium (4th January 2014) and Finish Podium (18th January 2014)** will be subject to an Information Note.

6) Starting order's posting

On the evening of each Stage, the starting order of the first 30 will be posted at **6.00pm**.

Riders who have not arrived by 9.30pm will start after the others, in the order of their start order of the previous day. The starting order list of all Riders will be posted at **10.00pm** at the latest.

15P3 REPOSITIONING FOR THE NEXT DAY'S STAGE

For safety reasons, the first 15 Riders of the provisional General Classification will be able to submit three repositioning requests during the Rally to the Clerk of Course.

This request must be presented through a "Repositioning Request" form available at the Officials' tent.

This request must be transmitted to the Clerk of Course before 5.30pm by the Rider or his Dakar Team Manager.

On the evening of the first Stage, repositioning will be realised at the Race Direction's discretion if necessary.

Requests for repositioning will not be admitted on the Marathon's Stage evening.

Riders able to claim for repositioning for the next day's Stage will be repositioned at his position's order of the previous General Classification from the 16th place.

Any particular case will be presented by the Clerk of Course to the International Jury.

16P ROAD BOOK AND NAVIGATION - GENERAL

- 1) The route of the Rally is described in the Road Book given to the Riders.
The entire route is controlled and validated by the team of the opening car during the route verification. It will be either: shared by the four categories, or dedicated for Bikes / Quads (at the Organiser's discretion).
- 2) It is compulsory to equip the Machine with one GPS downloaded with the Waypoints given by the Organiser.
- 3) Various compulsory passage points (Waypoints) noted during reconnaissance feature in the Road Book and are validated on the passage of the opening team.
- 4) **Between two compulsory passage points, the route described in the Road Book is not obligatory but strongly recommended. Only this route is opened and validated by the opening team.**
- 5) The route will remain secret until the Road Book is distributed to the Riders.
- 6) **From 27th June 2013 and until the end of the Rally, reconnaissance of the 36th Dakar sporting itinerary giving even a minor advantage are forbidden, in any form, in all the countries to be crossed by the Event, for all the Riders/Competitors who have entered or who are intending to enter, and for any person having a link whatsoever with a Rider/Competitor entered or intending to enter. These restrictions apply to the 2014 Dakar host countries: Argentine, Bolivia and Chile.**

The participation in national races and/or the organisation of tests/trials in these countries will be the subject of a detailed request for authorisation addressed to the Organising Committee of the Event, who will decide, according to the received information, whether to authorise the participation in these races, or not, and/or the carrying out of these tests/trials.

Any failure to respect these rules will lead to the automatic refusal of entry for a period of 5 years for the Rider concerned as well as for all the riders from the Team, and for all the service vehicles related to this Team.

During the Event, if it is proven that this article has not been respected, the disqualification of the rider concerned as well as all the riders from the Team, and all the service vehicles related to this Team will be immediate.

- 7) The distance of the Stages will be given to the **Riders / Competitors on 20th November 2013** during a press conference organised in Paris.

17P ROAD BOOK

17P1 ROAD BOOK LEXICON (SEE APPENDIX 8)

17P2 ROAD BOOK

1) All Riders will receive a Road Book which will indicate the itinerary which has been identified and which will be 'opened' and 'swept'. It will indicate compulsory points of passage (WPV, WPM, WPE, WPS, DZ, FZ, CP) which must be respected on pain of incurring penalties up to and including Disqualification.

2) A Selective Section or a Road Section running on an existing track will feature in the Road Book as a solid line.

A Selective Section or a Road Section running 'off-track' will feature in the Road Book as a broken line.

3) It is only authorised to carry on the Rider and his Machine, the route notes for the current Event (official Road Book), the opening car's modifications, which may be integrated into the Road Book and personal notes resulting from a previous passage (whatever direction) in the current Event.

Maps are allowed with the exception of photographic satellite maps.

Riders who do not respect these rules will be refused the start or will be disqualified.

4) The Road Book for the first Stage will be given at the briefing on 4th January 2014 at 2.00pm in Rosario.

Those of the following Stages will be given each evening for the next day, at the Time Control situated at the Finish of the Stage, except during the rest day when **the Road Book for the following Stage will be given out from 2.00pm at the Competitors' tent at the Bivouac**. They will remain the property of the Rider.

5) Following the passage of the Organisers' opening team, any modifications will be given out with the Road Book at the TC at the Finish of the Stage and posted each day, before 06.00pm or during the Briefing at the latest, at the Bivouac, under the control and responsibility of the Organisation.

6) The Rider must, in all cases, adapt his driving to the condition of the terrain which will change frequently. The greatest attention must be paid at all times, whatever the type of route (Selective Sections, Road Sections, off-track, etc.).

7) When Stages or Stages sections are different for the Bike / Quad and Car / Truck categories, the Organisation will distribute specific Road Books for each category of Machine / Vehicle.

Each Rider is responsible for his Road Book and must check that the one received corresponds to his category.

18P OFFICIAL ITINERARY

18P1 GENERAL

1) The Official Race itinerary (Selective Sections and Road Sections) is recorded in the GPS supplied to the Rider. The chronological validation of each Waypoint (WPV, WPM, WPE, WPS, DZ, FZ, CP) identified in the Road Book guarantees the conformity of the route by Riders. Each point will be numbered in chronological order in the Road Book and in the GPS.

WPS will be positioned on the route to guarantee the passing on some sensitive points, such as : dangers 3 (!!!), crossings of roads, gas/oil pipelines, railways, etc.

2) In case of a change of itinerary, the list of compulsory passage points that is downloaded in the GPS may be automatically modified upon arrival at the Bivouac or at the start of the Stage.

It is the Rider's responsibility to make sure that these modifications have been made.

3) With the exception of the Bivouac's coordinates, no coordinates of Waypoints will be communicated in the Road Book.

18P2 PUBLIC ZONES

1) Public Zones will be positioned alongside the itinerary, on one or several points of the Selective Sections, depending on the Stages. They will be intended to group the spectators. These zones will feature in the Road Book. A specific vigilance is requested from the Rider while crossing these zones.

2) The Service Crews / Vehicles are not permitted to go there, except if these zones feature on the itinerary of their Road Book for that day.

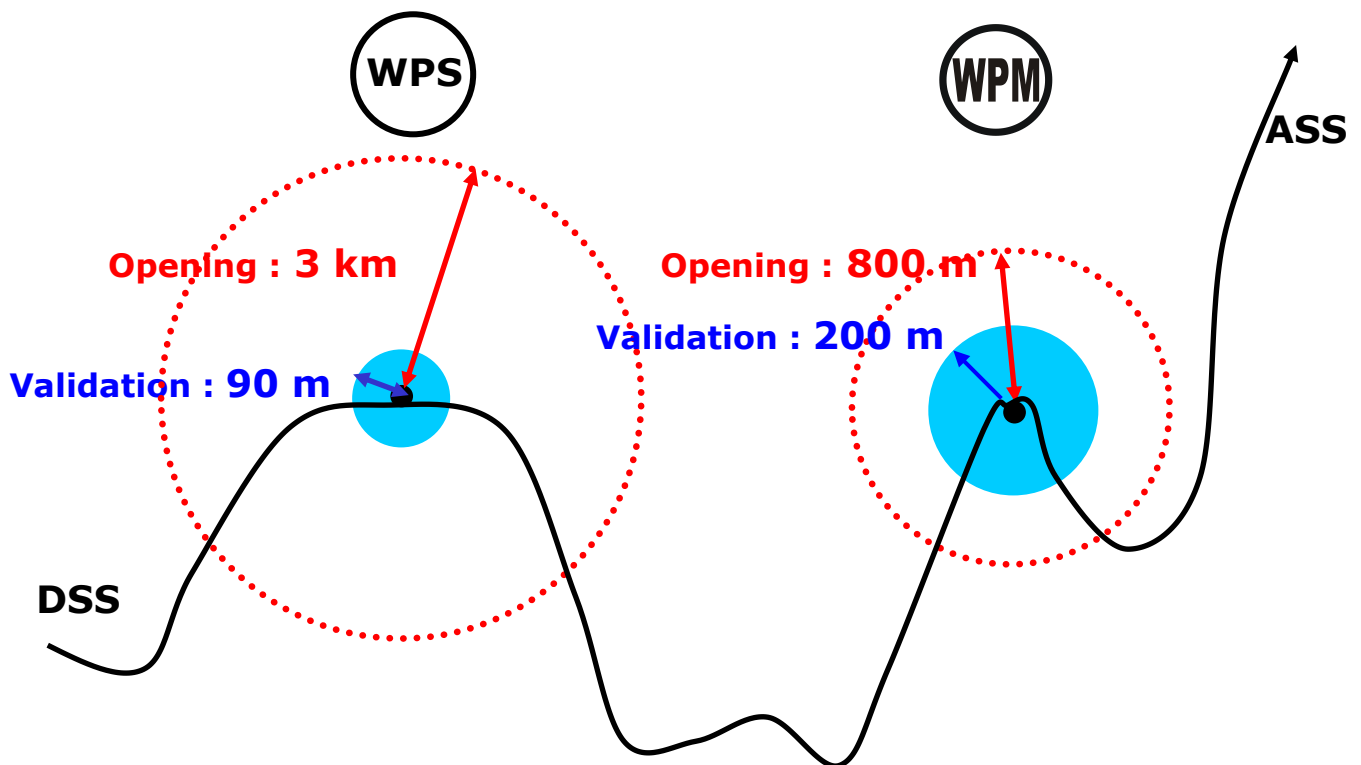
3) Signposting will be forbidden, under penalty that may go as far as Disqualification.

19P FUNCTIONING OF THE GPS

19P1 GENERAL

1) The GPS uses the system of Visible (WPV), Hidden (WPM), Safety (WPS) and Eclipse (WPE) Waypoints.

To satisfy the navigation regulations, the WPS and WPM work according to the following principle:



2) Between 2 WPM or WPS, the GPS will only show the compass heading and the speed.

Once the Machine has entered a 800 m radius around a WPM or a 3 km radius around a WPS, the GPS will display all the usual functions of a GPS: COG (Cap over Ground), SOG (Speed over Ground), CTW (Cap to Waypoint), DTW (Distance to Waypoint), etc.

All this information will also be displayed on the screen of the GPS towards a WPE, once the preceeding Waypoint has been passed. In the case where the Rider has not validated the preceeding Waypoint, the information will be displayed on the screen, once the radius of 3km around the WPE has been penetrated.

3) The Rider must respect the chronological order of the Waypoints of the Stage concerned. If it is not the case, the GPS will only display the compass heading followed and speed. However, the Rider can force the GPS to align itself on another Waypoint using the key "W+" or "W-".

19P2 PENALTIES FOR MISSING WAYPOINTS

1) The range of penalties for each missing Waypoint (WPV, WPM, WPE, WPS, DZ, FZ, CP) will be indicated on the Road Book.

In the case where the Official Itinerary is not respected (succession of missing Waypoints representing a short cut), penalties may go up to Disqualification, depending on the Stage's profile and the number of kilometres missed.

In the case of Waypoints being added by the opening team, a new list indicating the number of the Waypoints and penalties will be posted on the official notice boards.

2) In addition to checking the Time Card, an analysis of the GPS and eventually of the Iritrack will be carried out to establish the route actually followed.

19P3 NAVIGATION

1) All navigation equipment of whatever type is controlled, especially the function GPS. The bringing and possession of any system not explicitly mentioned in this Regulations is forbidden and will result in Disqualification and that irrespective of the mode and technology used to evaluate or estimate one's position.

2) GPS UNIK II

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

This equipment must be mounted according to the instructions supplied. It is the Riders' responsibility to correctly install the necessary mechanical, electrical and electronical elements before Scrutineering and that with the aid of the installation kits purchased from the exclusive supplier. Electrical supply must be permanent, protected by a 3 amp fuse and give a steady continuous current of between 9 and 30 volts. The mechanical mountings must be flexible and use the silent blocks supplied.

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

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

A sole model is authorised by the Organiser and must be linked to the fixed GPS. The linking of all other models, or systems (with the exception of Speedox) to the GPS is forbidden, especially to computers or organisers of whatever kind; and this, by any means.

4) Mechanical Tripmeter of the Rider' choice (compulsory)

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

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

Counter of total distance, based uniquely on the calculation of the distances covered between each GPS measure (at least one per second). The Odometer is displayed in the ODO and OD+ pages of the GPS Unik II.

6) Magnetic or electronic compass of the Rider' choice (optional)

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

7) General

a) The use of GPS points other than those supplied by the Organiser for Dakar Argentina – Bolivia – Chile 2014 is forbidden.

This equipment may perform only one function (compass, odometer, etc.) with the exception of the odometer and compass functions of the GPS Unik.

Only the linking of the GPS and the GPS compass heading, speed, odometer repeater (unique models) and Speedox is authorised.

b) All other type of GPS: fixed, portable, integrated or equipment possessing GPS type capacities, or all other system of navigation by satellite, the recording of the route by inertial or estimation means is forbidden. They can in no case be used or employed during the race.

The carrying or possession of any system not explicitly described in these Regulations is forbidden, and in particular all computer or electronic navigational systems, computerised map positioning systems, computerised maps scanners or storage devices.

All linking of communication of whatever kind (cable, radio, infra-red, etc.) of different pieces of equipment is forbidden. External communications are also forbidden.

IMPORTANT: ANY KIND OF DATA ACQUISITION SYSTEM IS AUTHORISED ON MACHINES PROVIDING THAT IT IS NOT EQUIPPED WITH A GPS SYSTEM, AT RISK OF DISQUALIFICATION.

c) The presence of all non-justifiable wiring is forbidden (electricity supplies, aerials, pick-ups, etc).

The Organiser reserves the right to carry out physical or electronic test at any moment with the purpose of checking:

- the correct functioning of compulsory equipment;
- the presence of or possession of forbidden systems;
- the presence of pre-equipment or cabling permitting the later installation of non-homologated equipment.

d) **The carrying or use of any kind of device or system other than those authorised may lead to Disqualification.**

In a case of doubt regarding the features of an authorised device, but of the competitor's choice, its use/transport might be forbidden.

20P UNBLOCKING THE GPS

For safety reasons, the Rider has the possibility of unblocking the GPS by inputting a specific code:

'WPM' Code

This code, given by the PC at the request of the Rider via the Iritrack, activates the usual functions of a GPS and makes all the next Waypoints visible.

All use of this code will result in the following penalties:

- from the 1st to the 3rd utilisation: 6 hours per utilisation for **the first 15 in the General Classification and A.S.O. Elite Riders**, 3 hours for other Riders.
- the 4th utilisation will result in Disqualification for all Riders.

21P SPEED CONTROL ZONES - DEFINITIONS

1) Entry of a Control Zone

- The start of a Speed Control Zone registered in the GPS will be indicated in the Road Book by a box marked: "DZ" and by a Safety or Eclipse Waypoint (WPS or WPE). To validate the entry of Zone "DZ", the Rider and his Machine must pass at less than 90 m (radius around the Waypoint "DZ"), on pain of penalties for missing Waypoints (Article 19P2);

- In a radius of 3 km of this point (in the case of a WPS) the Rider's GPS will become active (DTW, CTW and arrow) so as to guide the Rider to this point;
- 90 m before this GPS point, Riders will be informed by their GPS that they are approaching a Speed Control Zone (deceleration);
- The 90 m after the GPS point is considered as a deceleration zone (Zone of Tolerance), before entering the Control Zone.

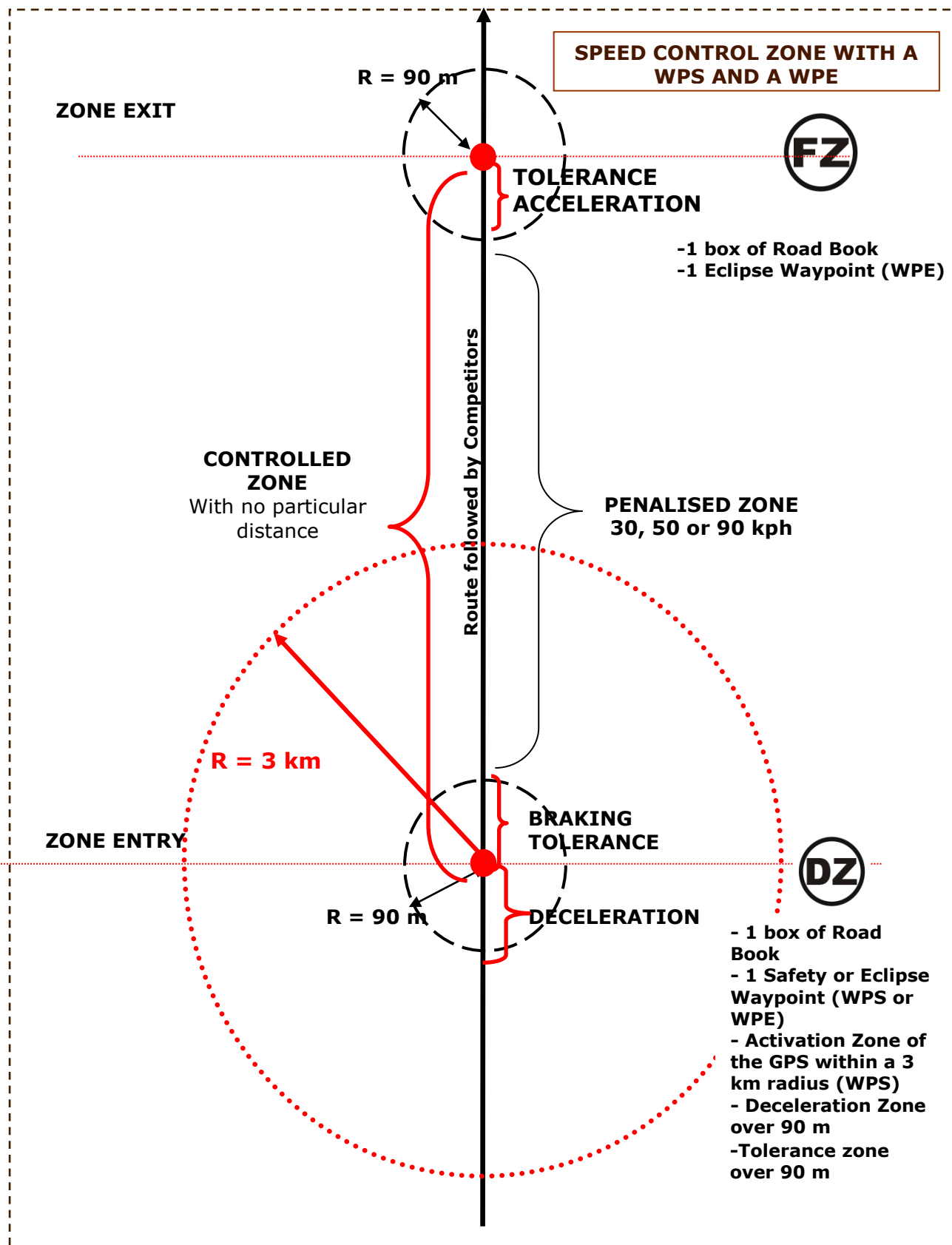
2) The Speed Control Zone

The Control Zone will appear permanently on the Rider's GPS screen, once the entry Waypoint is validated. The Rider can in no way claim not to know either the entrance nor exit of the zone.

The speed of a Machine will be limited to 30, 50 or 90 kph between the point of entry and the exit point of the zone, regardless of the route taken between these two points.

3) Exit of the Control Zone

- The end of a GPS Speed Control Zone will be indicated on the Road Book by a box marked "FZ" and by an Eclipse Waypoint (WPE);
- Around this point there will be a Zone of Tolerance of 90 m so as to avoid any arguments concerning the measuring of speed;
- Rider can reaccelerate from this point;
- The exit point of the Speed Control Zone is a compulsory point of passage. To validate the exit of Zone « FZ », the Rider must pass at less than 90 m (radius around the WPE « FZ ») (penalties: see Article 19P2).



22P CONTROL PROCEDURE

1) Throughout the duration of the Rally, the Rider is held responsible for the checking of the working order of the GPS downloaded by the Organiser.

2) The GPS(s) must be working and remain connected permanently with its power supply and aerial plugged in, throughout the entire Stage.

3) Any incident that is the fault of the Rider (loss, destruction, switching off, etc.) and that makes it impossible to read the GPS and/or any attempt at cheating or manipulation, noted by a GPS technician, under the responsibility of the Clerk of Course, will result in penalties (see Article 25P1.2).

Penalties applied will be identical to those for Riders who have failed to enter the day's code into their GPS.

4) Checks will be carried out at the Finish of Stages. The Rider must put his GPS on the CHECK screen on his arrival at the Time Control. A page summarizing the infringements appears then on the screen.

On stopping to clock in at a Time Control, the information contained within the GPS (missed Waypoints, speed, etc.) will be automatically transmitted to the controllers by radio.

In the case of an infringement only, the person carrying out the checks will note any infractions and these will be countersigned by the Rider. The controller will then hand a copy to the Rider and will send a copy to the Race Direction.

5) Any refusal to sign will result in the following penalties:

- 1st refusal : 10 minutes;
- 2nd refusal : 1 hour;
- 3rd refusal : Disqualification.

6) In the case of a protest, accompanied by the appropriate deposit, the Rider has 30 minutes after notification to make a written protest to the Race Direction. The GPS will then be dismantled and sealed by a GPS technician in the presence of the Rider before being examined by a GPS technician who will hand his report to the Race Direction and to the Rider.

23P TRAFFIC-SPEED

23P1 GENERAL

1) In the event of an infringement of the traffic laws committed by a Rider participating in the Event, traffic agents, Judges of Fact or Officials of the Event having noted the infringement must inform the offender thereof as soon as possible. Should they decide against stopping or are unable to stop the Rider in the wrong, they may request the application of the penalties provided for, subject to the following:

- a) that the notification of the infringement is made through official channels and in writing, before the posting of the classification of the Stage during which the infringement was committed;
- b) that the statements are sufficiently detailed for the identity of the offending Rider to be established beyond all doubt, as well as the exact place and time of the offence;
- c) that the facts are not open to various interpretations.

2) In Argentina, Bolivia and Chile, all Vehicles must have their lights on, when riding on roads. This compulsory step also applies to Selective Sections.

23P2 GOING THROUGH SPEED CONTROL ZONES (EXCEPT MAXIMUM SPEED)

1) In areas defined as "Speed Control Zones", the speed of the Machine both on Selective Sections and Road Sections is limited to 30, 50 or 90 kph.

2) In the case where the local speed limit is lower, it applies. **Additionally it is the Rider's responsibility to adapt his speed according to the population density and to the traffic conditions.**

3) Speed Control Zones will be indicated on the Road Book by the initials « DZ » and « FZ ».

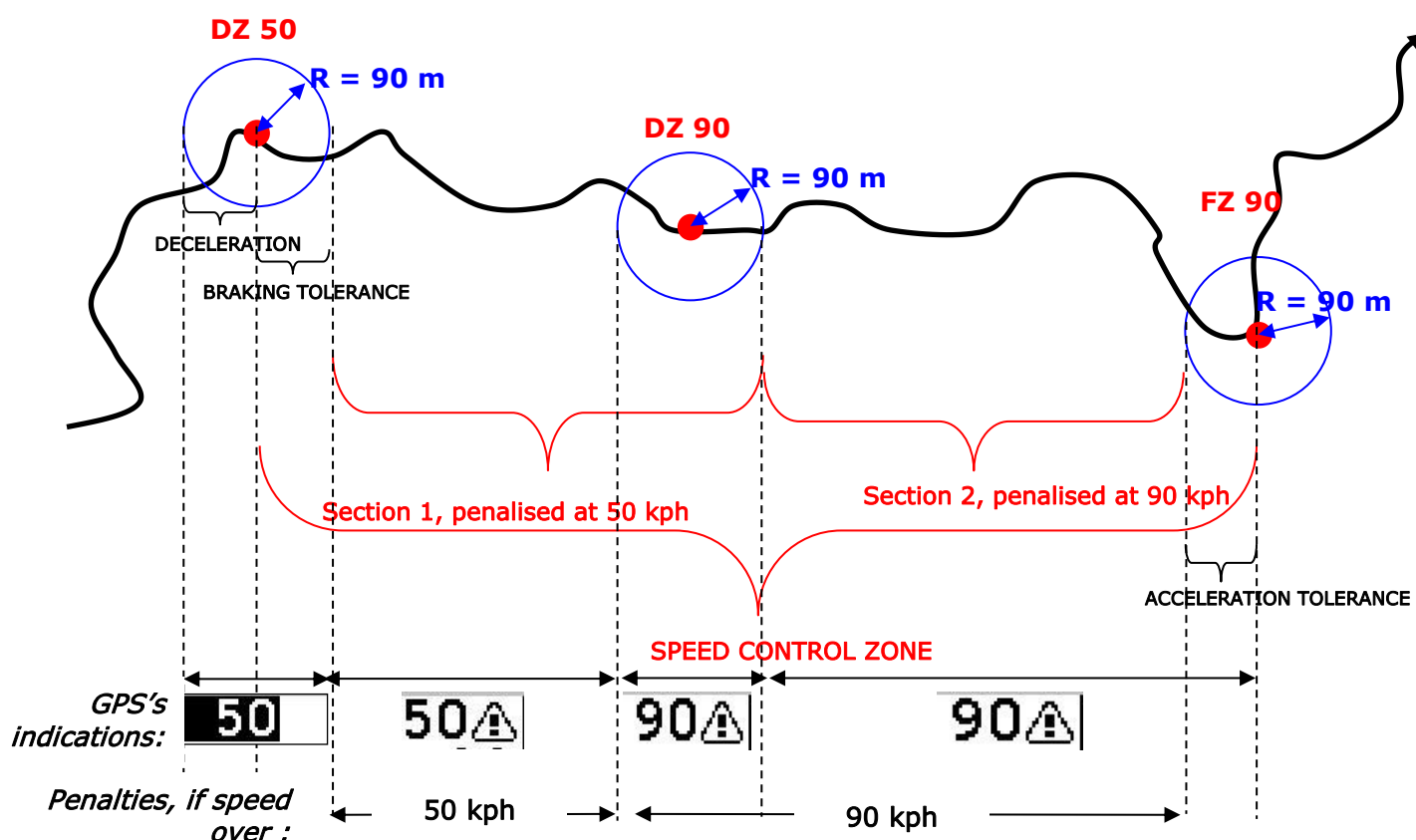
4) The presence or absence of signposts indicating speed limits can in no way be used in any appeal. Overtaking is authorised on condition that the maximum speed authorised in the zone is not exceeded.

5) In a Speed Control Zone, if the 30, 50 or 90 kph limit is exceeded, a signal will appear on the GPS's screen to indicate excess speed and its recording. The GPS may be checked at the Finish of the Selective Section and/or upon arrival at the Bivouac, according to exactly the same procedure as described in Article 22P.

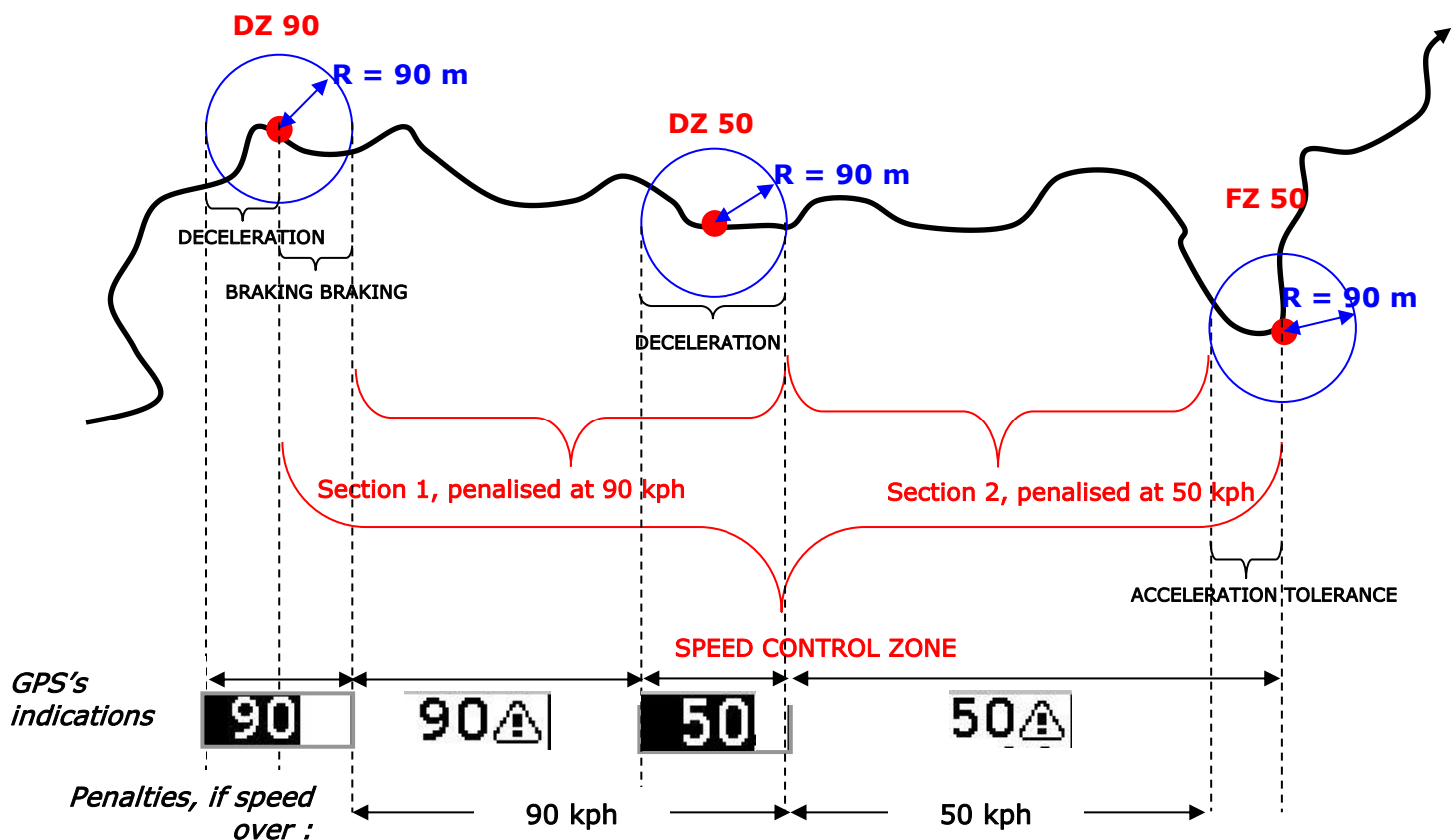
6) When speeding, an impulsion is recorded in the GPS at least every 150 m and the speeds are displayed on the speed page of the GPS « SPD ». On arriving at the Finish of the Selective Section and/or the Bivouac, a controller will note all speeding and indicate the offence to the Rider.

7) In the case of a Speed Control Zone composed of two successive sections with two different maximum speeds, the maximum speed authorised in the radius of 90 m around the entry Waypoint of the second section will always be the highest speed of the two sections. In the case where the speed decreases the entry of the 90 m radius of this same Waypoint marks the start of the Deceleration Zone (see diagram below).

2 SUCCESSIVE SECTIONS, INCREASING SPEEDS : 50 to 90 kph



2 SUCCESSIVE SECTIONS, DECREASING SPEEDS : 90 to 50 kph



23P3 PULSE SIGNAL (IMPULSION)

1) If the Rider disagrees with the infringements noted he must make a written protest, accompanied by a deposit, which they must then hand to the Race Direction within 30 minutes of notification, so that the GPS can be further examined.

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

- between 1 and 15 kph :
1 minute x the number of impulsions + fine of €100;
- between 16 and 40 kph :
2 minutes x the number of impulsions + fine of €200;
- more than 40 kph :

1 st impulsion :	5 minutes + fine of €300;
2 nd successive impulsion:	10 minutes + a fine of €500;
3 rd successive impulsion:	15 minutes + a fine of €700;
4 th successive impulsion:	60 minutes + a fine of €1.500.

3) All repeated offences will incur a fine of €1,000 up to Disqualification.

4) NB: Fines must be paid to the Competitors' Relations Officer or to the Clerk of Course, within 48 hours after notification, on pain of being refused the start.

23P4 SPEED LIMITS – ROAD SECTIONS (MAXIMUM SPEED)

1) Independently of Speed Control Zones (Article 23P2), the maximum speed will be limited and checked on all Road Sections, except in specific cases specified by a Bulletin and/or in the Road Book.

The maximum speed allowed will be that of the country crossed as a function of the type of vehicle, which is for Bikes and Quads :

- Argentina: 100 kph,
- Bolivie: 80 kph,
- Chile: 110 kph.

2) On Road Sections, an impulsion will be recorded in the GPS every 500 m. A sign will be displayed on the GPS screen to indicate the recording of a speeding offence.

The GPS will be checked on arriving at the Bivouac according to the procedures detailed in Article 22P.

3) Any overtaking of maximum speed recorded by the GPS will be sanctioned by the Clerk of Course according to the following penalties :

- From 1 to 20 kph:
30 seconds x impulsion + a fine of €100;
- From 21 to 40 kph:
1 minute x impulsion + a fine of €200;
- Over 40 kph:
5 minutes x impulsion + a fine of €300.

Over 3 successive implusions, penalties to be decided by the International Jury, up to Disqualification.

24P ACCIDENT - WITHDRAWAL

24P1 ACCIDENT

1) In the case of an accident involving injuries, it is imperative that the Rider inform the Race Control (PCO) by all possible means as quickly as possible so that appropriate means can be sent as quickly as possible.

2) The Rider must, if he is conscious and capable of moving:

- make the area safe by simultaneously pushing the 2 blue buttons on the GPS to activate the alarm function on the Sentinel, so as to inform other Riders/Competitors arriving in the area,
- push the red button on the Iritrack to inform the Race Control (PCO) of the accident,
- push the blue button on the Iritrack to be able to communicate with Race Control (PCO) and inform them of the situation.

In the case of the Iritrack malfunctioning, if the Rider cannot communicate with Race Control (PCO), he must let off his Sarsat distress beacon.

3) If the Machine represents a danger to other Riders / Competitors or, to make safe the area of the accident, the Rider must place his helmet in an appropriate position, at least 50 m before the Machine, so as to warn other Riders / Competitors. All Riders failing to respect this rule are liable to penalties at the discretion of the International Jury.

4) Any Rider involved in an accident which results in physical harm, or not, can be subject to an investigation by the International Jury. Depending on the circumstances, penalties may be applied, including Disqualification.

24P2 ASSISTANCE IN CASE OF AN ACCIDENT OF ANOTHER RIDER / COMPETITOR

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

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

2) Any Rider who witnesses an accident placing another Rider/Competitor in physical danger must:

- stop;
- make the area safe by simultaneously pushing the 2 blue buttons on the GPS to activate the the alarm function of the Sentinel, so as to inform other Riders/Competitors arriving in the area;
- press the red button on his Iritrack;
- give the first aid to the person(s) injured and get information on (his)their condition;
- call the Race Control (PCO) via his Iritrack (blue button) to report the situation;
- wait for the rescue service or another Rider/Competitor to arrive;
- press the green button on his Iritrack, to inform that he is leaving the scene.

If it is impossible to communicate with the Race Control (PCO) via the Iritrack, the Rider arriving at the scene of the accident must let off the Sarsat distress beacon of the crashed Rider/competitor, or if this cannot be found, his own distress beacon.

Riders who witness the accident, do not risk being disqualified if they let off their own Sarsat distress beacon for the injured Rider/Competitor.

3) The total stopping time (if more than 3 minutes) between the 2 Iritrack alerts (red button on arriving and green button on leaving) will be deducted from the time taken to cover the Selective Section of the same day, but only for the first two Riders to stop at the scene of the accident, upon the request of the Rider to the Race Direction, made within a maximum of 30 minutes after finishing his day's Stage.

The total stopping time can be checked and validated by the Iritrack and/or by the GPS Unik II.

4) Any Rider which fails to comply with the prescriptions of the present Article 24P2 will be reported to the International Jury who may impose penalties as provided for in the Sporting Code.

24P3 WITHDRAWALS – DISQUALIFICATION

1) In the case of retirement, it is imperative that the Rider informs, by all possible means, and as quickly as possible, the Race Control (PCO) on +33 1 41 33 15 81.

Failure to respect this important safety clause will result in the refusal of the Rider of all future applications to take part in any rally organised by the Organiser.

In addition, failure to respect the obligation to inform the Organisers in the case of withdrawal, where search operations are carried out, will result in the Rider in question being liable for the financial costs of search operations and the request to the Riders' National Federation for further sanctions, upon the discretion of the International Jury.

2) In the case of withdrawal due to mechanical breakdown, the Rider must imperatively spend a night out on the track before letting off his Sarsat distress beacon, if he has not yet been picked up by the Sweeper Truck.

The letting off, without medical reason, of the Sarsat distress beacon, will result in Disqualification, as well as the financial liability of the Rider concerned, in the case of intervention by the Organisation.

IMPORTANT: As soon as the Rider decides to retire, he must let the Race Control know about his intentions regarding his way back (for himself and his material):

- if he gets back to the Bivouac, present himself to the Competitors' Department;
- if he does not get back to the Bivouac, call the Race Control.

3) In the case of withdrawal, it is the Rider' responsibility to ensure that safety material is returned as fast as possible to the relevant suppliers: distress beacon, Iritrack, Sentinel, GPS and associated

accessories. This equipment must be returned to the representatives of the suppliers of this equipment, located at the Safety Center, near the « Malles Moto ». Under no circumstance can the Organiser be held responsible for the disappearance or loss of this equipment, too often handed to a third party.

4) The transporting of a Rider and/or of his Machine by helicopter or aboard any other means of transport during all or part of a Stage will result in Disqualification from the race.

Rider that has withdrawn may under no circumstance be transported by the Organisation during all or part of the remaining route.

Under exceptional circumstances, the Organiser reserves the right to transport a Rider and/or a Machine with the Clerk of Course's approval.

5) A Rider, disqualified or having withdrawn, must leave the Rally and remove his race numbers and rally plates. He must not either ride or stop on the Rally itinerary on the day of the Rally's passing or on days preceding the Rally's passing. Failure to respect this clause will result in a request to the Rider's National Federation for sanctions.

24P4 CLOSING THE TRACK

1) The Organisers' «Sweeper Trucks» will close the Rally track.

It is impossible to guarantee that the Sweeper Truck will pass by the exact spot where a Machine has broken down. The Sweeper Trucks will pick up individuals and broken down Machines. It is the Rider's responsibility to indicate his exact position to the Race Control (PCO) using the safety equipment aboard.

2) Any Rider who abandons his Machine before the passage of the Sweeper Truck does so entirely at his own responsibility. The Organiser cannot be held responsible, in any way, in case of damage or theft.

No claims for damages may be made against the Organiser in the case of theft of his Machine.

3) Any Rider who refuses to take a place aboard the Sweeper Truck does so entirely at his own responsibility and must sign a disclaimer which will be given to him by the members of the Organisation in charge of closing the track.

No action may be taken against the Organiser in the case where the Rider refuses to board the Sweeper Truck.

However, this the signing of this disclaimer will not result in Disqualification of the Rider if he manages to make repairs and to reach the Bivouac in time, following the entire route.

4) «Sweeper Trucks» cannot transport quads.

24P5 REPATRIATION OF MACHINES

1) In the case where the Rider that has withdrawn has respected the procedures outlined in Article 24P3 and where the Sweeper Truck has brought the Machine to the Bivouac, the Organiser will provide a repatriation service for Machines to France for all Riders having loaded their Machine in the boat at Le Havre.

Machines of all Argentine Riders will be repatriated to Mendoza. For all other Riders who did not load their Machines in Le Havre, abandoned machines will be transported to Valparaiso.

Except in the case where the Rider indicates to the contrary this will be done automatically and is included in the entry fee.

The Organisers undertake to take the greatest of care during the transport of Machines but will accept no liability for the condition of the Machine on its arrival at the point of repatriation. The Organisers will accept no liability concerning the wheels and trunks transported, either regarding their condition on arrival or for theft.

2) Despite the considerable means put in place by the Organiser, it is sometimes the case that Machines left on the track cannot be found and picked up during the Rally. Nevertheless, thanks to the work of our correspondents in the countries crossed, these Machines are often repatriated after the Rally, though the time frame for this repatriation is variable. In this case the Rider will be informed by the Organiser of the new costs and conditions entailed which are entirely the Rider's responsibility.

24P6 DESTROYED MACHINES (COMPLETE OR PARTIAL DESTRUCTION)

If a Machine is damaged (accident, fire, destruction, etc.), the Rider must make a statement to the police or customs. This statement must contain the facts of what happened, the registration number, the race number, the contact details of the people involved and of the witnesses, etc. A copy of this statement must be provided to the Organisation.

Then, the Rider must approach the Organisation to find out what to do.

The Machine must be returned immediately to the port of San Antonio (Chile) where the local authorities will decide, depending on the state of the Machine, whether it should be re-exported, destroyed, or whether cancellation of its temporary import is justified. Any additional repatriation costs must be paid by the Rider.

In addition to the risks incurred locally by failure to comply with the rules in force (fines, impoundment of Machine/Rider, etc.), a demand of sanctions will be made to the National Federation of any Rider found to have breached this rule.

In the case of damaged Machines that came on the road, the Riders must approach the Organisation to find out what to do.

25P RIDER'S CODE

25P1 SENTINEL FUNCTION OF THE GPS

1) With a view to making overtaking safer, the Sentinel function of the GPS (a system that signals to a Rider/Competitor that he can be overtaken) is compulsory for all categories.

2) The GPS - Sentinel must be in operation throughout the running of each Stage and must be connected directly to the battery of the Machine.

The operation of the GPS-Sentinel is the responsibility of the Rider.

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

- 1 hour for Riders classified among the first 15 overall, and A.S.O. Elite Riders;
- €300 for the other Riders.

3) A Rider/Machine caught by a Car / Truck must do whatever is necessary to pull over and allow himself to be overtaken.

Any Rider/Machine running in a Selective Section which has received several audible warnings within a given time and which has not pulled over to allow the other Rider / Competitor to overtake may be sanctioned at the International Jury's discretion, as follows:

- 15 minutes for Riders classified among the first 15 overall and A.S.O. Elite Riders;
- €300 for other Riders.

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

5) In case of dispute, the data from the Sentinel is downloaded, after a written request to the Clerk of Course, 30 minutes at the latest after the infraction has been notified.

25P2 RIDER'S CODE

1) General

a) The Rider must behave with respect both on the route and with regard to:

- authorities and citizens in the countries that are travelled through,
- other Riders/Competitors,
- the Organisation's personnel.

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

b) Any incorrect, fraudulent or unsporting action carried out before or during the Event by the Rider will be judged by the International Jury, who may impose a penalty which can go as far as Disqualification or allow an organiser to refuse the entry of the incriminated Rider(s) or to refuse them the start.

c) For safety reasons, during the Rally, it is strictly prohibited to make demonstrations with the Machine: burn, show, dangerous manoeuvre, etc. in the Public Zones.

2) Sale / transfer of Machine FORBIDDEN

In case of withdrawal, or after the end of the Rally, it is strictly forbidden for a Rider, a Dakar Team Manager, the owner of a Vehicle or any other person of the Team to transfer or sell his/her/a Machine in any of the countries crossed.

In addition to the risks incurred locally by failure to comply with the rule in force (fines, impoundment of Machine/Rider, etc.), any Rider found to have breached this rule will not be permitted to enter the Dakar Rally for 5 years; this also applies to all the persons involved and/or linked in this sort of business.

3) Crossing the Argentinean/Bolivian, Bolivian/Chile and Argentinean/Chile (Car/Truck & Service Vehicles) borders

For health reasons, it is strictly forbidden to take the following items from Argentina to Bolivia, from Bolivia to Chile, and from Argentina to Chile (Car/Truck/Service Vehicles) (SAG, act n°18755 1989, modified in 1994, act n°19283 – SENASA resolution n°295 in 1999 and resolution n°816 in 2002). Vehicles will be searched prior to crossing the border.

Prohibited products:

- Fruit, vegetables, herbs, plants, tubers, bulbs, grains, hay, twigs, soil, cut flowers, handicrafts, wood and other vegetable products, pesticides and fertilisers;
- Animals, birds, bees, honey, cheese, milk, meat and dairy or meat products, embryos, seeds, veterinary medicines (vaccines, diagnostic kits, antibiotics, medicated shampoo etc) or any other animal products or any animal food;
- Protected flora and fauna and/or by-products derived from species under threat of extinction, including threatened species of flora and fauna under the Convention on International Trade in Endangered Species (CITES).

In addition to the risks incurred locally by failure to comply with the rules in force (fines, impoundment of the Machine / Rider, etc.), any Rider found to have breached this rule will be penalised with a fine from €500 up to Disqualification.

4) Mandatory steps with regard to customs formalities (ALL CATEGORIES)

a) Packing list

- The Packing List is defined as the mandatory and official administrative document of the temporary importation of each Machine / Vehicle, whatever category it is registered in, race and Service;
- The Rider / Competitor must permanently keep this document with him; the Rider/Competitor must give a copy to the Rally customs declarant as well as to the Organiser during Administrative Checks, and/or at the embarkation in Le Havre;

The Packing List is a mandatory document to be able to cross borders. It gives a detailed list of all the goods and material carried onboard of each Vehicle including information on the Machine / Vehicle itself.

This list must be scrupulously identical from the moment it leaves Europe to the moment it departs Chile for the Machines / Vehicles which have been carried onboard the ferry put in place by the Organiser; and from the moment it arrives in Argentina to the passage of the last border AFTER the Event marked by the return to the country of origin for the Machines/Vehicles which came by their own means.

b) Transportation of spare parts

- In order to comply with customs requirements, and to ensure there are no problems in crossing borders, or when embarking: all borders must be crossed with the same spare parts in the Vehicle as declared at the outset, and detailed in the mandatory Packing List of each Vehicle. It is therefore strictly forbidden to sell or transfer any items being transported;

- In addition to the risks incurred locally by failure to comply with the rules in force (fines, impoundment of the Machine / Rider, etc.), any Rider found to have breached this rule will be fined € 500 per item (e.g.: one tyre = € 500). Any subsequent offence may incur penalties, including Disqualification.

c) Procedure to follow when withdrawing

In the case of withdrawal of a Service Vehicle, in addition to complying with Article 15.2 requirements of Service Regulations, its Driver is obliged, without delay, to inform the customs declarant as well as the Competitors' Department about the vehicle's status, location and action taken to transport the vehicle back to: either San Antonio port (Chile) to embark for Le Havre, or to the vehicle's country of origin if it did not embark in Le Havre on the Organiser's ferry.

5) Respect sensitive areas

a) 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 : €1,000 + 15 minutes,
- repeated offence: Disqualification.

b) So as to respect the crossed areas, it is forbidden to destroy the fences' gates located along the route. Judges of Fact will be on spot.

All broken fence gates will result in a penalty of €1,000 + 15 minutes.

All repeated offence will result in Disqualification.

c) Certain areas of the itinerary are declared SENSITIVE ZONES. They will be mentioned on the eve of the Stage concerned, at the Briefing and on the Briefing notes. They will be indicated on the ground by posts and 'plastic tape'.



This specific logo representing these Sensitive Zones will feature on the third column of the Road Book (Article 17P1 & appendix 8).

Any Rider failing to respect these Sensitive Zones will be penalised in the following manner:

- 1st infraction : €1,000 + 15 minutes,
- repeated offence : Disqualification.

25P3 SATELLITE TELEPHONE / GSM

1) For safety reasons, the presence of a satellite telephone and/or a GSM phone (except PDA or GSM phones featuring a GPS function or maps) is authorised.

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

2) The reachable phone number(s) must be given during Administrative Checks. Except for cases explained on the following point 3), in no case may telephones be in « on » mode during Selective Sections. Spot checks will be made.

3) During Selective Sections, only in case of problems may telephones be used, with the Machine stopped, to signal a withdrawal, an accident or a breakdown. Beforehand, the Rider will have to inform the Race Control (PCO) of his situation via his Iritrack.

4) On Road Sections, these telephones may be used, only when stopped.

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

6) Only the phone feature is authorised. On the spot checks will be made.

7) All infractions will result in penalties up to and including Disqualification.

25P4 RADIO AND TRANSMISSIONS

1) Only the following aerals will be authorised:

- single race GPS, supplied by the Organisation's supplier;
- Iridium linked to the Iritrack and supplied by the Organisation's supplier;

To the Disqualification of all other types of aerial, linked or not, of standard type C, D+, M, mini M, Argos, radios, telephone, etc. All infractions may result in Disqualification from the race.

2) Radio means

Only Walkie Talkies operating on one single frequency, used within the confines of the Bivouac are authorised. If they are not supplied by the Organisation's radio supplier (Astrium), an authorisation must be requested from the authorities of the countries crossed and the frequencies used must be given to the Organisers.

3) Satellite links

All satellite links or other links between a race Machine/vehicle and an exterior base or another vehicle, other than Iritrack and the distress beacon, are forbidden.

4) Data

All data transmission systems, that allow the tracking of Vehicles and management of machine fleets is forbidden, and that whatever the means or technical system used, on the pain of Disqualification from the race, with the exception of Iritrack and Sentinel.

25P5 IRITRACK

1) The Iritrack is a system that allows vehicles to be followed by satellite, provided by the Organisation and compulsory for all Riders/Competitors.

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

a) automatic mode:

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

b) manual mode:

- blue button: phone call to the Race Control (PCO),
- red button: accident with injuries,
- green button: accident without injuries or breakdown.

c) Alternatively, at any moment, when in doubt, the Race Control (PCO) can contact a Rider / Competitor by telephone.

2) Throughout the Rally, the Rider is responsible for the correct functioning of his Iritrack. It must be functioning and stay permanently connected, with power cables and aerial connected throughout the length of each Stage. Any incident caused by the Rider (loss, destruction, being switched off, etc.) and/or all attempts of a fraudulent nature or manipulation will result in penalties, up to Disqualification, to be decided upon by the International Jury.

25P6 ON BOARD CAMERAS

1) The Rider is obliged to accept the fitting of a GoPro type camera of which characteristics are detailed as follows:

- Dimensions : 1.6" x 2.4" x 1.2" (42 x 60 x 30 mm)
- Weight : 179g battery and box included.

2) The cameras will be set up:

- On the helmet with a headband, adhesive fittings, suction pad or any other system which can be fixed on the helmet without modifying the security parameters;
- On the Machines with suction pads or any other system which can be fixed on the Machines without modifying the security parameters.

These systems will be installed temporarily on Machines as required by the Organisation. All refusal will result in the start being refused.

3) The Rider will have to switch the camera on depending on the information given by the technician in charge of the camera fitting. The camera must function and remain permanently connected, with power cables and aerials connected, throughout the Stage.

4) All incidents caused by Riders (loss, destruction, switching off, etc.) and/or all attempts at fraud or manipulation will result in penalties to be decided upon by the International Jury.

26P RECONNAISSANCE AND OPENING OF THE ROUTE

26P1 RECONNAISSANCE

1) The Organiser's reconnaissance team will verify that the route is accessible to all race Vehicles.

2) The reconnaissance team shall consist of persons showing significant experience of Cross-Countries Rallies.

26P2 OPENING OF THE ROUTE

The Organiser puts in place a team, whose mission is to verify the entire route a few days ahead of the race, under his responsibility.

The opening vehicles are equipped according to the "Reconnaissance and Route Opening Guidelines" of the FIA.

27P SERVICE AND REFUELLING

27P1 GENERAL

1) During Selective Sections, any service except that expressly allowed in the current Regulations is forbidden (except between Riders/Competitors still in the race).

2) The Service carried out in the Selective Sections is strictly prohibited by vehicles registered in the service category.

During the entire duration of the Rally, Service carried out by Service Crews is allowed only on the sections common to the competition and to the service vehicles.

3) Service Crews must keep exactly to the itinerary of Road Sections and service areas such as detailed in the Road Books which are available from the Organiser.

4) All infractions of the Service Regulations will incur penalties up to and including Disqualification. All assisted Riders are responsible for their Service Vehicle & Crews.

5) A Rider/Competitor may be temporarily or permanently deprived of his/her service vehicle and the material it transports, depending on the gravity of the infraction committed.

27P2 BIKE / QUAD MARATHON STAGE

1) Service is **ONLY** authorised for Bike / Quad Riders still in race.
No outside Service is authorised.

- 2) The Rider and/or Machine are not allowed to go outside the Bivouac enclosure defined by the Organisation.
- 3) An engine change between Riders is authorised after having notified the Technical person in charge. Penalties will apply to both Riders.
- 4) The reclassification / repositioning request is not allowed during Marathon Stage.
- 5) The two wheels / tyres for Bikes and four wheels / tyres (+ the spare one) for Quads will be marked at the Marathon Stage start.
Wheels / tyres cannot be replaced by new ones during Stages.
In the case where this is not respected, penalties for "forbidden Service" will apply.
- 6) All penalties incurred during the Marathon Stage will apply the day after the Stage considered.
- 7) The Organiser will make a workshop truck available to Riders with access to: air, water and basic tools.

27P3 AUTHORISED SERVICE

1) Only service vehicles and service Crews officially entered in the race or as service are authorised to transport service materials that must weight no more than the weight limit imposed by the International Convention for Road traffic.

2) Service is authorised

a) On the route of a Selective Section

By the Crews of a car, a Rider riding a Machine (Bike or Quad) or a Truck officially entered in and still in the race.

By a registered service vehicle, after the closure of the control at the end of the Selective Section and after having informed the Organiser.

b) On the route of a Road Section

By the Crews of a car, a Rider riding a Machine (Bike or Quad) or a Truck officially entered in and still in the race.

By vehicles in the service group when the service vehicles have the same itinerary to that of the race. Refuelling with petrol or diesel out of a service vehicle is prohibited.

c) Between the end of a Stage and the start of the following Stage (at the Bivouac)

By the Crews of a car, a Rider riding a Machine (Bike or Quad) or a Truck officially entered in and still in the race and by vehicles in the service category.

It is authorised for persons entered as service Crews to freely take race Machines out of the Bivouac for the purposes of refuelling, washing or for testing within a 30 km radius of the Bivouac (the Iritrack must be switched on).

d) At the Bivouac, after the Start of the Selective Section

Once the Machine has taken the Start of the Selective Section, service at the Bivouac (under conditions described in point c) is authorised providing the Rider with his Machine does not return to the Bivouac in the opposite direction to the Rally itinerary.

Where there is only one track, returning to the Bivouac is forbidden, on pain of Disqualification.

In the case of off-track, for safety reasons and so as not to meet Vehicles coming in the other direction, the Rider must move away from the tracks to the Bivouac, without incurring penalties.

e) In authorised zones

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

3) Rest Day

During rest day, **ONLY** the temporary importation of **TYRES** is authorised. The Competitor must send the detailed list to the Competitors' Department before 1st December 2013.

The delivery must be made anywhere but in the Bivouac.

In no case can this importation modify the original Packing List of the Competitor's Vehicle(s) or any other subscribed Vehicle.

Therefore, the used tyres must be sent back and will not remain nor be sold on the Argentinean territory.

In case of infringement to this Article, the Competitor and his Team will be refused the Event entry for 5 years.

27P4 PENALTIES FOR FORBIDDEN SERVICE

- 1) A team put in place by the Organiser on the itinerary and at the Bivouac will be dedicated to checking all forms of forbidden service.
- 2) Service carried out by a non-accredited vehicle or person will lead to the following penalties :
 - 1st infringement : obligation for vehicles and/or the persons concerned to be accredited with the Organisation or to leave the itinerary of the Rally + a 3 hour penalty for the Rider concerned, from 6 hours to Disqualification on a Selective Section;
 - 2nd infringement: Disqualification of the concerned Rider.
- 3) Carrying out service on a Selective Section (vehicle and/or person registered in the service category) will lead to penalties from 6 hours to Disqualification. All repeated offences will lead to Disqualification.
- 4) Any presence of a service Vehicle/crews on a Road Section, a Start or a Finish of a Selective Section when they do not feature on the service Road Book, will lead to penalties from 3 hours to Disqualification. All repeated offences will lead to Disqualification.
- 5) Any dropping or parachuting of spare parts in a Stage will lead to penalties from 6 hours to Disqualification. All repeated offences will lead to Disqualification.
- 6) Carrying out service outside the Bivouac or in an enclosed place (inside or outside the Bivouac), will lead to penalties from 6 hours to Disqualification. All repeated offences will lead to Disqualification. A tent is not considered as an enclosed place.
- 7) Signposting or the transmission of information by any means will be sanctioned by a 3 hours + €500 penalty per infringement, for the concerned Rider.
- 8) The presence of any means of transport (car, bike, quad, truck, aircraft, helicopter, etc.) following the Rally route the same day or a number of days prior, as well as the prolonged flying over of any means of transport, with official means or not, carrying aboard a person having any link whatsoever with Riders still in the race will lead to the immediate Disqualification of all the participants having a link with one of these means.
- 9) All airborne service not controlled by the Organisers will lead to penalties from 6 hours to Disqualification. All repeated offences will lead to Disqualification.

Airborne service is considered as any presence on a Stage of an aircraft having aboard any person with any link whatsoever with a Rider of a race Machine and any transport of service materials (tools, generators, lights, compressors, etc.) in private planes or planes chartered by the Organisers.

27P5 DAKAR TEAM MANAGER

- 1) The Organiser is the only one able to allow, or not, any person as a Dakar Team Manager.

Conforming to the definition of "Dakar Team Manager" (Article 3P36), the Dakar Team Manager will have to make an accreditation request before October, 1st 2013, to the Organisation Sporting Department and pay the amount of €500 if he doesn't travel in the plane. The accreditation is nominative and non-transmissible.

a) The Dakar Team Manager is obliged to attend the specific Dakar Team Manager Briefing organized during the Administrative Checks as well as to the general Briefing on January, 4th 2014 in Rosario. He also has to attend the Briefing each night at the Bivouac.

b) In no case can this accreditation have a sporting value as defined by the FIM regulations.

c) When the Selective Sections' Finishes are located on the Service itineraries or within 50 km of the Bivouac, the Dakar Team Manager is authorised to go there. He will have to, when requesting his accreditation, declare in writing to the Organisation Sporting Department the number and type of vehicles used as well as his number in the race and/or Service category.

d) At no time can he be on the Selective Section itinerary, except on a special authorization of the Clerk of Course.

In case of infringement, the assisted Rider(s) will receive a penalty up to Disqualification.

e) During Administrative Checks, at the Bike Officials' desk, the Dakar Team Manager will have to approve and sign the list of race and/or Service category vehicles which are subscribed under his responsibility for the Organisation.

27P6 TEAM'S AIRCRAFT

A Team will benefit, dependant on availability of seats and on payment of the the entry fee, from transport on the Organisation's aircraft.

A Team member travelling in the plane is not allowed to transport tools and spare parts. In case of infringement, the assisted Rider(s) will receive a penalty up to Disqualification.

Within the same Team, it will be possible to enroll one or more persons for a spot as Dakar Team Manager (plane); these persons will possibly be able to alternate their spot in the Team Manager's plane and the Service Vehicle. No change of name will be possible during the Event, except in the case of great circumstances observed and judged to be so by the International Jury.

Entry is by invitation only, upon the reception of requests, which must be received by the Competitors' Department **before 1st October 2013**. They must be sent to:

Dakar Competitors' Department

Tel: +33 (0)1.41.33.14.60 Fax: +33 (0)1.41.33.14.69

e-mail: concurrents@dakar.com

27P7 FUEL – REFUELING – AUTONOMY

1) Fuel

a) Riders will have to use available « commercial fuel » produced by a petrol company and sold via their service station network. Fuel may have a maximum octane rating of 98, without any addition other than this of a lubricating product freely available for sale that does not increase the octane rating. Only air may be mixed with fuel.

b) The fuel set up for by the Organiser have the following octane rating:

- In Argentina:
 - Petrol station: 98
 - Barrels: 98

- In Bolivia, Marathon Stage:

No refuelling will be done in petrol station.

○ Only in barrels: 95

• In Chile:

○ Petrol station: 97

○ Barrels: 97

Only the petrol stations mentioned by the Organiser on the Road Book warranty the octane ratings here above mentioned.

c) The use of special fuels is strictly forbidden on pain of penalties up to and including Disqualification. Checks will be made.

2) Autonomy

Each Rider is responsible for calculating his fuel range. In no case may Rider make any claims against the Organiser if his Machine fails to cover the minimum distance of 250 km, regardless of the nature of the terrain.

For safety, a 10% margin is indispensable, i.e. a range of 275 km.

3) Refuelling during a Selective Section

The Rider alone is responsible for refuelling.

A 15 minute neutralisation will be put in place each time refuelling is carried out during a Selective Section. Refuelling must be done with the engine cut.

Each refuelling will be preceded by a CP. After having given in his Time Card, each Rider must take their Machine to the refuelling truck. Fuel will be distributed in order of arrival at the CP.

After having refuelled, the Rider must present himself to the Neutralisation control, where he will recover his Time Card. A new start will be given at the end of the Neutralisation.

All external service on a Machine is forbidden during refuelling on pain of penalties at the discretion of the International Jury. Only Riders (Bike & Quad) are allowed to help other Riders.

The cost of fuel provided by the Organiser is included in the entry fee. It consists of refuelling from barrels of lead-free 95 during Selective Section (27P73) and at the Bivouac (27P7.4).

4) Petrol refuelling on Road Sections and at the Bivouac

a) On Road Sections and in stage towns (at Bivouacs) where service stations can supply Super 95 or 98, it is the responsibility of Riders to fill up at their own expense. It is strongly advised to refuel at the petrol stations selected by the Organiser.

b) Where there is no service station near the Bivouac, the Organiser will provide fuel at the Bivouac, which will be delivered in barrels. This fuel is included in the Machine/Vehicle entry fee.

28P INSURANCE

28P1 ASSISTANCE / REPATRIATION

The Organiser has passed assistance / repatriation services to MUTUAIDE, a subsidiary of Groupama, in the case of:

- physical attack which makes it impossible, in the opinion of a member of the Rally medical team, to continue with the competition;
- death;
- hospitalisation or death of a family member;
- legal proceedings;
- psychological trauma.

1) DEFINITIONS

a) Insurer

MUTUAIDE ASSISTANCE, hereinafter referred to as **MUTUAIDE**, a limited liability company with subscribed capital of €9,590,040, headquartered at 8-14 avenue des Frères Lumière, 94368 Bry sur Marne Cedex, regulated by the Code of Insurance –under the control of the “Autorité de Contrôle Prudentiel” located on 61, rue Taitbout – 75009 Paris – under 383 974 086 R.C.S. Créteil.

b) Beneficiaries

- Riders / Competitors and their Service Crews;
- members of the Organisation, their suppliers and their employees, their partners and their employees;
- Event Officials;
- journalists and members of the media;
- persons invited by the Organisers, their partners and anyone participating in a trip organised by V.S.O.

c) Area of applications

Cover is provided for the DAKAR 2014 Rally course from the first day of Administrative Checks and Scrutineering in Rosario (02/01/2014) through the Rally finish on 20th January 2014 at midday in Valparaíso and covers Riders / Competitors and their Service Crews and Service Vehicles.

During this period, Riders / Competitors who leave or abandon the competition will continue to be covered in Argentina, Bolivia and Chile provided they continue to follow the Rally, or rejoin Valparaíso or the port of San Antonio taking the most direct route from the point at which they abandoned the Rally.

d) Domicile

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

e) Europe

Countries of the European Union

Germany, Austria, Belgium, Bulgaria, Cyprus, Croatia, Denmark, Spain, Estonia, Finland, France, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, the Netherlands, Poland, Portugal, The Czech Republic, Romania, the United Kingdom of Great Britain and Ireland, Slovakia, Slovenia, Sweden.

f) South America

Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, French Guyana, Paraguay, Peru, Suriname, Uruguay, Venezuela.

g) Family

Spouse not separated or divorced, legal cohabitant or civil partner, children, direct ascendants.

h) Physical attack

Any deterioration in health following an accident or sudden illness and/or unforeseeable.

2) COVER

REMEMBER

In the case of physical attack, the Rally medical team will arrange and organise transport of the Beneficiary from the place of the accident to the Rally Bivouac or to the nearest appropriate medical institution using the Rally's ground or air transport.

HOW THE COVER IS PROVIDED

From the Bivouac or medical institution to which the Beneficiary has been transported by the Organiser, the Medical Director of MUTUAIDE, in liaison with the Rally medical teams, **will decide, purely on the basis of medical interests and in compliance with the health regulations in force:**

In the case of a Beneficiary resident or domiciled in one of the South American countries or in Europe (see countries designated above):

- either to hospitalise the Beneficiary in a nearby care centre, if their medical condition requires it, before considering return to a European institution close to, or in, their place of domicile;
- or to arrange and organise transportation of the Beneficiary, if he is physically incapable of travelling by his own means, to his place of domicile or to appropriate hospital facilities close to his place of domicile.

In the case of a Beneficiary domiciled outside one of the South American countries and outside Europe:

- either to hospitalise the Beneficiary in a nearby care centre before, if necessary, if his medical condition requires it, considering return to a European institution;
- or to arrange and organise transportation of the Beneficiary to a European city or to an appropriate European hospital facilities.

Any request for immediate repatriation to a country outside South America and outside Europe will be examined on a case by case basis with the Medical Director of MUTUAIDE.

If necessary, MUTUAIDE will carry out local research to find a suitable medical facility.

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

It is, in this respect, expressly agreed that the final decision, taken purely on the basis of medical interest for the Beneficiary, rests ultimately with the Medical Director of MUTUAIDE.

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

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

Extension of services: help to organise return journeys.

Beneficiaries whose medical condition does not justify repatriation for medical reasons, under the conditions hereby described, may nevertheless benefit from logistical help (without costs being incurred by MUTUAIDE) for the organisation of their transfer between the place where they retired on the Rally and Valparaíso.

a) Transfer and/or repatriation of the Beneficiary

If the Beneficiary's state of health leads, under the terms advised above, the Medical Director of MUTUAIDE, in agreement with the Rally medical team, to decide to transfer or repatriate the Beneficiary, MUTUAIDE will take care of the transportation.

Transportation will be by whatever means is appropriate (ambulance, scheduled flight, air ambulance, etc.) under medical supervision if necessary.

Only the medical interests of the Beneficiary and compliance with the health regulations in force shall be considered in selecting the means of transport.

IMPORTANT: This service will never be used in the case of minor lesions which can be treated locally and which do not prevent the Beneficiary from continuing in the Rally or from getting to Valparaíso by his own means (with the exception, for certain cases, upon the Medical Director of the Rally's decision, of the "medical costs").

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

CAUTION: If a Beneficiary resident or domiciled outside South America or outside Europe is repatriated from Europe to his country of domicile or residence, this shall be at his own expense and it is strongly recommended that transport be arranged and/or specific insurance taken out and to check with the insurer exactly what is covered.

b) Medical expenses (including the cost of hospitalisation) incurred during Dakar 2014

With the prior agreement of its Medical Director, **MUTUAIDE will pay, up to a limit of €4,500 including tax per Beneficiary**, medical fees, the cost of medicines prescribed by a doctor or surgeon, the costs of hospitalisation if decided by the medical team.

Are excluded all the medical costs, medicine or hospitalisation costs, incurred subsequently the potential repatriation or after the Beneficiary's return to his domicile or in a structure close to his domicile.

The Beneficiary undertakes to apply to all health insurance companies through which he has cover with a view to obtaining reimbursement of all or part of his medical and hospitalisation costs and to repay any amounts to MUTUAIDE.

IMPORTANT: Medical costs exceeding €4,500 to be paid by the Beneficiary; it is strongly recommended that specific medical insurance be arranged and that a check is made with the insurer regarding what is covered, in particular given participation in a competition.

This "Medical Expenses" cover, (which cover medical expenses and hospital costs resulting from an accident during the Rally and incurred outside of the country of domicile) may be arranged, by post or during Administrative Checks with the Sport Events Department of Gras Savoye whose contact details, offer and website address can be found on the Rally website at www.dakar.com.

The taking out of 'medical expenses' cover is optional but strongly recommended; it can be linked with an Individual Accident Insurance which is also strongly recommended. So as to facilitate the use of any insurance cover, the details of the insurer will be taken by the medical team when Riders / Competitors register.

Extended service: advance of hospitalisation costs

If a Beneficiary is unable to meet the cost of medical expenses in excess of €4,500, MUTUAIDE may agree to advance funds.

This will be done against a guarantee cheque made out to MUTUAIDE ASSISTANCE or an IOU signed by the Beneficiary or his legal representative.

In all cases, any sums advanced are repayable within sixty (60) days of the funds being made available.

If payment is not received, MUTUAIDE reserves the right to take any action required to recover the monies from the Beneficiary.

This extended service does not apply to Argentinean Beneficiaries in Argentina, to Bolivian Beneficiaries in Bolivia and to Chilean Beneficiaries in Chile.

c) Repatriation of corpse

If a Beneficiary dies during the DAKAR 2014, MUTUAIDE will pay for:

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

The Beneficiary's family is responsible for all other costs.

MUTUAIDE alone is responsible for selecting the companies to be involved in the repatriation process.

If the local authorities expressly demand that an eligible person is present in order to implement the necessary repatriation steps, MUTUAIDE will organise and pay for such person's return journey as well as accommodation costs up to €500 including tax.

d) Visit by a relative

If the Beneficiary's state of health requires hospitalisation for a period greater than five (5) days prior to repatriation, MUTUAIDE will organise and pay for a return journey for a person designated by the Beneficiary and domiciled in the same country as the Beneficiary to visit the Beneficiary's bedside.

MUTUAIDE will also organise and pay for this person's accommodation up to €100 per night, including tax, up to the date of repatriation.

The maximum total cover for a visit by a relative (transport + accommodation) is €4,000 including tax. This person must pay his/her own subsistence costs.

e) Expected return

If a Beneficiary is forced to interrupt his participation in the Rally as a consequence of the unexpected hospitalisation for a minimum of five (5) days, or the death, of a member of his family, MUTUAIDE will organise and pay for his return to his country of domicile.

f) Legal assistance

If a Beneficiary is subject to legal proceedings or is incarcerated for unintentional failure to comply with, or breach of, local legislation and Regulations:

- MUTUAIDE will advance any bail demanded by the local authorities to secure temporary release of the Beneficiary, up to a limit of €15,000 including tax.
This will be done against a guarantee cheque made out to MUTUAIDE ASSISTANCE or an IOU signed by the Beneficiary or his legal representative.
In all cases, any sums advanced are repayable within sixty (60) days of the funds being made available.
If payment is not received, MUTUAIDE reserves the right to take any action required to recover the monies, from the Beneficiary.
- MUTUAIDE may also help a Beneficiary to appoint a legal adviser and to pay their fees up to a limit of €4,000 including tax.

g) Replacement driver

If, following a physical accident or illness affecting the Beneficiary, none of the other Beneficiaries (co-driver, service Team) is able to drive in his place, MUTUAIDE will provide and pay for a replacement driver to take the Vehicle to Valparaiso or to the port of San Antonio, by the most direct route, provided the vehicle is in a state which complies with technical control standards.

The Beneficiary is responsible for the costs associated with returning the vehicle (tolls, fuel) as well as any hotel and subsistence costs.

h) Psychological support

If, following an incident involving physical injury, the Beneficiary suffers psychological trauma, he may receive emergency psychological assistance.

To guarantee this service, they must contact MUTUAIDE within a maximum of thirty (30) days following the traumatic event and provide their GP's contact details.

On receipt of any such request, MUTUAIDE will, provided the Beneficiary is in a suitable state of health, and on the advice of the MUTUAIDE doctor, organise emergency psychological assistance.

This support will be provided by a psychologist and includes the organisation and payment of three telephone consultations.

In all cases, the decision to provide emergency psychological support will be taken exclusively by the MUTUAIDE Medical Director, possibly after contacting, and with the agreement of, the Beneficiary's GP.

This service is available in the following languages: French, English, Spanish.

3) DISQUALIFICATIONS

a) No assistance/repatriation hereby detailed will be provided for conditions or minor lesions which may be treated in situ, or for conditions which do not stop the Beneficiary from continuing the Rally or returning to Valparaiso by his own means.

(With the exception of certain cases of the "Medical Expenses" cover, to be decided upon by the Medical Director of the Rally).

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

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

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

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

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

Participants will be provided with a document about the services described above during the Administrative Checks.

28P2 THIRD PARTY COVER

The Organiser has arranged a Third Party Cover policy with AXA France which relates specifically to sports events with terrestrial vehicles in accordance with the legislation in force.

The rights of engagement under the insurance premium cover the Competitor's Third Party Cover towards third parties up to the following amounts per event:

- €2,500,000 for material damages;
- €13,100,000 for physical damage;
- or the minimum in vigour in the countries crossed.

The purpose of said contract is thus to cover, in the case of an accident, fire or explosion during the course of the Rally, financial consequences arising from Civil Liability which may be the responsibility:

- of Competitors as a result of physical or material damage caused to third parties to agents of the State or any other public body involved in the order, Organisation or control of the Rally;
- of Competitors as a result of physical or material damage caused to other Competitors during Road Sections but in Selective Sections, uniquely if the responsibility of one of them may clearly and without ambiguity be determined, admitted and proved;
- of Drivers in regard to their team mates and passengers resulting from accidents incurred on public roads not reserved for private use (notably during Road Sections) or during Selective Sections on condition that the responsibility of the Driver can be proved.

The insurance contract which the Organiser has arranged in no cases covers (non-exhaustive list):

- accidents caused by strike, riots, crowd movements, civil or foreign war;
- the responsibility of an insured party in the case of an accident caused by intention or deceit;

- the responsibility of an insured person in the case of damage to assets which he owns, has rented, is the depository or guardian of;
- fines;
- the theft of vehicles, separate items and all other property (the Organiser accepts no liability, therefore, in the case of theft which occurs in a country being crossed by the Rally).

Period of cover:

- for Vehicles embarking on ferries organised by the Organiser insurance cover will come into effect at the moment of vehicles entering the Locked Park at the port of Le Havre (21st or 22nd November 2013) and will expire on exit of vehicles from the Locked Park at the port of Le Havre (at the latest on 28th February 2014 at 11.59pm).
- You are reminded that the sea crossing is not covered by this policy.
- for other vehicles (not transported in ferries organised by the Organiser) : insurance cover will take effect at the moment vehicles enter Scrutineering in Rosario (Argentina), therefore from 2nd January 2014, and will end after the finish podium in Valparaiso (Chile), thus at the latest the 18th January 2014 at 11.59pm.

Vehicles circulating in Argentina, Bolivia and Chile outside of the periods covered by the guarantee must be insured locally by their owners.

Caution:

- All vehicles which do not embark on board the ferry set up by the Organiser must therefore subscribe insurance for these countries.

- This policy covers the third party insurance for the vehicles during their participation in the Rally, within the official route (Selective Sections and Road Sections) of the Rally indicated by the Organiser. The Competitors who move away from it (notably before Administrative Checks and Scrutineering or following their withdrawal) must contract an insurance for their vehicle depending on the local Regulations.

- Are expressly excluded from this cover all the private tests realised before the entering of the Machine/Vehicle into the Scrutineering area in Rosario; competitors wishing to carry some tests out must insure their vehicles.

- Are expressly excluded all the dangerous road behaviours (demonstration, show, burn, etc.) during the Rally.

Vehicles disqualified or having withdrawn will still be covered only upon the condition they rejoin Valparaiso or the port of San Antonio by the most direct route from the place they withdrew or by the Event's itinerary.

In the case of accident, the Rider / Competitor or his representative must make a written statement, within 24 hours, to the Clerk of the Course, or to the Head of Competitors Relations (or possibly directly to the Organiser's headquarters). The report must mention the circumstances of the accident and contact details of any witnesses.

The Rider / Competitor thus enters the Dakar Rally 2014 "Argentina – Bolivia - Chile" fully aware of the risks this Rally could lead them to take.

28P3 PERSONAL ACCIDENT INSURANCE

The Rider / Competitor must contact his National Sporting Authority to find out what his sport driving licence covers him for. It is also strongly advised that they take out additional insurance with the insurance company of their choice.

This Personal Accident Insurance (which guarantees the payment of lump sum in the case of death or permanent injury following an accident during the course of the Rally) may be arranged with the Sport Events Department of Gras Savoye whose contact details, offer and website address can be found on the Rally website at www.dakar.com.

This offer can be supplemented with optional "Medical Expenses" cover (which will reimburse medical expenses incurred outside the country of domicile as the result of an accident happened during the course of the Rally).

As indicated above, the medical expenses entered into, with the agreement of the Medical Director, will be covered by MUTUAIDE up to the limit of €4,500.

This Personal Accident Insurance, as well as the "Medical Expenses" cover is optional, but is strongly recommended.

It may be arranged by contacting the Sport Events Department of Gras Savoye prior to the Rally's departure, or, at the latest, during Administrative Checks at Rosario.

Gras Savoye is at the disposition of participants for all other requests presented before 18th December 2013.

The complete text of the insurance contract is available upon request from Gras Savoye.

29P TIME CARDS

1) At the start of a Stage, the Rider will be given a Time Card on which the Target Times and the Maximum Times Allowed to cover each Road Section and each Selective Section shall appear respectively. This Time Card is handed in at the Finish Time Control of each Stage and replaced by a new one at the start of the next Stage. Each Rider is responsible for his personal Time Card.

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

3) The Rider alone is responsible for submitting the Time Card at the different controls and for the accuracy of the entries. The controllers are the only persons allowed to enter the time on the Time Card, by hand or by means of a print-out.

4) **The Rider is obliged, under pain of penalties which may go as far as Disqualification, to have his passage checked at all points mentioned on his Time Card, and in the correct order. The absence of a stamp or the failure to hand in the Time Card at any control will result in a penalty which may go as far as Disqualification.**

5) The fact of losing a Time Card or not taking it at the Start TC will lead to a 5 minute penalty which is applied to the General Classification.

6) To facilitate the process and gain time at Passage Controls and Time Controls, the Time Card must be placed in a pocket, with an opening in Velcro, on the fuel tank, or at the place where the main fuel tank is usually situated.

If this is not the case, the Marshals will not look for Time Cards in pockets or any other place not defined above.

30P CONTROL ZONES

1) All controls, i.e. Time Controls, Start and Finish of Selective Sections, Passage Controls will be indicated by means of a standardised double sign.

2) The beginning of the Control Zone is marked by 2 warning signs on a yellow background. At a distance of about 100 m, the position of the Control Post is indicated by 2 signs on a red background. The end of the Control Zone, approximately 100 m further on, is indicated by 2 final signs on a beige background with three black transversal stripes.

3) The Time Control Zone should be organised in such a way that Rider can watch the timekeeping without entering the Control Zone. The maximum width of the zone may not exceed 15 m and the zone must be situated along a single axis, except for Passage Controls zones.

4) It is strictly forbidden to enter and/or leave a Control Zone from any direction other than that prescribed by the Road Book and/or to re-enter a Control Zone once checking in has taken place at this control. In that case :

- 1st infringement: a 10-minute penalty,
- 1st repeated offence: a 1-hour penalty,
- 2nd repeated offence: Disqualification or Fixed Penalty when existing.

5) The official time is the GPS time.

The target check-in time is the responsibility of the Rider alone, who may consult the official clock on the control table.

The Rally time (timings, briefings, etc.) will be GMT-3 in Argentina, in Bolivia and Chile.

6) Control posts shall be ready to function 30 minutes before the target time for the passage of the first Rider. Unless the Clerk of Course decides otherwise, they will cease to operate 1 hour after the target time for the last Rider.

The Time Controls (Start and Finish of Selective Sections) will cease to operate at a time calculated taking into account the Maximum Time(s) Allowed preceding this control for the last classified Rider/Competitor.

7) On pain of a penalty which may go as far as Disqualification, the Rider is obliged to follow the instructions of the marshal in charge of the control post, who must be assisted by a controller (all possible cases will be examined by the International Jury following a written report by the marshal in charge of the control post).

8) A Machine must move by its own means, using the starter power is allowed.

If the Machine is unable to move, pushing and/or pulling by a Rider / Competitor in the race is allowed, or by a service Crews or service vehicle when the race and the service route follow the same itinerary.

31P TIME CONTROLS

31P1 GENERAL

1) At the Time Controls, the controllers indicate on the Time Card the check-in time, which corresponds to the exact moment at which the Rider submits the Time Card to the controller. The clocking of the Time Card will only be carried out if the Rider and the Machine are within the immediate vicinity of the control table.

2) The check-in procedure commences the moment the Machine passes the entry sign for the Time Control Zone.

3) The Rider is forbidden to stop or to drive abnormally slowly between the zone entry sign and the control post. A Rider may remain in the Control Zone only for as long as is necessary to complete the check-in formalities, scrutineering and GPS checks.

4) The Rider does not incur any penalty for early arrival if the Machine enters the Control Zone during the minute before the target check-in minute.

5) For Road Sections, the target check-in time is that obtained by adding the Time Allowed for completing the Road Section to the starting time for that Section. These times are expressed in hours and minutes and are always shown from 00.01 to 24.00.

6) For Road Sections, the Rider does not incur any penalty for late arrival if the Time Card is submitted to the controller during the target check-in minute. For example, a Rider which is supposed to check in at a control at 18h 58 min. shall be considered on time if the check-in takes place between 18h 58 min. 00 sec. and 18h 58 min. 59 sec.

7) If the Start of a Selective Section is at the end of a Road Section, the Start of the Selective Section, is the same as the Finish of the Road Section (twinned Time Control).

- At the Start of the Selective Section, when the Rider arrives from the Road Section, the steward takes his/her Time Card after having stamped it and places the Rider ready for the start according to his/her ideal starting order.
- At the Start of the Selective Section, the steward notes the true start time of the Selective Section, returns the Times card and gives the start to the Rider.
- In the case of an incident, should there exist a divergence between the two entries, the starting time of the Selective Section will be binding, unless the International Jury decides otherwise.

8) At a Time Control, any difference between the target check-in time and the actual check-in time will be penalised at a rate of one minute per minute or fraction of minute.

9) For Selective Sections, the finish times will be taken at the maximum to the second.

10) At the Time Controls at the end of a Stage, and at the Parc Fermé, a Rider is authorised to check-in ahead of time without incurring a penalty.

11) Any failure on the part of a Rider to observe the rules of the check-in procedure defined above (and in particular the fact of entering a Control Zone more than a minute earlier than the check-in time) will be recorded by the chief controller at that post and a written report will be sent to the Clerk of Course.

12) The Disqualification time, or one or more Maximum Times may be modified at any moment by the International Jury, upon the proposal of the Clerk of Course. The Riders concerned shall be informed of this decision as soon as possible. Disqualification or Fixed Penalty for exceeding the Maximum Time Allowed may only be announced at the end of a Stage.

13) If the Start of a Selective Section coincides with the start of a Stage, the starting time of the Selective Section will also be that of the Stage.

14) At the finish of a Selective Section, the stop point will be twinned with a Time Control.

15) If a Time Control is not followed by the Start of a Selective Section, the checking-in time on the Time Card constitutes both the arrival time at this Time Control and the start time for the new Section.

31P2 LATE AT THE TIME CONTROL AT THE START OF A STAGE

A Rider late for the start of a Stage will be penalised one minute for every minute late, up to 30 minutes after the last Bike or Quad.

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

The Start Order sheet produced by the Official Timekeeper, is considered an official document and can be used by the marshal conducting the Start of the Road Section, each morning. It replaces to "50 Sheet".

Any lateness will be reported (hour / minute) by the marshal in charge in the specific column. In case of litigation, this document may be used by the Officials.

31P3 LATE AT THE TIME CONTROL AT THE START OF A SELECTIVE SECTION

All Riders late for the start of a Stage will be penalised one minute for every minute late, up to 30 minutes after the last Bike or Quad.

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

31P4 MAXIMUM TIME ALLOWED / TARGET TIME

1) Road Section

A Target Time is given for each Road Section.

Any difference in this Target Time will lead to a penalty of one minute for every minute late or early. **Clocking in ahead of time is authorised at the Road Section Time Control at the entrance of the Bivouac.**

2) Selective Sections

Selective Sections will be run in real time, with a Maximum Time Allowed. Rider checking-in after this Maximum Time will incur the Fixed Penalty for the day. If the Finish of the Selective Section is also the finish of the Stage, the procedures laid down in Article 31P5 will apply.

The arrival time will be taken no more than to the second.

3) Timing (itinerary / schedule)

Target Times and Maximum Times Allowed, the start order and the gaps will be given at Administrative Checks, as will the closing times of controls (Passage Controls and Time Controls) and the Fixed Penalties.

31P5 OVERRUNNING OF THE MAXIMUM TIME ALLOWED AT STAGE FINISH TIME CONTROL

1) All Riders arriving at a Time Control at the Finish of a Stage after the Maximum Time Allowed will be penalised by a minute for every minute late or the Maximum Time + the Fixed Penalty on Stages where clocking in, in real time, is not possible.

After the closure of the control, checking-in must be done at the Race Control (PCO), or at the Start of the Stage's Time Control, with the Official in charge.

2) All riders arriving after the closing of the control may take the start of the following Stage on condition that they:

- **Absolutely give the Time Card to the Clerk of Course at the Bivouac before 9.30pm, then to the (PCO) Race Control night shift;**
- **prove to have rested for 6 hours at the Bivouac between the two Stages or have the approval of the doctor and give the authorisation to take the start either to the marshal in charge or any Official present on the Start;**
- **present himself at the Time Control of the Start of the Stage before the closure of the control;**
- **comply with Article 081.1.1. FIM 2013.**

A new time and a new start order will be given to the Rider, at the discretion of the person in charge of the start.

3) All Riders who do not manage to retake the start of a Stage under these conditions will be disqualified.

31P6 OVERRUNNING THE MAXIMUM TIME ALLOWED ON THE REST DAY

For the rest day, the latest check-in time, so as to be able to start the following day, is fixed at 6.00pm. After this time, all Riders arriving from the previous day's Stage will be considered as disqualified.

31P7 INTERVIEWS

1) Finish of Selective Section

Areas especially dedicated to interviews will be set up each day after the Finish of the Selective Section. The selected Riders are required to stop there the time imposed by the Organisation.

A new starting time will be given to the Rider when leaving the interview zone.

Failure to respect this rule, or any incivility noted, will result in a penalty of €500.

Any repeated offence will be decided upon by the International Jury.

2) Finish of Road Section

The selected Riders will have to go to the interview zone, located close to the Media Center, after their arrival at the Bivouac.

Failure to respect this rule, or any incivility noted, will result in a penalty of €500.

Any repeated offence will be decided upon by the International Jury.

32P PASSAGE CONTROLS

32P1 GENERAL

1) In order to check that the Rider is respecting the itinerary in the Road Book, Passage Controls will be set up at a significant location mentioned and numbered in the Road Book and noted on the Time Cards.

2) The Control Zone will be defined using the following official double signposting:

- a) 2 yellow signs with stamp (start of zone);
- b) after approximately 100 m, 2 red signs with stamp (Passage Control post);
- c) Finally, 100 m further on, 2 final beige signs with 3 transversal black stripes.

3) The location of these Passage Controls must be clearly visible and signalled to Rider by means of flags and, wherever possible, sited on fairly level, hard ground, otherwise, the ground must be downhill.

4) The passage will be timed to the second and noted on a passage sheet by the marshal in charge of the post.

32P2 CLOSING TIME OF PASSAGE CONTROL (PC)

1) The closing time for Passage Controls will be declared taking into account:

- the distance covered since the start of the Section concerned;
- the time average of the Section under consideration (Selective or Time) imposed by the Maximum Time Allowed;
- the ideal time of the last Rider / Competitor, increased by 60 minutes.

2) This time will be mentioned on the timing (itinerary / schedule) given during Administrative Checks.

32P3 CLOSING OF PASSAGE CONTROL (PC)

After the closure of a Passage Control, the validation by the GPS of the corresponding Waypoint will be taken into account and will attest to the respect of the Official Itinerary by the Rider.

In this case, there will be no penalty for missed Passage Control.

33P SELECTIVE SECTION

33P1 GENERAL

1) Riders are forbidden to ride in the opposite direction to that of the Selective Section under pain of penalties which may go as far as Disqualification.

2) At the Starts of Selective Sections, when the Rider with his Machine has stopped in front of the Starting Control, the controller will enter the actual time of the start of the Machine in question on the Time Card (hour, minute and second), and will then count down aloud: 30 seconds – 15 seconds – 10 seconds and the last 5 seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given upon which the Machine must start immediately.

A 2 minute penalty shall be imposed on any Rider who fails to start within 20 seconds of the starting signal. If a Rider is unable to leave the Control Zone under his/her own means, the penalties laid down must be applied.

- 3) The Start of a Selective Section indicated on the Time Card may only be delayed by the controller in a case of great circumstance.
- 4) A false start, particularly one made before the controller has given the signal, shall be penalised by one minute at least or an increased time according to the International Jury's decision based on the controller's report. This penalty does not exclude heavier penalties being inflicted by the International Jury, especially if the offence is repeated.
- 5) The Selective Sections will end in a flying finish, the official double signposting as follows:
 - a) 2 yellow chequered signs (beginning of zone);
 - b) after approximately 100 m, 2 red chequered signs (flying finish);
 - c) at a distance of 150 - 300 m, 2 x 2 red signs (clock and STOP);
 - d) finally, 100 m further on, 2 final beige signs with 3 transversal black stripes.
- 6) Stopping between the yellow warning sign and the STOP sign is forbidden. All infractions will result in a time penalty of 15 minutes. Timekeeping will be done on the finish line, which must have print-out equipment and shall be backed up by hand timing.
- 7) At a distance of 150 to 300 m after the finish, the Rider must stop to a Time Control indicated by a red clock and a red STOP sign. The controller will enter on the Time Card the time of arrival (hour, minute and seconds), which will also be the starting time of the following Road Section (hour and minute). If several Riders/Competitors arrive during the same minute, the marshal in charge of the post must stagger the starting times of these Riders / Competitors at intervals of at least 30 seconds in the order in which they arrived.
- 8) If the Rider is unable to leave the zone under his/her own power, penalties as laid down in Article 36P1.d will apply. If a Rider does not stop at the Stop point to have his time taken a penalty of 1 hour will be incurred.
- 9) During a Selective Section, any Service is forbidden OTHER THAN of a racing Rider / Competitor using parts transported by another racing Rider / Competitor. However, approved Service zones may be set up by the Organisation.
- 10) The starting intervals for Selective Sections must respect the same dispositions as those laid down for starting Stages except in a case of a road penalty.
- 11) Any Rider refusing to start a Selective Section at the time and in the position allocated to him/her shall be given a penalty of 15 minutes and must make him/herself available to the marshal in charge who will notify him/her of his/her new starting time.

33P2 INTERRUPTION OF A SELECTIVE SECTION

When a Selective Section is definitely stopped before the passage of the last Rider/Competitor, regardless of the reason, a classification for that Selective Section may nevertheless be obtained by attributing a time to all those Riders / Competitors who were affected by the circumstances of the interruption.

This time may be calculated in the following manner.

1) Interruption of a Selective Section at a given point. Taking of time at a Waypoint during a Selective Section:

a) Given that a time is taken at each Waypoint and recorded in the GPS Unik II, a result for a Selective Section may be obtained using the time taken at the Waypoint preceding the point of interruption.

The times at the various Waypoints recorded in the GPS will be transmitted by radio when the Rider arrives at the Finish Time Control at the Bivouac.

b) In the case of a malfunctioning GPS, a Rider's time will be calculated using his/her position on the track at the time of interruption (Iritrack position) and the times of the Riders / Competitors who have past just before or after him/her at this point. The International Jury can choose as the time of reference that which seems the most appropriate.

c) In the case of a malfunctioning GPS and Iritrack, the International Jury will undertake the necessary research concerning the position of the Rider so as to establish an appropriate time.

2) Interruption of a Selective Section at several distinct points. Taking of time at the Time Control at the Finish of the Selective Section:

a) In this case, a time will be attributed to all the Riders concerned by the interruption. This time will be calculated by taking the worst time of the Rider having crossed the finish line, to which will be added the Fixed Penalty and 5 minutes per Waypoint missed (DZ, FZ, WPM, WPV, WPE, WPS, CP), between the point at which the Rider was stopped and the Finish of the Selective Section.

b) In the case where the International Jury considers the worst time as being abnormal they can choose as a reference the time of another which seems more suitable.

3) The application of these measures is under the exclusive authority of the International Jury after communication by the Race Direction of the reasons behind the interruption.

4) No Rider responsible or jointly responsible for stopping the race can, under any circumstances, benefit from this measure. The actual time they would have ultimately achieved will be credited if this is greater than the time recorded for the other Riders.

5) In exceptional cases, for safety reasons, the Race Direction may interrupt the Selective Section at a given point and the Riders may continue the Selective Section once the dangerous zone has been crossed. The results will be established by adding together the times of the two parts of this Selective Section.

33P3 SAFETY

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

In exceptional cases, for safety reasons, the Clerk of Course can deduct to one or several Riders the total stopping time for a race incident.

33P4 NEUTRALISATION

On several Stages, a Neutralisation will be effected in the form of a transfer, with a Target Time, to separate two sections of the same Selective Section.

The Rider will hand in his Time Card to the Time Control at the beginning of the Neutralisation, on which will be noted the time at which he starts the Neutralisation (finish time of the 1st section) and his time at the end of the Neutralisation which will also be his start time for the 2nd section.

During these Neutralisations the maximum speed allowed, checked by GPS, will be that legally allowed in the country crossed.

Any form of Service is forbidden on the Neutralisation itinerary except for parts shared by race and Service vehicles.

34P REGROUPINGS

1) The purpose of regroupings is to reduce the intervals which may occur between Riders as a result of late arrivals and/or withdrawals. The Parc Fermé rules apply.

2) On his arrival at these regroupings, the Rider will hand the controller his Time Card. He will receive instructions on his new starting time.

He must then drive his Machine immediately and directly to the "Parc Fermé". The starting order shall be that of the arrival at the regrouping Time Control. The distance between the Time Control and the Parc Fermé will be considered as a Parc Fermé area.

3) For safety reasons, on the proposal of the Race Direction, the International Jury may decide to stop a Stage before its allotted finish. A Time Control will then be set up, acting as the end-of-Stage control (idem: for a Selective Section, the Time Control being twinned with the end-of-Selective Section control), where the times recorded will serve to establish the classification of the Stage.

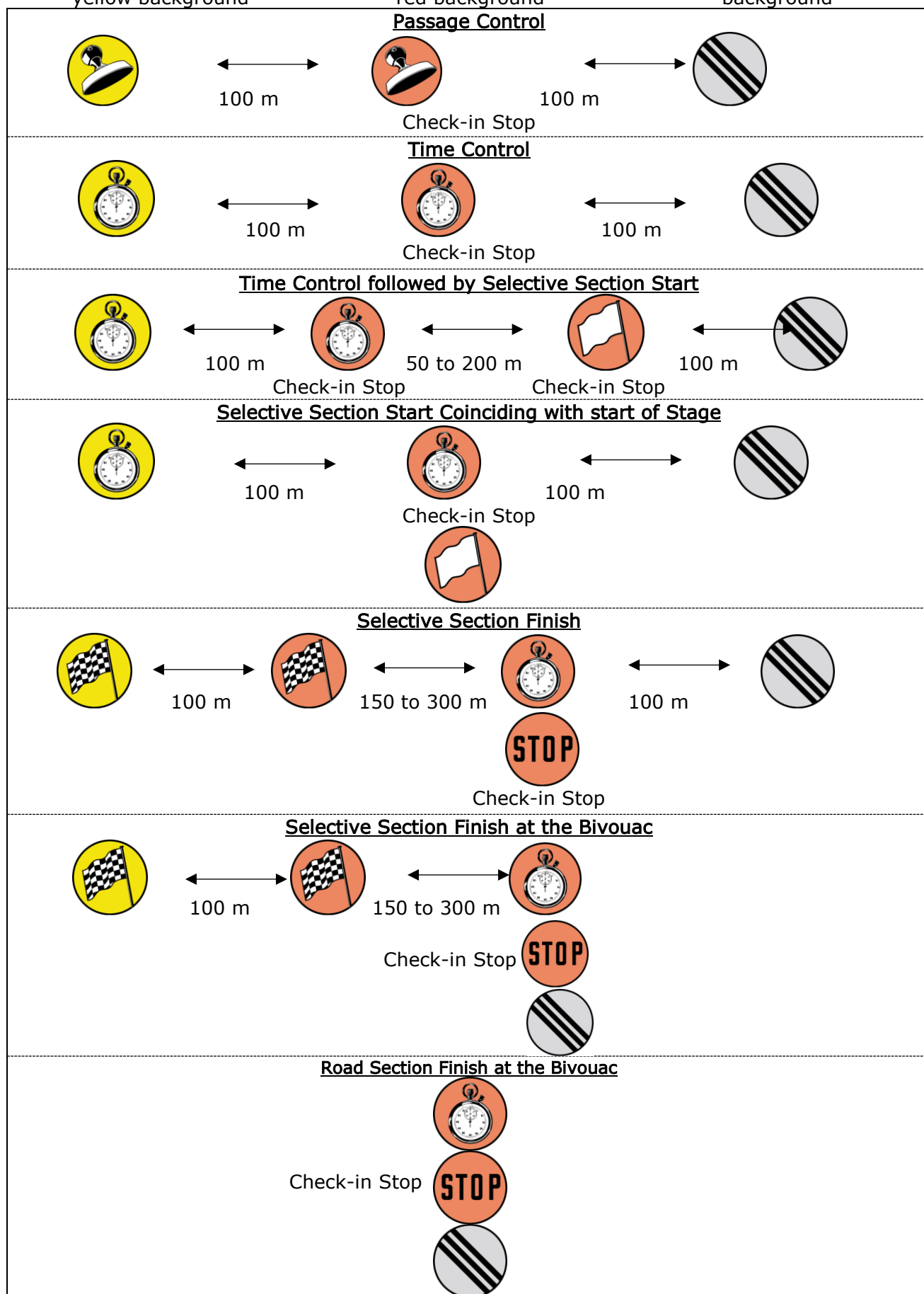
On the decision of the Race Direction, this Stage may or may not be continued, neutralised or in convoy, and may or may not be under the Parc Fermé rules.

35P SIGNPOSTING OF CONTROLS

Start of Zone: 2 signs with yellow background

Control: 2 signs with red background

End of Zone: 2 signs beige with background



36P PARC FERMÉ

36P1 GENERAL

1) The following rules will apply:

- a) It is forbidden to refuel or repair the Machine in a Parc Fermé.
 - b) Starting a Machine with the help of pulling or pushing from another Rider/Competitor still racing shall be penalised by one minute.
 - c) Machines are considered to be in Parc Fermé from the moment they enter a start, regrouping or end of Stage parks, until they leave it.
 - d) Machines will be in Parc Fermé from the moment they enter a Control Zone. From the Stop point until the zone exit, if the Machine is unable to restart, it may be pulled or pushed out of the zone with external help without penalties, under the supervision of the chief marshal.
 - e) Machines are considered to be in Parc Fermé as soon as they reach the end of the Event (and at least until the time for lodging protests has expired).
 - f) Machines will be in Parc Fermé when scrutineering is carried out at the Finish of the Selective Section or of the Stage.
- 2) Except in the case of a Time Control at the Finish of a Road Section-Bivouac, any infringement of the Parc Fermé rules shall result in a penalty ranging from 10 hours to Disqualification.**
- 3) Before the exit from all the Parks or at the start of a Stage, if the Scrutineers of the Event note that a Machine seems to be in a condition which is not compatible with normal use, they must immediately inform the Clerk of Course, who may request that it be repaired.**
In this case, the minutes used for such repairs shall be considered as the same number of minutes lateness registered on a Road Section. To prevent a Rider from trying to make up lost time after repairs, the Rider shall be given a new starting time. Any Rider which arrives more than 30 minutes late will be disqualified.
- 4) As soon as the Rider has parked his machine in the Parc Fermé and in the event of bad weather, the Rider may cover his machine with transparent covers. The Rider must leave the Parc Fermé immediately and no Rider will be allowed to re-enter it.**
- 5) By way of exception, and on the responsibility of an Official, the Rider may, while in the Parc Fermé at the start, regrouping zone or end of Stage parks: change one punctured or damaged tyre using the equipment on board, a damaged front or back light.**
These repairs must be completed before the starting time, otherwise a penalty of one minute for every minute of lateness shall be imposed.
- 6) In order to remove a Machine from a Parc Fermé for the start, regrouping halt or end of Stage, Rider shall be allowed to enter the "Parc Fermé" 15 minutes before his starting time, except in Rosario where he can enter the parc 30 minutes before his starting time.**
- 7) Inside the Parc Fermé, the engine may be started by means of an external battery, which may be brought in and taken out under the supervision of an Official of the Event.**
- 8) Before leaving the Parc Fermé, the Rider is permitted to place his Machine covers and/or external battery outside the Parc Fermé.**

36P2 SPECIFICS

Machines will be subject to Parc Fermé rules:

- a) On the port of Le Havre, before loading the Vehicles and during the crossing;
- b) After unloading the Vehicles in Buenos Aires, on the port of Delta Dock, up to 31st December 2013 and 1st January 2014;
- c) On the Administrative Checks and Scrutineering site in Rosario, on coming out of Scrutineering on 2nd, 3rd and 4th January 2014;
- d) On 18th January 2014 after La Serena-Valparaiso Stage in the Parc Fermé in Valparaiso;
- e) After the podium, on 18th January 2014 in Valparaiso. The Parc Fermé will become a Parc Gardé after the time for protests and appeals has expired, up to Monday 19th January 2014 at 08.00am, when it will have to be empty.

37P ADMINISTRATIVE CHECKS AND SCRUTINEERING

37P1 GENERAL

1) All Riders have to appear to the Administrative Checks. Financial penalties for lateness at the preliminary Scrutineering, according to the timetable laid down by the Organiser, may be applied by the International Jury.

The Rider with, when it applies, his Dakar Team Manager, must present his Machine and all the necessary documents and equipment to Scrutineering.

If Scrutineering is followed by a Parc Fermé, a member of the team may take the Machine(s) into that park. The check-in times, if any, must be respected, and it will be the responsibility of the Rider to ensure that they are.

Any Rider appears to the Administrative Checks and/or Scrutineering area outside the time limits prescribed in the Regulations will not be allowed to start, except in a case of great circumstance duly recognised as such by the International Jury.

2) Only those Riders who have passed the Administrative Checks may present themselves with their Machine equipped with its plates and numbers at Scrutineering, which will be of a completely general nature: brand and model of the Machine, apparent conformity with the group in which it is entered, conformity of the safety items, conformity of the Machine with the Highway Code. After Scrutineering, if a Machine is found not to comply with the technical and/or safety Regulations, the International Jury may set a deadline before which the Machine must be made to comply.

3) No Machine will be allowed to start unless it complies with the FIM safety regulations, with the present Regulations and its appendices.

4) Checks on the Machine may be carried out at any time during the Rally. At all times during the Rally, the Rider is responsible for the technical conformity of his Machine. The fact of presenting a Machine for scrutineering is considered as an implicit statement of conformity.

5) Should new identification marks be affixed, it is the responsibility of the Rider alone to see that these are protected until the end of the Event. Should they be missing, the Machine will be disqualified.

6) Thorough scrutineering involving the dismantling of the Machine for Riders in the first places of the General Classification and in each group and category, and possibly for any other Rider, may be carried out at the absolute discretion of the International Jury ex officio or following a protest or upon the decision of the Clerk of Course.

7) It is strictly forbidden for the Dakar Riders / Competitors to display, outside the allocated spaces within the Bivouac, any kind of visibility support. It is also strictly prohibited to distribute any kind of product or merchandising (either for sale or for free) inside the Bivouac.

For any other promotional activity, the Competitors will, first, have to obtain a prior written approval from the Organiser.

37P2 ADMINISTRATIVE CHECKS AND SCRUTINEERING IN ROSARIO

1) The Riders / Competitors will pass Administrative Checks and Scrutineering on 2nd, 3rd or 4th January 2014 in Rosario.

On 1st January 2014 from 8.00am, South American Riders / Competitors can collect their safety equipment. They will be called to Administrative Checks in priority on 2nd January 2014. The Machine/Vehicle must be presented to Scrutineering the SAME DAY.

2) Riders / Competitors will receive a convocation stating the day and exact time at which they must present themselves at the Administrative Checks.

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

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

A Time Control will be put in place at the entrance of the Waiting Park of the Administrative Checks.

On pain of a financial penalty, Riders / Competitors must ABSOLUTELY present their Machine/Vehicle at Scrutineering, the same day as the Administrative Checks noted on their convocation.

3) On leaving Administrative Checks, Riders / Competitors will receive a convocation time for Scrutineering. All lateness for Scrutineering will be sanctioned as follows:

- up to 30 minutes: €15;
- from 30 minutes to 1 hour: €30;
- per hour extra: €15.

4) On coming out of Scrutineering all Machines will be placed under Parc Fermé rules.

5) During Administrative Checks, Riders / Competitors will be given a compulsory course on Safety Instruments: Sentinel and Iritrack. All absence will incur a penalty of €500.

6) Machines must be presented in Le Havre, for boarding, with the various mounting brackets, cables and aerals of the different safety equipment already fitted, ready to receive these systems (GPS, Iritrack), on pain of being refused embarkation.

7) Machines which will be directly presented in Rosario, must be presented at Scrutineering with the various mounting brackets, cables and aerals of the different safety equipment already fitted, ready to receive these systems (GPS, Iritrack). Failure to do so will result in a penalty of €150 per item of equipment not installed.

8) The Iritrack and GPS must be connected directly to the battery so that they continue to function when the engine is stopped. If this is not the case the Rider must make his/her Machine conform before passing Scrutineering.

9) The Machine must be presented to Scrutineering ready to race and the safety equipment listed in Articles 41P1 and 41P2 must be presented to the Officials in charge of controls.

No intervention will be allowed between the end of Scrutineering and entry into Parc Fermé.

All Machines which appear not to conform, or are not adapted to Rally norms, during Scrutineering may either be forced to change group or be refused a start (on decision of the International Jury). In the last case the entry fees will remain the property of the Organiser.

37P3 ADMINISTRATIVE OBLIGATIONS

1) Each Rider must present the following, valid, original documents during Administrative Checks:

- **passport valid until 30/06/2014;**
- visas: all participants must inform themselves of the necessary visas they will require for the countries they will cross, as a function of their nationality; participants must, if necessary, satisfy with all the requirements to obtain these visas;
- **2014 FIM Rider license, Category "International Rallies" : ANNUAL or ONE EVENT specifying the name of the Event;**
- **authorisation to race abroad (issued by the national federation – FMN of the Rider) for Riders having an ANNUAL License;
For the Riders having an ANNUAL license delivered by the FFM, a common authorization will be directly asked by the Organizer to the FFM;**
- permission of the owner to use the Machine, if he is not the Rider;
- valid national driving licence, corresponding to the category of the Machine entered;
- vaccinations: no vaccination is compulsory. Recommended: diphtheria, tetanus, polio, meningitis (A & C), viral hepatitis A & B, tetanus, typhoid and eventually rabies, etc.

2) Each Machine must be presented with the following original documents during Administrative Checks and Scrutineering:

- valid log book or registration certificate (provisional registrations not acceptable);
- homologation file or commercial catalogue.

3) The Rider undertakes, on his honour, to present totally valid papers, on pain of start being refused.

No photocopies or declarations of loss or theft will be accepted, on pain of start being refused.

37P4 "MALLES MOTOS" CHALLENGE (BIKE TRUNKS)

1) Transport of 1 trunk and 2 wheels is for Bike / Quad Rider without Service only. All infractions will result in Disqualification.

2) **At the Bivouac, it is mandatory for the Rider registered in the "Malles Motos" Challenge to set up and make all/any service and repairs in the "Malles Motos" reserved area.**

3) **Time Card management**

At any arrival from the Road Section TC or Selective Section Finish TC (when there is no Road Section to get to the Bivouac), the Rider will give his Time Card to the marshal in charge. The marshal will give the Rider his Time Card back with his time of arrival written down.

Then, the Rider will imperatively have to give his Time Card to the "Malles Motos" responsible at arriving in the dedicated area.

4) **After having informed the "Malles Motos" responsible, the Rider will be able to take his Machine out of the area to realise certain operations:**

- **With the Dakar Service Centre sponsors (tyres, oil, etc.)**
- **But also to weld, do repairs, clean and conduct tests with his Machine.**

In case of litigation, the supervising official will make a written statement to the Officials with the time of absence and the reasons.

5) If it proved that the type of intervention does not conform to this Article and/or that the Challenge spirit is not respected, the Rider will be excluded for the Challenge Classification.

- 6) The trunk and 2 wheels must be handed over before the start of the race:
- either in Le Havre on 21st and 22nd November 2013,
 - or at the 'Malles Moto', situated at the Park in Rosario, from 2nd January 2014 at 08.00am, to 4th January 2014 at 11.00am.

38P PROTESTS-APPEALS

1) All protests must be made in accordance with the rules laid down by the International Sporting Code. They must be made in writing and given to the Clerk of Course, accompanied by the sum of **€220 - US\$ 285**, which will be retained if the protest is judged unfounded and unjustified.

This decision may be contested at the Tribunal National de Discipline et d'Arbitrage de la Fédération Française de Motocyclisme (National Discipline and Arbitration Tribunal of the French Motorcycle Federation) in compliance with article 4.6 and following of the arbitration and disciplinary codes of the Fédération Internationale de Motocyclisme (FIM).

2) No appeal may be made against the observation of a fact (Article 4.1 of the FIM's arbitration and disciplinary code).

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

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

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

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

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

7) All accused Riders must be heard by the International Jury.

39P CLASSIFICATIONS

39P1 GENERAL

1) The Clerk of Course bears the responsibility for timekeeping.

2) Penalties shall be expressed in hours, minutes and seconds. There will be a separate classification for Quads. The final results shall be determined by adding together the times obtained in the Selective Sections and the penalties (incurred during the Road Sections and other penalties expressed in time).

The Rider who achieves the smallest total is proclaimed winner in the General Classification, the next one being second, and so on. Classifications by group and class are drawn up in the same way.

3) In the case of a dead heat, the Rider which accomplished the best time for the last Selective Section will be proclaimed winner. If this is not enough to determine the winner, the times of the previous Selective Sections shall be taken into consideration, except for the Stages where no Selective Section has been run, in which case dead heats will be determined according to the order of starting numbers. This rule may be applied at any time during the Rally.

39P2 CLASSIFICATIONS

1) Definitions of the different classifications:

a) **Partial Classification of Selective Section:** non official, distributed for information only (press, teams, etc.).

b) **Provisional classification of Selective Section:** posted by the Clerk of Course at 07.00pm the day after the stage in question. It becomes definitive after the protest period, which ends when the first Rider has started the Stage following this posting.

c) **Provisional classification of Stage:** posted by the Clerk of Course at 07.00pm the day after the Stage in question. It becomes definitive after the protest period, which ends when the first Rider has started the Stage following this posting.

d) **Provisional general classification of Event:** posted by the Clerk of Course at 07.00pm the day after the Stage in question. It becomes definitive after the protest period, which ends when the first Rider has started the Stage following this posting.

e) The official classification of Stage and general classification of Event will be confirmed and signed by the Clerk of Course and validated and signed by the Jury President daily during the meeting of the Jury, after the protest period.

2) **Each evening at 07.00pm**, the various classifications will be posted on the official notice board in front of the Competitors' tent, in the catering area and at the Malles Moto area

3) On the rest day the classifications of the previous Stage will be posted at 07.00pm and will become definitive 30 minutes after.

4) Given that the classification becomes definitive as concerns the elements used to compile them, these elements and only these elements may not be considered regarding any protest, once the final classifications are posted at the end of the Event.

5) The official classification of the Dakar 2014 will be posted on the official notice board at La Plaza Sotomayor, in Valparaiso, on 18th January 2014, at the entry of the Parc Fermé and at the Competitors department's tent.

They become definitive 30 minutes after their posting (reclamation period).

40P LIST OF PRIZES

40P1 GENERAL CLASSIFICATION

1 st prize	€25.000 + 1 trophy	6 th prize	1 trophy
2 nd prize	€20.000 + 1 trophy	7 th prize	1 trophy
3 rd prize	€15.000 + 1 trophy	8 th prize	1 trophy
4 th prize	€10.000 + 1 trophy	9 th prize	1 trophy
5 th prize	€ 5.000 + 1 trophy	10 th prize	1 trophy

40P2 GROUPS AND CLASSES CLASSIFICATION

GROUPE 2			
	1 st prize	€10.000 + 1 trophy	
	2 nd prize	€9.000 + 1 trophy	
	3 rd prize	€8.000 + 1 trophy	
	4 th prize	€7.000 + 1 trophy	
	5 th prize	€6.000 + 1 trophy	
	6 th prize	€5.000 + 1 trophy	
	7 th prize	€4.000 + 1 trophy	
	8 th prize	€3.000 + 1 trophy	
	9 th prize	€2.000 + 1 trophy	
	10 th prize	€1.000 + 1 trophy	
Group 2.1 AMATEURS SUPER PRODUCTION 0 TO 450 CC		Group 2.2 AMATEURS MARATHON 0 TO 450 CC	
1 st prize	1 trophy	1 st prize	1 trophy
2 nd prize	1 trophy	2 nd prize	1 trophy
3 rd prize	1 trophy	3 rd prize	1 trophy
Group 3 QUAD			
	1 st prize	€7.000 + 1 trophy	
	2 nd prize	€4.000 + 1 trophy	
	3 rd prize	€2.000 + 1 trophy	

40P3 OTHER CLASSIFICATIONS

FEMALE CLASSIFICATION		1 ST PARTICIPATION CHALLENGE	
1 st prize	€3.500 + 1 trophy	1 st prize	€3.500 1 trophy
2 nd prize	1 trophy	2 nd prize	1 trophy
3 rd prize	1 trophy	3 rd prize	1 trophy

Malles Moto *	
1 st prize	€ 3,000 + 1 trophy
2 nd prize	€ 2,000 + 1 trophy
3 rd prize	€ 1,000 + 1 trophy

(*) To participate in this challenge, Riders must declare at the Administrative checks (Bike Officials desk) and at Scrutineering (final check), that they have entered WITHOUT SERVICE CREWS / VEHICLES. Checks will be made during the Rally.

4) The prizes are cumulative. The total amount of prizes given out is €156,000.

5) Trophies will be awarded to winners at the official prize giving to be held on 18th January 2014 in the afternoon (*times will be announced by a Bulletin*), on the podium in Plaza Sotomayor in Valparaiso.

Prize money will be sent to Competitors by 31st March 2014 at the latest.

41P RIDER'S SAFETY

41P1 SURVIVAL EQUIPMENT

1) For safety reasons, Riders must carry with them on their Machine the following material:

- 1 lighter,
- 1 strobe lamp,
- 1 torch,
- 3 hand-held flares : 1 night hand flare, 1 night / day hand flare, 1 light stick,
- 1 compass,
- 1 distress mirror,
- 1 fixed reserve of 3 litres of water + 2 litre 'camelback' type drinking system, at the start of each Stage,
- 1 foil survival blanket,
- 1 Sarsat distress beacon,
- back and front body armour,
- 1 Iritrack,
- 1 GPS - Sentinel.

2) Any Rider coming to the start of a Stage without all the compulsory survival equipment (water and safety material) will have a time limit of 30 minutes in which to conform to these Regulations. The time taken will be considered as time late for a Time Control and will result in penalties of one minute for every minute late. A new start time will be given. Over 30 minutes and the Rider in question will be disqualified.

For any repeat offence on following Stages, the Rider will receive penalties up to and including Disqualification, to be decided upon by the International Jury. Repeat offenders will be readmitted one time only.

3) Transport of fuel in any other way than in fuel tanks designed for this purpose is forbidden.

Similarly, transport of objects, parts, tools, etc. susceptible to cause injuries to a Rider (back pack, belt, etc.) is forbidden. Failure to respect this rule will result in the start being refused.

IMPORTANT

OXYGEN : The transportation of bottles of oxygen (even on Stages which cross the Andes) is strictly prohibited (On Road Section as well as Selective Section). Any infringement may lead to Disqualification.

4) Safety and survival equipment must be accessible without dismantling, so that the Clerk of Course may carry out checks before the start of each Stage.

5) The location of the Sarsat distress beacon must be shown using a sticker supplied by the Organiser. The distress beacon must be accessible without dismantling, even when the Machine is on its side.

The instructions for the various items of safety equipment must be respected and Riders / Competitors will be tested on their knowledge during the Administrative Checks.

41P2 CLOTHING AND HELMETS

1) Over the entire route the wearing of back and front body protector is compulsory.

2) Over the entire route the wearing of a neck protector is strongly recommended.

3) The wearing of an FIM homologated helmet is compulsory throughout the Event, on pain of Disqualification. The helmet, less than 5 years old, must be presented at Scrutineering, at the same time as the Machine.

41P3 DEPOSITS – COMMITMENT LETTER

There will be no requirement to pay a deposit to the Organiser.

For safety equipment (GPS, Sentinel, Iritrack, Sarsat distress beacon), a deposit will be paid directly to the supplier.

The Rider will be required to sign a letter at Administrative Checks by which they undertake to:

- respect the Regulations and the safety rules,
- pay for any damage caused to safety and navigation equipment supplied to them for the Rally (GPS, Iritrack, Sentinel, Tripy),
- return safety and navigation equipment supplied to them for the Rally (GPS, Iritrack, Sentinel, Tripy) by the latest at the end of the Rally,
- return all material lent to them for the Rally,
- respect the retirement rules.

42P PENALTIES

1) Any failure to respect the text of these Regulations for which a penalty is not specified will be recorded in a report to the Clerk of Course, and the International Jury will decide what penalty to impose.

The penalties incurred are applied to the Classification of the Stage and to the General Classification of the Event.

Sporting penalties shall be applied to the time of Selective Sections and other time penalties will be applied to the General Classification.

2) All fines will be donated to charity.

3) Where there is a difference between the text of an Article and the table it is the text of the Article that takes precedence.

SUMMARY OF PENALTIES	Art. n°	Request For FMN. sanctions	Start Refused	Disqualification	Time penalties	Financial penalties	Penalty Decisions At Jury' Discretion
Service in a closed space or private place ▪ 1 st infraction ▪ repeated	3P2. b ----- -----	----- -----	----- -----	----- X	6h00		
Iritrack not on during tests	3P3. b						
Speeding in Bivouac and/or dangerous driving in Bivouac	3P3. c						Up to Disqualification
Presence of Moto / Quad inside the catering area. - Per offence:	3P3. d					€300	

SUMMARY OF PENALTIES	Art. n°	Request For FMN. sanctions	Start Refused	Disqualification	Time penalties	Financial penalties	Penalty Decisions at Jury' Discretion
Absence at 1 st briefing	3P4.b					€500	
3 rd infraction, when speeding	3P18						Up to Disq.
Air, water or land transport of a Rider by a third person	8P4			X			
Rider being replaced on his Machine	8P5			X			
Machine's characteristics not corresponding to those on entry form	10P1.4		X				X
Non administrative or technical conformity	10P3.1		X				
Absence or faulty positioning of a race number or plate	11P3					10% of entry fees (per infraction)	
Absence or faulty positioning of two or more race numbers or plates	11P3					20% of entry fees	
Absence of race bib at the start of a Stage : - 1 st offence - Repeated	11P4 ----- -----	----- -----	----- -----	----- -----	1h00 -----	-----	Up to Disq.
Names of the Rider and blood group not featured on the helmet or on the Machine	11P5		X				
Absence of bracelet	11P6					10% of entry fees	
Absence or damage of advertising: - 1 st offence - Repeated	12P1.2 ----- -----	----- -----	----- -----	----- -----	----- -----	10% of fees 100% of fees	
Reconnaissance of route, tests or presence in the countries crossed	16P6						Up to start refused

SUMMARY OF PENALTIES	Art. n°	Request For FMN. sanctions	Start Refused	Disqualification	Time penalties	Financial penalties	Penalty Decisions at Jury' Discretion
<ul style="list-style-type: none"> ▪ Possession of non authorised notes ▪ Possession of satellite photos 	<p>----- 17P2.3 -----</p>	<p>----- ----- -----</p>	<p>X X</p>	<p>or X or X</p>			
Presence of Service or signposting in Public Zones	18P2.3						Up to Disq.
Missing WPM, WPS, WPE, WPV, DZ, FZ, CP	19P2.1				See road-book		Up to Disq.
Exchange of GPS between Machines	19P3.2						Up to Disq.
Unauthorised linking of equipment	19P3.3						Up to Disq.
Use of GPS points other than those of the Organiser	19P3.7.a						Up to Disq.
Carry or possession of unauthorised systems of navigation	19P3.7.b			X			
Presence of all unjustifiable wiring	19P3.7.c						Up to Disq.
Possession or use of forbidden system	19P3.7.d						Up to Disq.
Unblocking GPS using the code « WPM »	20P						
- 1 st to 3 rd utilisation for the 1 st 15 and the A.S.O. Elite Riders of the General Classification	-----	-----	-----	-----	6h00		
- 1 st to 3 rd utilisation for the others	-----	-----	-----	-----	3h00		
- 4 th utilisation for everybody	-----	-----	-----	X			
Straying more than 90m from a DZ or a FZ	21P1 & 21P3				See road-book		

SUMMARY OF PENALTIES	Art. n°	Request For FMN. sanctions	Start Refused	Disqualification	Time penalties	Financial penalties	Penalty Decisions at Jury' Discretion
GPS not working due to Rider : - for the 1 st 15 Riders in the General Classification and A.S.O. Elite Riders - for others	22P3 ----- -----	----- -----	----- -----	----- -----	1h00 -----	€300	Up to Disq.
GPS code not entered : - for the 1 st 15 Riders in the general Classification and A.S.O. Elite Riders - for others	----- -----	----- -----	----- -----	----- -----	1h00 -----	€300	
Refusal to sign the infringements ▪ 1 st offence ▪ 2 nd offence ▪ Repeated	22P5 ----- ----- -----	----- ----- -----	----- ----- -----	----- ----- X	10' 1h00		
Speeding in Control Zones : - Between 1 and 15 kph - Between 16 and 40 kph Over 40 kph: - 1 st impulsion - 2 nd impulsion - 3 rd impulsion - 4 th impulsion - Repeated	23P3.2 ----- ----- ----- ----- ----- ----- ----- 23P3.3 -----	----- ----- ----- ----- ----- ----- -----	----- ----- ----- ----- ----- ----- -----	----- ----- ----- ----- ----- ----- -----	1'per impulsion 2'per impulsion 5' 10' 15' 1h00 -----	€100 €200 €300 €500 €700 €1,500 €1,000	Up to Disq.
Non payment of fines within 48 hours	23P3.4		X				
Speeding on Road Sections with speed limit: - From 1 to 20 kph - From 21 to 40 kph - + 40 kph - More than 3 successive impulsions	23P4.3 ----- ----- ----- -----	----- ----- ----- -----	----- ----- ----- -----	----- ----- ----- -----	30" per Impulse 1' per Impulse 5' per Impulse X To be decided By Int. Jury	Fixed fine €100 Fixed fine €200 Fixed fine €300	Up to Disq.
Not making the area safe in the case of an accident	24P1.3						X

SUMMARY OF PENALTIES	Art. n°	Request For FMN. sanctions	Start Refused	Disqualification	Time penalties	Financial penalties	Penalty Decisions at Jury' Discretion
Rider involved in an accident with injuries	24P1.4						Up to Disq.
Not respecting the Article	24P2 24P3						X
Failure to inform of retirement	24P3.1	X				X	X + ASO refuses entry of Rider
- Letting off distress beacon without medical reason - If the Organization intervenes	24P3.2 ----- -----	----- -----	----- -----	X X	-----	X	
Transport of a Rider by any means of transport	24P3.4			X			
Presence of a retired Machine on the itinerary	24P3.5	X					
Not respecting the re-exportation of a damaged Machine	24P6	X					
Sentinel not working due to Rider - for the 1 st 15 Riders of the General Classification and A.S.O. Elite riders - for others	25P1.2 ----- -----	----- -----	----- -----	----- -----	1h00 -----	€300	
GPS code not entered - for the 1 st 15 Riders of the General Classification and A.S.O. Elite Riders - for others	25P1.3 ----- -----	----- -----	----- -----	----- -----	15' -----	€300	
Machine / Rider not permitting overtaking - for the 1 st 15 Riders of the General Classification and A.S.O. Elite Riders - for others	25P1.3 ----- -----	----- -----	----- -----	----- -----	15' -----	€300	
Disrespectful behaviour	25P2.1. a					€500	

SUMMARY OF PENALTIES	Art. n°	Request For FMN. sanctions	Start Refused	Disqualification	Time penalties	Financial penalties	Penalty Decisions at Jury' Discretion
Incorrect, fraudulent or unsporting action committed ▪ before the Event ▪ during the Event	25P2.1. b ----- -----	----- -----	X -----	X			
▪ Leaving behind a wheel and/or punctured tyre ▪ Repeat offence	----- 25P2.1. c -----	----- -----	----- -----	----- -----	----- -----	€1,000 <i>per tyre</i> -----	Up to Disq.
Machine transferred or sold in a country crossed	25P2.2						Five years banned on Dakar
Not respecting the rules for crossing the borders	25P2.3						From 500€ up to Disq.
Not respecting a sensitive area ▪ 1st infraction ▪ Repeat offence	25P2.5 a, b, c ----- -----	----- -----	----- -----	----- X	15' +	€1,000	
▪ Broken fences' gate ▪ Repeat offence	----- 25P2.5. b -----	----- -----	----- -----	----- X	15' +	€1,000	
Non-authorized use of satellite or GSM telephone	25P3.5						Up to Disq.
Use of any transmission or radio system not authorised	25P4.1						Up to Disq.
Rider interferes with Iritrack	25P5.2						Up to Disq.
Incident due to Rider or attempt at fraud (on board camera)	25P6.3						X
Offence committed by a Service Vehicle / Service Crew	27P1.4						Up to Disq.
Returning to Bivouac on official 'outward' track	27P2.2. d			X			

SUMMARY OF PENALTIES	Art. n°	Request For FMN. sanctions	Start Refused	Disqualification	Time penalties	Financial penalties	Penalty Decisions at Jury' Discretion
Transportation of the Machine	27P4			X			
Service by a non accredited person or vehicle ▪ on Road Section ▪ on Selective Section	27P4.2 ----- -----	----- -----	----- -----	----- -----	3h00 6h00		
▪ Service on Special Stage ▪ Repeat offence	27P4.3 -----	----- -----	----- -----	----- X	6h00		Up to Disq.
▪ Presence of a Service Vehicle or Service Crew on DSS, ASS or Road Section ▪ Repeat offence	27P4.4 ----- -----	----- -----	----- -----	----- X	3h00		Up to Disq.
▪ Transport, delivery, etc. of spare parts ▪ Repeat offence	27P4.5 ----- -----	----- -----	----- -----	----- X	6h00		Up to Disq.
▪ Service outside the Bivouac or in an enclosed place ▪ Repeat offence	27P4.6 ----- -----	----- -----	----- -----	----- X	6h00		Up to Disq.
Signposting, transmission of information	27P4.7				3h00	+ €500	
Presence of a vehicle on the itinerary before the race	27P4.8			X <i>of all the Riders assisted</i>			
▪ Unauthorised airborne Service ▪ Repeated	27P4.9 ----- -----	----- -----	----- -----	----- X	6h00		Up to Disq.
Presence of a Team Manager Dakar on the Selective Section	27P5.1						Up to Disq.
Transport of parts or tools on the Teams' Aircraft	27P5.1						Up to Disq.
Use of unauthorised fuel	27P6.1. c						Up to Disq.

SUMMARY OF PENALTIES	Art. n°	Request For FMN. sanctions	Start Refused	Disqualification	Time penalties	Financial penalties	Penalty Decisions at Jury' Discretion
Unauthorised modification of Time Card not approved by a Marshal	29P2			X			
Absence of stamp or non respect of chronological order	29P4						Up to Disq.
Forgotten, Loss or damage of Time Card	29P5				5'		
Entering a control area from the wrong direction and/or re-entering a Control Zone when the Time Card has already been checked	30P4						
▪ 1st infringement	-----	-----	-----	-----	10'		
▪ 1 st repeat	-----	-----	-----	-----	1h00		
▪ 2 nd repeat	-----	-----	-----	X	or FP		
Failure to comply with the instructions of the Chief Marshal in charge of a control post	30P7						Up to Disq.
Time difference at a TC	31P1.8				1' <i>per minute</i>		
▪ Late at start CH of a Stage or Selective Section, until closing of control until 30' after the last Machine	31P2 & 31P3				1' <i>per minute</i>		
▪ 30 min. after the last Machine	-----	-----	-----	X			
Selective Section: Overrunning Maximum Time	31P4.2				Max. Time + FP		
Non respect of Article 31P5.2	31P5.3			X			
▪ Rider not stopping in interview zone or incivility	31P7	-----	-----	-----	-----	€500	
▪ Repeat offence	-----	-----	-----	-----	-----	-----	X

SUMMARY OF PENALTIES	Art. n°	Request For FMN. sanctions	Start Refused	Disqualification	Time penalties	Financial penalties	Penalty Decisions at Jury's Discretion
Riding in opposite direction on Selective Sections	33P1.1						Up to Disq.
Remaining on the starting line for more than 20" after the starting signal has been given	33P1.2				2'		
False start before controller's signal	33P1.4				1' mini		X
Stopping between yellow and stop panels	33P1.6				15'		
Not stopping at stop panels	33P1.8				1h00		
Rider refusing to start a Selective Section at its allotted time and position	33P1.11				15'		
Infringement of Parc Fermé regulations	36P1.2				10h00 mini		Up to Disq.
<ul style="list-style-type: none"> Work on Machine after start time 	36P1.3	-----	-----	-----	1' per minute		
<ul style="list-style-type: none"> Over 30' late 	-----	-----	-----	X			
Rider present at the start after time limits	37P1.1		X				
Machine not conforming to FIM safety regulations & Supplementary Regulations	37P1.3		X				
Absence of identification marks	37P1.5			X			
Late at Administrative Checks: <ul style="list-style-type: none"> 1st hour subsequent hours 	37P2.2 ----- -----	----- -----	----- -----	----- -----	€50 €80		

SUMMARY OF PENALTIES	Art. n°	Request For FMN. sanctions	Start Refused	Disqualification	Time penalties	Financial penalties	Penalty Decisions at Jury' Discretion
Late at Scrutineering:	37P2.3						
▪ Up to 30'	-----	-----	-----	-----	€15		
▪ 30' to 1 hour	-----	-----	-----	-----	€30		
▪ following hours	-----	-----	-----	-----	€15		
Absence at Iritrack or Sentinel training	37P2.5					€500	
Instrument or brackets not pre-installed	37P2.6						Boarding refused
Instrument or brackets not pre-installed in Rosario	37P2.7					€150 <i>per instrument</i>	
Machine does not conform at Scrutineering or Rally norms	37P2.9		X				X
Presentation of copies of documents or non valid documents	37P3.3		X				
Amount of protest	38P1					€220 / US\$ 285	
Deposit in case of dismantling	38P3						
▪ 2 strokes	-----	-----	-----	-----	-----	€230	
▪ 4 strokes	-----	-----	-----	-----	-----	€460	
Lack of survival equipment at start	41P1.2						
▪ to comply	-----	-----	-----	-----	1' <i>per minute</i>		
▪ over 30'	-----	-----	-----	X	-----	-----	X
▪ repeat offence other stage	-----	-----	-----	X			
▪ Not wearing back and front protections during all the Event	41P2.1			X			
	-----	-----	-----				
▪ Failure to present helmet at Scrutineering	41P2.3		X				
	-----	-----					

SUMMARY OF PENALTIES	Art. n°	Request For FMN. sanctions	Start Refused	Disqualification	Time penalties	Financial penalties	Penalty Decisions at Jury' Discretion
<ul style="list-style-type: none"> Not informed the Officials 	T1 & T2	-----	-----	-----	15'		
<ul style="list-style-type: none"> Engine change: <ul style="list-style-type: none"> 1st engine 2nd engine 3rd engine and any following engines 	----- ----- -----	----- ----- -----	----- ----- -----	----- ----- -----	15' 45' 2h00		
<ul style="list-style-type: none"> Non respect of the sound level 1st infringement 2nd infringement 3rd infringement 	T5.5 ----- ----- -----	----- ----- -----	----- ----- -----	----- ----- X	15' 1h00		

TECHNICAL REGULATIONS

PREAMBLE

The Technical Regulations for the 36th Dakar "Argentina - Bolivia - Chile" conform with the 2013 FIM regulations for Bikes and Quads. There are however some exceptions, which you will find detailed in the following pages.

The FIM technical regulations can be consulted on their web site : www.fim-live.com

Internationale Motorcycle Federation (FIM) :

Tel : + 41.22.950.950.0 (SWITZERLAND)

Technical Steward Bikes / Quads: Jorge PEREZ SOLER

ARTICLE T1 GROUP 1 – A.S.O. ELITE

1) Engine

The standard engine cases will be marked at Scrutineering. All loss of markings will result in penalties up to Disqualification.

The preparation of the engine is free, with the exception of the main engine cases which must be strictly standard.

Repairs to the engine's 'top-end' are free during the Event. All interventions to the 'bottom-end' (inside the main engine cases) will be considered as a change of engine.

Once removed and replaced by engine B, the refitting of engine A into the Machine will be considered as a change of engine, in the same way as replacement by engine C.

The change of engine will incur a penalty:

- the first change : 15 minutes,
- the second change : 45 minutes
- all following changes : 2 hours for each change.

The change of engine between Riders is allowed during Marathon Stages. The penalties will be applied to both Riders.

ARTICLE T2 GROUP 2.1 - SUPER PRODUCTION

1) Engine

The standard engine cases will be marked at Scrutineering. All loss of markings will result in penalties up to Disqualification.

The preparation of the engine is free, with the exception of the main engine cases which must be strictly standard.

Repairs to the engine's 'top-end' are free during the event. All interventions to the 'bottom-end' (inside the main engine cases) will be considered as a change of engine.

Once removed and replaced by engine B, the refitting of engine A into the Machine will be considered as a change of engine, in the same way as replacement by engine C.

The change of engine will incur a penalty:

- the first change : 15 minutes,
- the second change : 45 minutes
- all following changes : 2 hour for each change.

The change of engine between Riders is allowed during Marathon Stages. The penalties will be applied to both Riders.

ARTICLE T3 GROUP 2.2 - MARATHON

- 1) Production "Enduro" Machines manufactured in at least 100 examples.
- 2) Machines in the Marathon Group must be standard, as delivered by the manufacturer. Machines must conform in all ways to the commercial catalogue issued by the constructor and be freely available for sale. The original repair manual (as used by dealers – no photocopies accepted), as well as all homologation papers, must be presented at the same time as the Machine during Scrutineering.
- 3) If the Rider is unable to present homologation papers at scrutineering, his/her Machine will be irrevocably disqualified from the Marathon Group and entered in the Super Production Group.
- 4) The engine must be standard, of the type homologated, along with carburetor and accessories (alternator, starter, and the complete ignition system). It must remain as originally constructed – only the fitting of an oil cooler is authorised.
- 5) **The principle of this classification is simple: the interdiction to change principle parts during the Event.**
The Marathon classification will reward Riders who have finished the Event without having changed the following parts:
 - engine,
 - frame,
 - fork (stanchions, tubes and yokes),
 - swinging arm,
 - central engine cases, cylinder(s), cylinder head(s).

The parts listed above must be entirely standard. These parts will be marked at scrutineering. The replacement of one of the these parts, or of the engine during the Event, will see the Rider removed definitively from the Marathon Classification, but will not prevent the Rider from featuring in the Overall Classification for the Super Production Group (with the exception of the frame for which the penalty will be Disqualification).

- 6) Other parts may be replaced by standard parts in the series type of the constructor, but may not be removed (e.g.: fairing).

7) Free from rules:

- The presence of the speedometer and rev counter from construction, provided that their location is used to fit navigation accessories and that the speed of the Machine can be checked by the Rider;
- The handlebar along with levers, handlebar clamps and cables, if they are featured in the constructor's catalogue, as well as the presence of hand protectors. If the diameter of the handlebar is different from that of standard, only handlebar mounts sold for this type are acceptable. All modification or machining of clamps is forbidden;
- The fitting of a steering damper;
- The presence of a headlight protection grill;
- The headlight and rear light (providing they comply with Regulations);
- Tyres;
- Secondary transmission (engine sprocket, rear sprocket, chain). Only the width of the chain may be changed, not the throw;
- Spark plugs;
- Brake pads, brake hoses, front and rear discs and brake fluid;
- Fuel and water tanks (but not the means of engine cooling);
- The air filter. The air box and its layout must remain standard. The location of the air intake is free and may be moved;
- The seat;

- Indicators may be removed, as may one rear mirror, if two are fitted as standard.
- The luggage rack;
- The engine bash plate;
- The presence of fork and front brake protectors;
- The choice of shock absorbers;
- Fork springs (the stanchions, tubes and fork yokes must be standard). Internal settings are free;
- Stand cut out switches;
- The size of the foot pegs (if featured in the constructor's catalogue);
- The dimensions of the brake pedal (if featured in the constructor's catalogue);
- The reinforcement of the standard kick start;
- Modifications to the electrical circuit, so as to fit the rear fog light;
- Wheels: the rims and spokes may be changed for reinforced parts provided the hubs remain standard;
- Front wheel: motorcycles fitted with a 19" front wheel may be fitted with a 21" rim provided that the hub and the width of the rim remains the same;
- Rear wheel: motorcycles fitted with a 17" rear wheel may be fitted with an 18" rim provided that the hub and the width of the rim remains the same;
- **The rear wheel hub can be replaced in order to mount silent blocks for the back gear rim.**
- The choice of the exhaust pipe from the cylinder head to the end of the silencer.

8) Machines, as in other categories, must conform to the Event's safety norms and to the Highway Code (horn, rear mirror).

Riders are allowed to fit a kick start, in addition to an electric starter, providing there is the possibility to do so within the model range and that the parts are featured in the manufacturer's catalogue.

Following a report by the Technical Stewards, the Jury reserves the right to accept, or not, a Machine in this group.

All modifications not explicitly authorised are forbidden.

9) Forbidden

- All modifications increasing the performance of the engine, clutch, or primary transmission. The cooling system, in its entirety, and the original starting system must be conserved;
- All modifications to the electrical circuit other than those mentioned in the 'free' chapter;
- All modifications to the braking system other than those mentioned in the 'free' chapter;
- All modifications or reinforcing of all or part of the frame, as well as all change of materials, except reinforcement designed to carry extra tanks or luggage racks;
- All changes of material, on whatever parts (even if these feature in the manufacturer's catalogue) which do not correspond to that fitted as standard to the model in question. The year of reference being not that of registration as featured on the registration documents but that given by the manufacturer and corresponding to the series number;
- All changes to appearance, dismantling or taking off of parts, accessories or equipment other than those mentioned in the 'free' chapter.

10) NB: Parts may be removed by Technical Stewards so as to be checked at any time during the Event.

ARTICLE T4 GROUP 3 - QUAD

These Machines are based on production quads (meaning authorised for use on public roads), which may be modified and/or equipped for all terrain Rally competition.

The provisions of the Technical Regulations for FIM Cross-Country Rallies – Quad category - apply, with the exception of those concerning the frame and the engine.

The major parts: frame and engine (cylinder, cylinder head, crankcase) used must be the original and from the same model quad, received and sold commercially. These parts can be modified, however, with the exception of the crankcase, which must be strictly original.

The engine crankcases will be marked at Scrutineering. Any loss of marking will result in penalties up to and including Disqualification.

During the Event, repairs are free on the top-engine. Any repair done on the bottom-engine (engine cases' inside) will be considered as an engine change. Once removed and replaced by engine B, the refitting of engine A into the Machine will be considered as a change of engine, in the same way as replacement by engine C.

The change of engine will incur a penalty:

- The first change : 15 minutes,
- The second change : 45 minutes
- All following changes : 2 hours for each change.

The change of engine between Riders is allowed during Marathon Stages. The penalties will be applied to both Riders.

For the 2-wheel drive category, only the monocylinder engines are accepted.

ARTICLE T5 EXHAUST AND SILENCER SYSTEMS

1) Even where the specific prescriptions for a category authorise the replacement of the original silencer or complete exhaust system, Machines participating in an Event run on public roads must always be fitted with an exhaust silencer that conforms to the regulations of the countries crossed during the Event.

2) The position and geometric form of the system must conform to the FIM's technical prescriptions for the discipline. In addition, hot tubes must be efficiently protected so as not to cause burns.

3) Exhaust systems must not be of a temporary nature. Exhaust gases must exit at the extremity of the system. Parts of the frame may not be used to carry exhaust gases.

4) Any irregularity will lead to the start being refused up to the conformity application.

5) The non-respect of the maximum sound limit (115 dB/A with the '2 Metres Max' method) will be penalised as follows (see Art.79.11 of the Cross-Country Rallies Technical Regulations):

- 1st infringement: 15 minutes,
- 2nd infringement: 1 hour,
- 3rd infringement: Disqualification.

ARTICLE T6 LIGHTING EQUIPMENT AND ACCESSORIES

1) Must in all ways conform to the International Highway Code.

2) Each Machine must be equipped with at least:

- one headlight,
- one homologated rear stop light,
- one red rear fog light of a minimum of 21 W and of 140 x 70 mm, or several lights of an equivalent surface area (halogen bulb recommended),
- a horn with a 90 Db minimum noise level,
- a rear mirror,
- a fixed water tank of 3 litres (plus a 2 litre drinking system).

3) Each Quad must be fitted with a circuit breaker, without any neutralisation system. The circuit breaker must be permanently linked to the Rider. Checks will be made at each Stage start and throughout the Rally route.

In the case of an infringement, penalties from start refused to Disqualification will be applied by the Jury.

4) Lights and red rear lights must be switched on throughout the Event so as to facilitate overtaking of and by other Riders/Competitors or Organisers' vehicles. Failure to respect this rule will result in time penalties. All Riders are expected to carry necessary spares.

ARTICLE T7 MARKINGS

T7P1 GENERAL

1) In all categories: the frame, the engine, and spare engines are marked.

The Machine and the Rider are associated by a race number and will be identified by marks during Scrutineering. These 3 elements are indissociable for the duration of the Event.

Considered as part of the frame: all parts welded surrounding the engine and supporting the steering column and the mounting points for the rear suspension. The frame and the engine cases, already marked at Scrutineering at the start, or all other parts, may at any moment have additional marks added.

2) All fraud noted, and notably the fact of presenting as intact, identification marks that have been retouched, will result in the Disqualification of the Rider and/or Team which helped or facilitated the infraction, and that without affecting further sanctions which may be demanded to the national federation of the Rider or accomplice.

3) Engine Change

The Rider must respect the following steps to change an engine:

- a) Riders featuring in the first 15 at the General Classification and the A.S.O. Elite Rider must register their intention to change their engine with the Technical Responsible (or to the Clerk of Course) before 6.00pm. At 8.00pm for the other Riders.
- b) The Technical Responsible checks the sealing of the engine to be changed,
- c) The Rider changes the engine,
- d) The Technical Responsible seals the new engine.

Any dismantling which has not been advised before will lead to a 15-minute additional penalty.

The penalty will apply the same day for the first 15 of the General Classification and for the Elite Riders. The penalty will apply the next day for the other Riders.

The penalties for an engine change during the Stage Marathon will apply on the next day's evening for all Riders.

4) In the Marathon classification, the complete engine (standard) fitted in the Machine will be marked. Other marks will be made to the:

- forks (stanchions, tubes and yokes),
- swinging arm.

5) Tyres

The two wheels / tyres for Bikes and the four wheels / tyres (+ the spare tyre) for Quads will be marked at the Marathon Stage start.

Wheels / tyres cannot be replaced by new ones during the Marathon Stages.

In case of non-respect, "forbidden Service" penalties will apply.

T7P2 A.S.O. ELITE RIDERS GROUP

- 1) Before Scrutineering, A.S.O.Elite Riders Group must ensure a hole allowing the fixing of 1mm seals for the entire bolt attaching the engine to the frame (and the 2 bolts in the case of a twin cradle frame) on pain of a €150 fine.
- 2) The standard main engine cases will be marked by a sticker during Scrutineering.
- 3) Riders are responsible for the continued presence of all seals and marks. Any lost marks or seals not reported to the Technical Stewards will result in penalties to be decided upon by the International jury.

APPENDICES

APPENDIX 1 – APPLICATION - ENTRY

1.1 APPLICATION – ENTRY FEE

1) Conditions and entry fees can be downloaded from the www.dakar.com website from 15th May 2013. The application must be entered online on a website available from www.dakar.com. The application files must be returned to the Competitors' Department before 1st November 2013.

2) Payment deadlines must be followed. Any lateness will imply an augmentation of 10% of the fee.

3) The Organiser reserves the right to cancel registrations that have not been paid in full by 31st October 2013.

4) For any payment missed by the 31st October 2013, the Organiser reserves the right to forbid the participation to the Rally for the 5 next years.

1.2 CANCELLATION AND REQUEST FOR REFUNDS

1) In order to avoid any ambiguity, cancellation of entries and requests for refunds must be sent by registered post. Cancellations and requests for refunds must be sent to:

A.S.O. – Dakar Competitors' Department
253, Quai de la Bataille de Stalingrad – Immeuble Panorama B
92137 Issy les Moulineaux cedex - France

2) Refunds will be made by 31st March 2014 at the latest.

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

- in the case of cancellations made before 1st September 2013 = €2,000 administration costs retained;
- in the case of cancellations after 1st September 2013 = 100% of the owed amount will be invoiced and asked for.

4) In the case of a serious problem, justified by medical opinion (original document), the partial repayment of monies paid can only be made if requested by registered letter. €3,000 will be retained.

APPENDIX 2 – BOAT / PLANE / ACCOMMODATION / TRIPS

2.1 BOAT

Shipment fees are included in the Machine / Vehicle entry fee.

For your Service Vehicles, cars must measure no more than 2.00 m in height (rack included). Car over 2,00 m high will have to pay the Vehicle fee €3,700.

Trucks must measure no more than 4.00 m in height (rack included): official height of bridges, electrical lines, etc. in Argentina and Chili.

Trucks whose length is :

- between 9 and 11 metres must pay a supplement of €1,200,;
- those with a length of between 11 and 13 metres a supplement of €1,700.
- Please contact the Organiser concerning vehicles over these lengths.

2.2 LIABILITY AND MARITIME INSURANCE

When crossing waterways, from the moment the Vehicle are embarked at the port of Le Havre or San Antonio (Chile), Public Liability cover taken out by the Organiser with AXA France is not effective.

Under maritime legislation and international conventions, the carrier's public liability insurance offers minimal cover for damages and loss of goods (*Brussels Convention 1924 amended by Protocols in 1968 and 1979*).

Therefore, during the Parc Ferme on the ports of Le Havre (France), Delta Dock (Argentina) and San Antonio (Chile) and during the maritime transport, the carrier's responsibility, and therefore the responsibility of the Organiser or of V.S.O., is strictly limited to legal terms (act dated 18 June 1966 and decree dated 31st December 1966) regarding the maritime carriage of vehicles, which stipulate in particular the limits of reimbursement for damage to goods:

- 2 SDR (Special Drawing Right) per kilo or 666.67 SDR per package or unit (rate of 1 SDR as at **24/06/2013 = €1,15065**),
- maximum indemnity per Vehicle transported: €4,600 following loss or damage.

It is therefore highly recommended that additional insurance be arranged to cover damage to Machines/Vehicles suffered during parking in Parc Ferme in Le Havre, in Buenos Aires (Argentina – Delta Dock) and in San Antonio (Chile).

This insurance is not mandatory but highly recommended, and may, if required, be arranged with the Sport Events Department of Gras Savoye whose contact details, offer and website address can be found on the Rally website at www.dakar.com, or be arranged with the insurance agent of your choice (submission possible by mail before the boat departure set up by the Organiser, and at the latest on 10th November 2013).

2.3 PLANE - ACCOMMODATION – TRIPS

For the 2014 Dakar, our travel agency V.S.O. offers a certain number of packages created around the Rally, including one for the "Rest Day" open to mechanics, sponsors, family and friends of Riders/Competitors.

Hereafter are the different proposed programs which you will find on the website:

- LES DUNES DE SAN RAFAEL - From 5th to 7th January 2014
- LA QUEBRADA DE HUMAHUACA - From 9th to 13th January 2014
- LA JOURNEE DE REPOS « SPORTIVE » - From 10th to 13th January 2014
- LES DUNES DE COPIAPO - From 15th to 16th January 2014
- « LES DERNIERS TOURS DE ROUES » - From 16th to 18th January 2014.

2) As on previous years, V.S.O. also proposes different services to Competitors and Assistance in order to prepare your Rally the best way possible:

- flights from Europe to Buenos Aires and return flights from Santiago, with the possibility to modify the return without cost, according to the availability;
- accommodation at the start and finish and at all the Rally Stages;
- the V.S.O. assistance in the Competitors' Department tent on every Stage of the Rally to reorganise your returns in case of withdrawal, and to assist you for any kind of service.

Places being limited on these flights and for the packages, we recommend you to book now.

The V.S.O. agency is also at your disposal to set up any kind of specific request and to help you through your organisation for the 2014 Dakar.

You can find all the necessary information on the website www.dakar.com within the "Competitors Offer" section.

3) Don't hesitate to contact:

V.S.O.

253, Quai de la Bataille de Stalingrad – 92137 Issy-les-Moulineaux cedex

Tel. : 33 (0) 1 41 33 14 85 – Fax : 33 0 (1) 41 33 14 86

e-mail: vso@aso.fr

APPENDIX 3 – SAFETY & NAVIGATION EQUIPMENT

All Safety and Navigation suppliers will be present:

- every morning at the start from the Bivouac,
- every night at the finish at the Bivouac,
- permanently at the Safety Center, close to the « Malles Motos ».for advice, repairs and/or, in the case that you retire, to collect your equipment.

3.1 SARSAT DISTRESS BEACON

1) The rental of the obligatory Sarsat distress beacon is included in the global Machine/Vehicle tariff. You will receive the distress beacon at Administrative Checks from our service provider, Astrium.

2) You will be charged a deposit by Astrium.

You will have to pay this deposit when booking your Sarsat distress beacon before the delivery of the instrument in Le Havre.

Your deposit covers the Sarsat distress beacon for the amount of **€300**, guaranteeing the return of material in good working condition.

3) In case of damage to the Sarsat distress beacon, an estimate will be made by the manufacturer and an invoice will be issued by Astrium.

In the case where the Sarsat distress beacon is used, the costs of replacing the battery and a check of the Sarsat distress beacon will be invoiced at **€300** including taxes for the distress beacons.

4) The Sarsat distress beacon must be returned at the end of the rally to Astrium, who will ensure recuperation on the ground. The deposit of any Sarsat distress beacon not returned to Astrium before 28 February 2014 in working order will be cashed. After this date, any disputes will be dealt with directly by the supplier who will invoice €76 (taxes not included) per week, for additional hire.

3.2 IRITRACK (RACE)

1) The hire of an Iritrack is compulsory and included in the Machines / Vehicle entry fee. It will be issued to you by the supplier Astrium, before boarding in Le Havre for Riders / Competitors embarking onboard the ferry set up by the Organiser or in Rosario on 2nd January 2014 from 8.00am for Riders/Competitors not having embarked onboard the ferry set up by the Organiser.

The installation kit, including the mounting bracket, cables and aerials, will be sent by courier on receipt of your order form and payment.

This kit must be installed before Scrutineering and power must come directly from the battery.

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

2) The use of this equipment is compulsory (on pain of the start being refused) as is the maintaining of the equipment in working order, throughout the Event, and over the whole of the route, including Road Sections.

3) You will be charged a deposit by Astrium.

You will have to pay this deposit when booking your Iritrack before the delivery of the instrument in Le Havre.

Your deposit covers the Iritrack for the amount of **€1,500** including taxes, guaranteeing the return of material in good working condition.

4) In case of damage to rented equipment an invoice will be issued by Astrium.

5) The Iritrack must be returned at the end of the Rally to Astrium, who will ensure recuperation on the ground. The deposit of any Iritrack not returned to Astrium before 28th February 2014 in working order will be cashed. After this date, any disputes will be dealt with directly by the supplier who will invoice €76 per week (taxes not included), for additional hire.

3.3 TELEPHONE – SAFETY EQUIPMENT

A part of safety and survival equipments as detailed in Article 47P1 can be obtained, like satellite telephones, from Astrium.

For further information concerning the three pieces of equipment please contact:

ASTRIUM – Rallye Raid Department
114, Avenue d'Alfortville – 94600 CHOISY-LE-ROI
Tel.: +33(0)1 48 84 34 14 – Fax: +33(0) 1 48 52 53 54
asbc.rallye@astrium.eads.net

3.4 GPS EQUIPMENT

1) To ensure an equal chance for all, the Organiser will supply all Riders/Competitors with a specific single type of GPS. The functions of this equipment have been intentionally restricted in order to preserve an element of navigation in the desert.

The GPS Unik II will have the Sentinel function integrated.

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

One GPS Unik II (homologated A.S.O.) is authorised per Machine.

2.a) The rental of obligatory GPS Unik II is included in the global Machine/Vehicle fee.

It includes:

- 1 “colour” GPS for CAR-TRUCK categories Vehicles;
- 1 “colour” GPS for BIKE-QUAD categories Machines.

The instruments will be delivered by the supplier, ERTF, before boarding, in Le Havre.

2.b) The fitting of the GPS Unik II requires an installation kit, not included in the Machine/Vehicle fee, that the Rider/Competitor must procure directly from ERTF. It must be installed before scrutineering or before getting the GPS in Le Havre

Note: Riders / Competitors must ensure the fitting of the accessories necessary to install the GPS Unik II.

Riders/Competitors will be required to ensure the following:

- the mechanical and electrical installation, with a continuous power supply of between 9 and 30 volts, regulated and protected by a 3 amp fuse.
- the mechanical mounting must be flexible and include necessarily the supplied silent blocks.

3) Compass heading repeaters and/or speed or distance trips, other than the model homologated by the Organiser, are prohibited, as are all other accessories not homologated and connectable to the GPS. This optional material can be purchased from the supplier.

Upon confirmation of entry, the Organiser will forward to you an information sheet concerning these equipments.

4) You will be charged a deposit by ERTF.

You will have to pay this deposit when booking your GPS Unik II before the delivery of the instrument in Le Havre. Your deposit covers the GPS Unik II for the amount of €1,700 including taxes, guaranteeing the return of material in good working condition.

5) In the case where a new GPS Unik II is requested during the Rally (following problems or loss of the first one), a new deposit will be requested directly by the supplier.

In case of damage to rented equipment or no return of the equipment, an invoice will be issued by ERTF.

6) The GPS Unik II must be returned at the end of the Rally to ERTF, who will ensure recuperation on the ground. The deposit of any GPS Unik II not returned to ERTF before 28th February 2014 in working order will be cashed. After this date, any disputes will be dealt with directly by the supplier who will invoice €76 not including taxes per week, for additional hire.

7) For further information, contact:

Société ERTF COMPETITION
Parc Technologique de Soye – 56275 PLOEMEUR
Tel.: +33 (0)2 97 87 25 85 - Fax: +33 (0)2 97 37 59 21
competition@ertf.com

3.5 SENTINEL FUNCTION OF GPS

1) In order to increase safety of Riders/Competitors during overtaking and to avoid accidents, the use of the Sentinel equipment is compulsory (on pain of being refused a start) throughout the whole event, over the whole route.

The compulsory hire of the Sentinel is included in the Machine/Vehicle entry fee. The GPS Unik II with Sentinel function will be delivered by our supplier, ERTF, before boarding in Le Havre. On confirmation of your entry, the Organiser will send you an information note concerning this equipment.

2) For all additional information please contact:

Société ERTF COMPETITION
Parc Technologique de Soye – 56275 PLOEMEUR
Tel.: +33 (0)2 97 87 25 85 - Fax : +33 (0)2 97 37 59 21
competition@ertf.com

3.6 TRIPY – FOR SERVICE VEHICLE ONLY

1) The Organiser will supply to all Service Vehicles and press vehicles an electronic Road Book, a Tripy TRM-II-C; this will assist the navigation.

The use of this equipment is compulsory (on pain of being refused a start), it must be kept in working condition and be switched on throughout the Event.

2) The compulsory hiring of the Tripy electronic Road Book is included in both the Service and Press Vehicles entry fees. It includes one electronic Tripy TRM-II-C Road Book.

The checking of the cables will be done in Le Havre for Service Vehicles and Press Vehicles departing from Europe on the ferry set up by the Organiser and in Rosario on 2nd, 3rd and 4th January 2014 for the other vehicles.

The equipment will be delivered at the Administrative Checks, in Rosario by the supplier TRIPY.

It is your responsibility, before arriving at Le Havre (for Service and Press vehicles embarking onboard the ferry set up by the Organiser) or in Rosario (for the other vehicles) to:

- fit a RAM MOUNT type round mounting point;
- fit a GPS antenna (a magnetic antenna that fits to the roof of the vehicle and antenna cable returning to the place where the mount had been installed);
- fit a power cable – between 9 and 30 volts DC – linked directly to the battery (and not after the vehicle's ignition key, neither after a circuit braker).

So as to be able to carry out the installation of these three accessories before arriving in Le Havre or in Rosario, you will have to order the necessary parts from TRIPY who will send them along with detailed fitting instructions. These accessories must be paid for.

3) During Administrative Checks, Tripy will ask you to sign a document which entails Tripy to withdraw a €1,000 deposit from your credit card for each electronic Road Book given out. Your deposit guarantees the return of material in Valparaiso, in good working condition, and on time. This deposit document can be downloaded for www.dakar.com website in order to give you the opportunity to fill that form before Administrative Checks so as to avoid extra waiting time during Administrative Checks.

4) In the case where you request a new Tripy electronic Road Book (following loss or problems with the original one) a new deposit must be made directly to the supplier. In case of damage to equipment hired, an invoice will be sent by TRIPY.

5) Electronic TRIPY Road Books must be returned to TRIPY at the end of the Rally at the Service Park in Valparaíso on 18th January 2014. A receipt will be given in exchange. Failure to return the TRIPY electronic Road Book at this time will result in the retaining of the deposit.

6) For all further information please contact:

TRIPY S.A.
Faubourg de Bruxelles, 320 – B6041 Gosselies – Belgique
Tel.: +32 (0)71 34 74 90 - Fax: +32 (0)71 34 73 99
dakar@tripy.be

3.7 E-TRACK – FOR SERVICE VEHICLE ONLY

1) The hire of the E-Track (or equivalent system) is possible for service vehicles, only from the supplier Astrium.

2) The radio will be delivered at the Administrative Checks by Astrium.
The installation kit, including the mounting bracket, aerials and the cables, will be sent by courier on receipt of your order form and payment.

The supplier will send you an information note on this equipment.

For all additional information please contact:

ASTRIUM – Rally Raid Department
114, Avenue d'Alfortville – 94600 CHOISY-LE-ROI
Tel.: +33(0)1 48 84 34 14 – Fax: +33(0) 1 48 52 53 54
asbc.rallye@astrium.eads.net

APPENDIX 4 – DAKAR BRANDS - TRADEMARKS

The Organiser reminds owning, on an exclusive basis, the exploitation of the nominative, figurative and/or half-figurative "Dakar" brands.

The commercial exploitation by a third party, even if it is only by referencing, of the intangible attributes of an event, can only be authorised by the written and express consent of the Organiser who grants the use, upon conditions, to its sponsors.

APPENDIX 5 – MEDIA COVERAGE

1) In order to permit the widest possible dissemination and promotion of the DAKAR, any and all persons taking part in the DAKAR 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 DAKAR, 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.

However, when the Organiser authorises a third party to use pictures of the Event for advertising or promotional purposes, the third party will not be allowed to use the name, voice, likeness, voice, biography, history or sports performance of a Competitor or the trade name, trade mark of his sponsor, Vehicle parts manufacturer or constructor, with a view to a direct or indirect association between the Competitor, the trade name, the trade mark of his sponsor or Vehicle parts manufacturer, and the product, service, trade name or trade mark of the said third party without the express consent of the Competitor, sponsor or vehicle parts manufacturer.

2) Competitors and accompanying persons may not be allowed to film pictures of the DAKAR, whatever the means used and the purpose for which they are intend to film, without the prior written consent of the Organizer. In this connection, written requests must be sent at the latest by the 1st of December preceding the start of the competition, to the following address:

***A.S.O. – TV Department
Immeuble Panorama B
253, Quai de la Bataille de Stalingrad – F-92130 ISSY LES MOULINEAUX
Tel.: +33 (0)1 41 33 14 10 - asotv@aso.fr***

APPENDIX 6 – ONBOARD CAMERAS

TECHNICAL DESCRIPTION

ONBOARD CAMERAS ON BIKE – GoPro type

Product	Qty	Unit Weight (Kg)	Total Weight (Kg)	Unit Size L x w x h (mm)	Power requirements (Volt x Amp = Watt)
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[See Article 25P6 ONBOARD CAMERAS \(Pages 37 & 38\)](#)

APPENDIX 7 - DAKAR SERVICE CENTER

Further to the values shared between the sponsors and the Dakar, one of the sponsors' top priorities is to accompany the Competitors in their adventure!

The Dakar Service Center is an area located within the Bivouac where several Event sponsors offer a technical or comfort service to Dakar Riders / Competitors during the Rally.

For this 2014 edition, sponsors will offer the following services (non-exhaustive list).

The December newsletter will give you details on the proposed services in the 2014 Dakar Service Center.

TOTAL, Dakar Official Sponsor, will offer help through the Elf Bike Trophy.

It will allow subscribed Riders to receive an endowment with lubricant products from the brand, advice and comfort in each Bivouac.

MICHELIN, Dakar Official Provider, will offer Riders/Competitors a service of inflating and assembly of tyres.

This service is exclusively reserved for Car Competitors, Bike and Quad Riders (except Service) and will only be carried out on tyres used for the next day's Stage.

This service will be provided from 4.00pm to 11.00pm every day during the Rally.

Riders / Competitors will be able to leave their tyres up to 2 hours after their arrival in the Bivouac, Finish TC time as a proof.

No repairs will be effected on tyres.

Teams using stamped wheels will effect the screwing and unscrewing of the wheels.

KÄRCHER, Dakar Official Provider, will offer a cleaning service for vehicles.

This service will be provided for Riders/Competitors and service on several Bivouacs (*which will be announced later on*). This service will be from 09.00am to 11.00pm.

Depending on the Machine / Vehicle category, cleaning maximum time are as follow:

































































- Bikes and Quads: 10min
- Cars: 15min
- Trucks: 25min

RED BULL, Dakar Official Provider, will provide Riders/Competitors with a comfort space where the Wings will offer Red Bull.



ANNEXE 8 - ROAD BOOK LEXICON (ART. 17P1)

17P1 ROAD BOOK LEXICON

	ROUTE	ROAD	RUTA DE PAVIMENTO		RIO ASSECHE	RIO	RÍO SECO	G/D	GAUCHE / DROITE	LEFT / RIGHT	IZQUIERDA / DERECHA
	ROUTE avec séparateur central	DUAL CARRIAGEWAY	DOBLE CALZADA		LANGUE DE SABLE	SAND SPIT	BANCO DE ARENA	D/G	DROITE / GAUCHE	RIGHT / LEFT	DERECHA / IZQUIERDA
	PISTE TRACÉE	TRACK	PISTA EXISTENTE		BORNE	KILOMETRE MARKER	MARCADOR DE KILOMETRAJE	MVS	MAUVAIS	BAD	PISO ROTO
	HORS PISTE	OFF TRACK	CAMPO TRAVIESO		CIMETIERE	CEMETERY	CEMENTERIO	EMP	EMPIERRE	STONY OR ROCKY	PEDREGOSO O ROCOSO
	HP / TRACES	OFF TRACK / MARKS	CAMPO TRAVIESO / MARCAS		FUT	BARREL	BARRIL	DEF	DEFONCE	ROUGH	DURO
	ATTENTION	DANGER 1	PELIGRO 1		PANNEAU	SIGNPOST	SEÑALIZACIÓN	ORN	ORNIERE	RUT	RODADA
	DANGER	DANGER 2	PELIGRO 2		MAISON	HOUSE	CASA	SER	SERRE	TIGHT	QUE CIERRA
	GROS DANGER	DANGER 3	PELIGRO 3		FORT	FORT	FUERTE	HP	HORS PISTE	OFF PISTE / OFF TRACK	FUERA DE CAMINO / CAMPO TRAVIESA
	CUVETTE	DIP	BADÉN		POTEAU PIQUET	POST	POSTE ESTACA	HP	HORS PISTE INTERDIT	OFF TRACK FORBIDDEN	PROHIBIDO SALIR
	BOSSE	BUMP	LOMADA		PNEU	TYRE	NEUMÁTICO	RIO	RIO ASSECHE	RIO	RÍO SECO
	COMPRESSION	COMPRESSION	COMPRESIÓN		PUIT	WELL	POZO	E3	ETROIT	NARROW	ANGOSTO
	SAIGNEE	DITCH	CORTE		RUINES	RUINS	RUINAS	DS	DANS	IN	EN / ADENTRO
	RADIER	STEP	CORTE ABRUPTO		MONTAGNE	MOUNTAIN	MONTAÑA	IMP	IMPERATIF	IMPERATIVE	IMPERATIVO
	MARCHE EN DESCENTE	STEP DOWN	DESCENSO EN ESCALON		DEBUT de Zone FIN de Zone vitesse limitée	START of Zone END of Zone controlled speed	COMIENZO de zona/FIN de zona de control de velocidad	Q^T	QUITTER	LEAVE	DEJAR
	MARCHE EN MONTEE	STEP UP	SUBIDA EN ESCALON		Limite de VITESSE	SPEED LIMIT	LIMITE DE VELOCIDAD	G^D	GRAND	BIG	GRANDE
	DESCENTE	DOWNHILL	BAJADA		STOP	STOP	STOP	NBX	NOMBREUX	MANY	MUCHOS
	VERS	TOWARDS	HACIA		DEVERS	CAMBER	PERALTE NEGATIVO	RLT	RALENTIR	SLOW DOWN	DESPACIO
	MONTEE	UPHILL	SUBIDA		DEPART	START	LARGADA	±V	PLUS OU MOINS VISIBLE	MORE or LESS VISIBLE	POCO VISIBLE
	TROU EFFONDRE	HOLE COLLAPSE	DERRUMBE		ARRIVEE	FINISH	LLEGADA	S	SINUEUX	TWISTY	SINUOSO
	ORNIERE	RUTS	RODADA		CHRONO	CLOCK	CONTROL HORARIO	PP	PISTE PRINCIPALE	MAIN TRACK	PISTA PRINCIPAL
	ONDULATION BOSSELE	UNDULATION	ONDULACIÓN		ESSENCE	FUEL	COMBUSTIBLE	TD	TOUT DROIT	KEEP STRAIGHT	DERECHO
	SUR PONT SOUS PONT	ABOVE BRIDGE UNDER BRIDGE	ENCIMA/DEBAJO DE PUENTE		PHOTO	PHOTO	ZONA DE FOTO	RO	ROUTE	ROAD	RUTA
	GUE	FORD	VADO CON AGUA		CP	PC	CONTROL DE PASO	TDSPP	TOUT DROIT SUR PISTE PRINCIPALE	KEEP STRAIGHT ON MAIN TRACK	DERECHO SOBRE PISTA PRINCIPAL
	TROU	HOLE	HUECO		DEBUT ZONE D'ASSISTANCE	START OF ASSISTANCE ZONE	COMIENZO DE ZONA DE ASISTENCIA	TDRPP	TOUT DROIT SUR ROUTE PRINCIPALE	KEEP STRAIGHT ON MAIN ROAD	DERECHO SOBRE RUTA PRINCIPAL
	CAIRN	CAIRN	MOJÓN		FIN ZONE D'ASSISTANCE	FINISH OF ASSISTANCE ZONE	FIN DE ZONA DE ASISTENCIA	P//	PISTES PARALLELES	PARALLEL TRACKS	PISTAS PARALELAS
	CITERNE	WATER TANK	TANQUE DE AGUA		VILLAGE	VILLAGE	PUEBLO	P	PISTE	TRACK	PISTA PRINCIPAL
	FIL BARBELE	BARBED WIRE FENCE	ALAMBRADO DE PÚA		WAYPOINT MASQUE	WAYPOINT MASKED	WAYPOINT OCULTO	C	CAP	BEARING	RUMBO (CAP)
	CLOTURE	FENCE	ALAMBRE		WAYPOINT ECLIPSE	WAYPOINT ECLIPSE	WAYPOINT ECLIPSE	TJS	TOUJOURS	ALWAYS	SIEMPRE
	LIGNE ELECTRIQUE	ELECTRIC LINE	LINEA ELÉCTRICA		WAYPOINT SECURITE	WAYPOINT SECURITE	WAYPOINT SEGURIDAD	VG	VEGETATION	VEGETATION	VEGETACION
	DUNES	DUNES	DUNAS	AD	A DROITE	ON THE RIGHT	A LA DERECHA	CX	CAILLOUX	STONE	PIEDRA
	DUNETTE	SMALL DUNE	DUNA PEQUEÑA	AG	A GAUCHE	ON THE LEFT	A LA IZQUIERDA	EFF	EFFONDRE	COLLAPSED	DERRUMBE
	PALMIER	PALM TREE	PALMERA	D	DROITE	RIGHT	DERECHA	RP	REPRISE REPRENDRE	TO TAKE	RETOMAR
	ANTENNE	ANTENNA / MAST	ANTENA	G	GAUCHE	LEFT	IZQUIERDA	BETW	ENTRE	BETWEEN	ENTRE
	PORTAIL BARRIERE	GATE BARRIER	TRANQUERA	SA	SABLE	SAND	ARENA				
	ZONE SENSIBLE	SENSITIVE ZONES	ZONA SENSIBLE	DN	DUNE	DUNE	DUNA				
DNT	DUNETTE	SMALL DUNE	DUNA PEQUEÑA	GV	GRAVIER	GRAVEL	TIERRA				

SERVICE CREWS/ SERVICE VEHICLES REGULATIONS

A1. SPORTING REGULATIONS – SERVICE CREWS / SERVICE VEHICLES

Foreword:

The **Deputy Clerk of Course responsible for Service Vehicles**, named by the Organisation Committee will be in charge, with his team, of the Service Crews / Vehicles Regulations application and respect. He will notably be able to apply penalties with regards to the noticed infringements, by any available mean.

He will be in permanent communication with the Clerk(s) of Course and the Organiser, he will communicate the infringements in order to apply the appropriate sporting penalties of these Regulations when necessary.

Terminology: refer to the 2014 Dakar Rally Supplementary Regulations.

ARTICLE A1 - ELIGIBLE SERVICE VEHICLES

The nature of the terrain, the weather risks, the dangerous nature of certain roads and tracks and the crossing of the Andes demand regulation of the conditions of entry for Service category Vehicles.

1) ARE ADMISSIBLE

a) 4X4 Light Vehicle category (licence B)

- **4x4 Production Vehicles** petrol or diesel without any special preparation.
- **4x4 equipped Vehicles:** equipped with rollbars, bucket-seat and harness. Only these 4x4 equipped Vehicles will be allowed to go to the Selective Section in case of exceptional circumstances and upon the Organiser's approval.
- Light 4x4 Vehicles which embark on the Organiser's boat, will not, in any case, be over 2.00 meters high (including the roof track), on pain of having to pay the fee for the 4x4 Service Vehicle car more than 2m high.

b) Camping-cars and equipped bus

Standard **camping-cars**, smaller than 8.5 meters lengthwise (example: Sailer 669, Ford Transit, Mercedes Rapido, Hymer, Autostar, etc.) may be accepted, even with 2 wheel-drive, **after having submitted an application file with the vehicle picture (visible license plate) and a copy of the registration card to the Sporting Department of the Organiser.**

The Vehicles will have to remain in the designated 'living space' area and will not be dedicated to transporting parts.

The caravans are forbidden.

Any registration will have to be done before August 30th, 2013. After this date, no applications will be taken into account.

The Organiser cannot be held responsible if these vehicle types are unable to access some of the Bivouacs.

These vehicle types are not permitted to park on the "created" roads within the Bivouacs.

Equipped Bus: may be accepted **after having submitted an application file with the vehicle picture (visible license plate) and a copy of the registration card to the Sporting Department of the Organizer.**

The vehicles will have to remain in the designated 'living space' area and will not be exclusively dedicated to transporting parts.

It will not, in any case, embark on board of the ferry(ies) put in place by the Organizer, departing from France and returning from Chile.

Any registration will have to be made before August 30th, 2013 to the Sporting Department of the Organizer. After this date, no applications will be taken into account.

The Organizer cannot be held responsible if these vehicle types are unable to access some of the Bivouacs.

. These vehicle types are not permitted to park on the "created" roads within the Bivouacs.

It is strictly forbidden for a Competitor to park or to ask someone to park his camping-car(s), equipped bus or assimilated, not accredited by the Organizer, within a 2km minimum radius around the Bivouacs. Only accredited vehicles will be allowed within that area, on pain of a €700 penalty for infringement. Any repeated offence may lead to penalties going up to and including Disqualification.

c) Service Trucks

- **T5 category:** Cross-country standard trucks over 3.5 tons, in accordance with T4 truck regulations, even if they do not benefit from the FIA homologation. Only these vehicles will be allowed to have access to the Selective track after receiving the Organizer's approval.
- **T5.1 category:** standard load-bearing trucks ("construction" type) in 6x4 or 8x4 versions. The maximum authorized load weight is respectively 26 and 32 tons.

Caution, models with only one driven axle will not be authorized (4x2, 6x2, 8x2). T5.1 trucks length must comply with the European code, therefore, the maximum length authorized is 12 meters.

These vehicles will not, in any case, be over 4.00 meters high (including the roof track). Caution: the high limit is 4.00 meters in Argentina and Chile with regards to bridges, electrical lines, etc.

Trucks which length is between 9 and 11 meters will have to pay a €1,200 additional fee, these which length is between 11 and 13 meters will have to pay a €1,700 additional fee. Over 13 meters, please contact the Organizer.

d) Carrying people

Carrying accredited people is authorised in light 4x4 vehicles (license B) respecting the registration card prescriptions and for a 9 people maximum capacity.

e) Platform trailers

For logistical restrictions, particularly linked to the decks filling capacities (with different highs) of the ferry departing from Le Havre and returning from Chile, the Organiser had to apply very strict measures:

- **Platform trailers for Cars and Bikes / Quads:** They will be subject to the submission of an application file with pictures sent to the Organiser Sporting Department. Their maximum dimensions will not exceed H: 1m, L: 6m, l: 2.5m. **Those loaded on the Organiser's boat departing from Le Havre will have to be unloaded of any vehicle and materials and will be dissociated from the vehicle towing them.**
- **Platform trailers for Trucks:** They will be subject to the submission of an application file with pictures sent to the Organiser Sporting Department. Their maximum dimensions will not exceed H: 1m, L: 9m, l: 2.5m.

Double hinge trailers (dolby), double axle and/or double floor are forbidden. The truck trailers loaded in Le Havre on the Organizer's boat will be allowed to be hooked to the vehicle towing them, and will also be allowed to bear another truck (service truck or race).

Any registration will have to be done before August 30th, 2013. After this date, no applications will be taken into account.

f) Semi-trailers

Semi-trailers can be accepted upon certain conditions after submitting an application file and upon approval of the Organiser Sporting Department. Files will have to be sent before August 30th, 2013.

This type of vehicle will follow the Rally through the Service Vehicle itinerary and will not have access to the Bivouac.

2) THE FOLLOWING ARE FORBIDDEN

- a) Truck trailers and tank loader ;
- b) Closed trailers, double hinge, double axle and double floor trailers;
- c) 2 wheel-drive vehicles (except camping-cars, mobile-homes and equipped bus);
- d) Caravans;
- e) Covered cells.

3) Both during the Event Administrative Checks and at Le Havre embarkation, the Organiser reserves the right to refuse any vehicle not being adapted or not corresponding to the declared one.

After going through Scrutineering in Rosario, it will not be possible to change vehicle.

ARTICLE A2 – SERVICE CREWS

1) Admissible, upon invitation, all persons over 18 years of age.

2) Service Crews may be composed of:

- **Light Vehicles (Licence B):** 1 to 9 persons, depending on the type of Vehicle entered within the registration document's limits.
- **T5 Category:** 1 to 5 persons, if the type approval of the truck allows for 5 people and if this is stated on the driving documents (4 doors for use of 5 people).
- **T5.1 Category:** 1 person as standard, following the type approval of the truck.
- **Camping car, mobile home and equipped bus:** 1 to 3 people, in the respect of the registration documents.
- **People carrier:** the maximum number of people may not exceed 9.

For all request for extra passengers, a formal request must be made to the Organisers who may, according to conditions, accept or refuse an additional person.

3) FIA licences are not necessary for Service Crews.

In the truck category, it is authorised to have only one holder of the heavy goods' driving licence on board.

4) No changes to Service Crew members will be allowed once Scrutineering has been passed, under pain of a €500 fine, per infringement, per Service Crew; except for those persons entered as Team Managers Dakar, or if authorised, exceptionally by the Organiser.

5) If a Service Crew member leaves his Vehicle due to force majeure, the vehicle may continue providing the Organisers are informed. In no case can the Crew member be replaced. During the Event, under exceptional circumstances and following authorisation from the Organisers, a person may continue alone aboard his vehicle.

6) All infractions will incur the Disqualification of the Service Vehicle.

ARTICLE A3 - BRIEFING

A general Briefing (race and Service Crews) will be held in Ros Tower Hotel Rosario on 4th January 2014 at 02.00pm.

The presence of at least one member of each Service Crew is compulsory, on pain of a penalty of €500.

ARTICLE A4 - ENTRY

Conforming to the current Supplementary Regulations: Article 14P and Appendix 1.

All "Service" entries must be attached to a Rider / Competitor in the race to be accepted.

ARTICLE A5 - IDENTIFICATION

1) An electronic chip ("RFID" type) will be fixed on every Service Vehicle. It will be checked at every Bivouac entry and exit; the Crew members' chips will also be checked.

2) An identification bracelet, equipped with a "RFID" type electronic chip will be attributed to every Service Crew, during Administrative Checks in Rosario. This bracelet is individual and cannot be exchanged and/or given at any given time. It will notably be used to access the Bivouac and the catering area and might be controlled at any given time.

The Race Control emergency number (+33 1 41 33 15 81) is written on this bracelet, which must be wore at all times.

In the case of loss or damage, the participants will have to ask for a new one to the Competitor Department in exchange of the damaged one.

ARTICLE A6 – ALLOCATION OF NUMBERS AND START ORDER

A6.1 ALLOCATION OF NUMBERS

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

A6.2 STARTING ORDER

During the Rally, starts will be free, except on some Stages where start times will be imposed and written on the time schedule handed out to the participants at the Administrative Checks in Rosario.

In some cases, outlined during the Briefing, the starts will be organised through the race number, a Time Card will be handed out to each Service Crew. Any Service Crew who does not respect this procedure will be penalised by a 2-hour immobilisation of the Vehicle at the Bivouac entry.

ARTICLE A7 – CLOCKING-IN / TRIPY

A7.1 GENERAL

Service Vehicles will be allowed to leave the race the day before the last Stage so as to arrive to Valparaiso in advance. This authorisation will be given by the Deputy Clerk of Course responsible for the Service Vehicles, upon request.

A7.2 TRIPY

1) All Service Vehicles will be equipped with a Tripy system combining an automatic Road Book and GPS.

The hire is included in the vehicle entry fee, except for vehicles passing from the race to Service, which must pay a hire fee to the Organiser's supplier (Tripy), depending on the supplier's availability.

2) Checking procedure

Each evening, on arriving at the Bivouac, the information stored in the GPS will be transmitted by radio to a technician's computer. If irregularities are noted (Waypoint, speed, etc.) the person carrying out the checks will ask the Service Crew to sign a form and 'on the spot' penalties will be given.

3) Throughout the duration of the Rally, The Service Crews are responsible for the correct functioning of their GPS Tripy. The Tripy(s) must be switched on and connected permanently throughout the entire Stage.

4) All actions caused by Service Crews (loss, destruction, switching off, etc.) making it impossible to read the GPS and/or all attempts at fraud or manipulation noted will result in the following penalties:

- 1st infringement: fine of €300,
- 2nd infringement: fine of €500,
- 3rd infringement: Immobilisation of the Service Vehicle and sealing of all its opening until start of the Bivouac TC of the 1st race truck for a Service car or of the last race truck for a Service truck during the next Stage.
- 4th infringement: Disqualification.

5) In the case where either the speed or route are contested, the Service Crew must pay the amount of the fine as a guarantee to the Deputy Clerk of Course responsible for Service Vehicles, before their Tripy is downloaded at the Safety Centre by a technician. If the checks prove negative the amount paid will be returned to the Service Crew.

ARTICLE A8 - ROAD BOOK / ITINERARY

A8.1 ROAD BOOK

In addition to the Road Book integrated into the Tripy, Service Crews will receive a paper Road Book during Administrative Checks in Rosario.

A8.2 ITINERARY

1) The following of the itinerary, as described in the Road Book is compulsory. Vehicles must follow the entirety of each Stage on pain of Disqualification. They may not avoid a Stage and then return to the race, unless they make a specific request to the Deputy Clerk of Course responsible for Service Vehicles.

2) Failure to respect the itinerary will incur the following penalties:

- 1st infringement: fine of €300,
- 2nd infringement: fine of €500,
- 3rd infringement: Immobilisation of the Service Vehicle and sealing of all its opening until start of the Bivouac TC of the 1st race truck for a Service car or of the last race truck for a Service truck during the next Stage.
- 4th infringement: Disqualification.

ARTICLE A9 - DRIVERS' CODE (SERVICE CREWS)

A9.1 GENERAL BEHAVIOUR

1) Vehicles and persons registered in the Service category are obliged to behave respectfully on the road and towards:

- the authorities and population of the countries crossed;
- the other Riders/Competitors;
- the members of the Organisation.

2) All incivility noted will result in a penalty of €500

Any repeated infringement will be judged by the Deputy Clerk of Course responsible for Service Vehicles and will lead to penalties up to and including Disqualification.

3) It is forbidden to leave wheels and/or punctured or damaged tyres on the itinerary. Any Service Crew caught disobeying this rule will be penalised €1,000 per tyre or wheel. Repeat offending will result in penalties up to and including Disqualification.

A9.2 ACCIDENT

Any Service Crew involved in an accident which results in physical harm or not will be subject to an investigation by the College of Sporting Stewards. Depending on the circumstances, penalties up to and including Disqualification may apply.

A9.3 MANDATORY STEPS WITH REGARDS TO CUSTOMS FORMALITIES

1) PACKING LIST

- The Packing List is defined as the mandatory and official administrative document of the temporary importation of each Vehicle, whatever category it is registered in, race and Service. It is mandatory for each Rider / Competitor, whatever is nationality and the origin country of the Service Vehicle".
- The Packing List will be filled by the Rider / Competitor with the best of care and will include:
 - The vehicle references;
 - A detailed list of all the good and materials transported as well as their commercial value;
 - Any other kind of light vehicle onboard the vehicle (bicycle, bike, quad, scooter, etc.).
- The transported goods must imperatively stay identical from the departure from Europe and/or the arrival in Argentina, to the last border crossing AFTER the Event and conform to the Packing List.
- The Rider / Competitor must permanently keep this document with him; the Rider / Competitor must give a copy to the Rally customs declarant as well as to the Organiser during Administrative Checks, and/or at the embarkation in Le Havre;
- No border can be crossed without this document.

2) BORDER CROSSINGS

At each border, every race and Service vehicle must, on top of the checks organised by the national customs, present itself to the checks set up by the custom declarant.

3) TRANSPORTATION OF SPARE PARTS AND VEHICLES WHICH HAVE WITHDRAWN

- In order to comply with customs requirements, and to ensure there are no problems in crossing borders, or when embarking: all borders must be crossed with the same spare parts in the Vehicle as declared at the outset, and detailed in the mandatory Packing List of each Vehicle. It is therefore strictly forbidden to sell or transfer any items being transported;
- In case of the transportation of a vehicle having withdrawn (Car, Bike, Quad) inside the Service Vehicle, it will be **COMPULSORY** to advise the customs declarant and the Competitors Department so as to regulate the situation with the customs authorities.
- In addition to the risks incurred locally by failure to comply with the rules in force (fines, impoundment of Vehicle/passengers, etc.), any Service Crew found to have breached this rule will be fined €500 per item (e.g.: one tyre = €500). Any subsequent offence may incur penalties, including Disqualification.

4) STEPS TO FOLLOW WHEN WITHDRAWING

In case of a Service Vehicle's withdrawal, its Service Crew will **ABSOLUTELY** have to, on top of complying with the Article 15.2 requirements of the Service Regulations, tell as soon as possible the customs declarant as well as the Competitors Department about the vehicle state, its position and the steps taken to transport the vehicle back to: either San Antonio port in Chile on 20 January 2014 at 08.00am at the latest to embark in direction of Le Havre, either to the vehicle's origin country if it has not embarked in Le Havre on the Organiser's ferry.

5) SALE / TRANSFER OF VEHICLE

- If a Service Crew, a Team Manager Dakar, the owner of the Vehicle or a Rider / Competitor withdraws or at the end of the Rally, it is **STRICTLY FORBIDDEN** to transfer or to sell its vehicle in any of the countries crossed, knowing that the vehicle is under the temporary importation regulations and is linked to its Packing List.
- In addition to the risks incurred locally by failure to comply with the rule in force (fines, impoundment of vehicle / passengers, etc.), any Service Crew found to have breached this rule will not be permitted to enter the Dakar Rally for 5 years.

6) LOSS OF VEHICLES (COMPLETE OR PARTIAL DESTRUCTION)

- If a vehicle is damaged (accident, fire, destruction, etc.), the Rider / Competitor must make a statement to the police or customs. This statement must contain the facts of what happened, the registration number, the race number, and the contact details of the people involved, etc. A copy of this statement must be provided to the Competitors Department and to the customs declarant.
- The vehicle must be returned immediately to the port of San Antonio (Chile) and at the latest on 20 January 2014 at 08.00am, where the local authorities will decide, depending on the state of the vehicle, whether it should be re-exported, destroyed, or whether cancellation of its temporary import is justified. Any additional repatriation costs must be paid by the Rider/Competitor.
- In addition to the risks incurred locally by failure to comply with the rules in force (fines, impoundment of vehicle/passengers, etc.), any Service Crew found to have breached this rule will be fined €1,500. In the case of damaged vehicles that came on the road, the Riders / Competitors must approach the Organisers to find out what to do.

7) CROSSING ARGENTINA / CHILE BORDER

a) For health reasons, it is strictly forbidden to take the following items from Argentina to Chile (SAG, act n°18755 1989, modified in 1994, act n°19283 – SENASA resolution n°295 in 1999 and resolution n°816 in 2002). Vehicles will be searched prior to crossing the border.

b) Prohibited products:

- Fruit, vegetables, herbs, plants, tubers, bulbs, grains, hay, twigs, soil, cut flowers, handicrafts, wood and other vegetable products, pesticides and fertilisers;
- Animals, birds, bees, honey, cheese, milk, meat and dairy or meat products, embryos, seeds, veterinary medicines (vaccines, diagnostic kits, antibiotics, medicated shampoo, etc) or any other animal products or any animal food;
- Protected flora and fauna and/or by-products derived from species under threat of extinction, including threatened species of flora and fauna under the Convention on International Trade in Endangered Species (CITES).

c) In addition to the risks incurred locally by failure to comply with the rule in force (fines, impoundment of vehicle/passengers, etc.), any Service Crew found to have breached this rule will receive a fine going from €500 up to and including Disqualification.

ARTICLE A10 - TRAFFIC - SPEED

1) Throughout the entire Event, the Service Crews must strictly observe the traffic laws of the countries crossed and especially respect local speed limits when they are less than the maximum speed allowed.

2) It is for Service Crews to adapt their speed to population and traffic. Radar controls may be carried out on the itinerary by the Organisation and the local police.

3) All vehicles not respecting the Highway Code of the countries crossed, driven at excessive speed or behaving in a dangerous manner and which are subject to a police or Rally's Judges of Fact report risk penalties up to Disqualification.

A10.1 SPEED – SPEED CONTROL ZONES

1) There will be some Speed Control Zones on the itinerary, in villages, on roads or tracks, etc. They will be indicated on the Road Book and controlled by the Tripy. When driving through these zones, Service Vehicles will have to respect the speed mentioned on the Road Book.

2) Over speeding will be displayed on the Tripy screen as cumulative distances of over speeding depending on different slots.

All over speeding equal or over 1kph and under or equal to 20 kph will lead to the following penalties:

- For any over speeding cumulative distance inferior to 500 m:
 - €200 fine,
- For any over speeding cumulative distance between 500 m and 1,000 m
 - Sealing of the vehicle at the Bivouac + €400 fine;
- For any over speeding cumulative distance over 1,000 m:
 - Disqualification of the vehicle and its Service Crews.

All over speeding superior to 20 kph will lead to the following penalties:

- For any over speeding cumulative distance inferior to 500 m:
 - Sealing of the vehicle until TC at the End of Stage of the next Bivouac + €400;
- For any over speeding cumulative distance superior to 500 m:
 - Disqualification.

A10.2 MAXIMUM SPEED

1) In Argentina and Chile, the maximum speed allowed is limited to 90 kph for trucks, 110 kph for cars;. This speed will be checked by the Tripy GPS. If the speed is exceeded a sign will appear on the GPS screen, accompanied by a noise warning.

The GPS will be checked at the finish of the Stage, the information being automatically transmitted by radio signal. In the case of an infraction, a controller will note the infraction and request that a member of the Service Crew counter signs the note.

2) Penalties

If the speed limit is exceeded an pulse signal will be recorded by the GPS.

All excess speed will result in the following penalties:

- From 1 to 20 kph over the speed limit:
 - If the cumulative distance is less than 1,000 m:
 - €200 fine;
 - If the cumulative distance is between 1,000 and 2,000 m:
 - €400 fine;
 - If the cumulative distance is over 2,000 m:
 - €600 fine.
- From 21 to 40 kph over the speed limit:
 - If the cumulative distance is less than 1,000 m:
 - €400 fine;
 - If the cumulative distance is between 1,000 and 2,000 m:
 - €600 fine;
 - If the cumulative distance is over 2,000 m:
 - Sealing of the Vehicle until TC at the End of Stage of the next Bivouac + €800.
- More than 41 kph over the speed limit:
 - If the cumulative distance is less than 500 m:
 - €800 fine;
 - If the cumulative distance is over 500 m:
 - Sealing of the Vehicle until TC at the End of Stage of the next Bivouac + €1,000 fine.

Fines must be paid within 48 hours on pain of the Vehicle being immobilised at the Bivouac.

A10.3 SPEED BIVOUAC / STAGE TOWN

It is forbidden to drive at excessive speed and/or drive dangerously in the area of the Bivouac or in Stage towns, on pain of penalties up to and including Disqualification, to be decided upon by the Deputy Clerk of Course responsible for Service vehicles.

ARTICLE A11 - SERVICE

A11.1 GENERAL

1) See Article 31P of the Supplementary Regulations.

2) It is forbidden for Service Vehicles to intervene on the day's Selective Section, on pain of Disqualification of the assisted Vehicle. However they can intervene on Road Sections, only on sections of the itinerary shared with Vehicles.

Service Vehicles and Service Crews entered in the service category are not allowed to go on to the route of the Selective Section, except after the closure of the finish Time Control and after having informed the Organiser.

3) Service Vehicles and Service Crews entered in the service category are not allowed to go on Public Zones, except if the latest feature on the Service Road Book.

4) For safety reasons, no Service Vehicle is authorised to go to the track to get a Race Vehicle without having informed the Organiser (PCO) or the Competitors' Department.

To carry this mission, the Service Vehicle must IMPERATIVELY be equipped with an E-TRACK given by the Organiser (PCO or Competitors' Department) on pain of Disqualification of the Race and Service Vehicles concerned.

The material needs to be returned (PCO or Competitors' Department) as soon as the Service Vehicle is back to the Bivouac. In case of damage and/or loss of the material, the Competitor's deposit will be cashed by the supplier.

5) Signposting of any kind is forbidden throughout the entire route.

6) For safety reasons, Service Vehicles are not allowed to transport fuel (tolerance of 20 litres). All refuelling (of petrol) of a Rider / Competitor by a service vehicle is forbidden, on pain of Disqualification of the assisted Rider / Competitor.

The filling of fuel tanks of T1 or T2 diesel vehicles from a T5 truck may only be carried out in the Bivouac and only if the fuel tank of the T5 is situated outside the cargo and under the vehicle.

7) All infractions of the Service Crews / Service vehicles Regulations will result in penalties up to Disqualification of the service vehicle and the race Vehicles concerned.

A11.2 PENALTIES FOR FORBIDDEN SERVICE

1) A team put in place by the Organiser on the itinerary and at the Bivouac will be dedicated to checking all forms of forbidden service and will be authorised to apply the following penalties.

2) Service carried out by a non-accredited Service Vehicle or Service Crews will lead to the following penalties:

- 1st infringement: obligation for service vehicles and/or the service crews concerned to be accredited with the Organiser or to leave the itinerary of the Rally + a 3-hour penalty for the concerned Machine / Vehicle, 6 hours on a Selective Section;
- Repeated offense: Disqualification of the assisted race Machine / Vehicle.

3) Carrying out service on a Selective Section (service vehicle and/or Service Crews registered in the service category) will lead to penalties from 6 hours to Disqualification. All repeated offences will result in Disqualification.

4) Any presence of a Service Vehicle / Service Crews on a Road Section, at Start or Finish of a Selective Section when they do not feature on the Service Road Book, will lead to penalties from 3 hours to Disqualification. All repeated offences will result in Disqualification.

5) Any transport of parts or service by a vehicle not accredited, the dropping or parachuting of spare parts will lead to penalties from 6 hours to Disqualification. All repeated offences will result in Disqualification.

6) Carrying out service outside the Bivouac or in an enclosed place (inside or outside the Bivouac), will lead to penalties from 6 hours to Disqualification. A tent is not considered as an enclosed place. All repeated offences will result in Disqualification.

7) Signposting or the transmission of information by any means, will be penalised by a 3-hour penalty + a €500 fine per infringement, for the concerned race Machine / Vehicle. It is reminded that any kind of signposting is prohibited over the entire route. (Article 11.1.5)

8) The presence of any means of transport (car, bike, quad, truck, aircraft, helicopter, etc.) following the Rally route the same day or a number of days prior, as well as the prolonged flying over of any means of transport, with official means or not, carry aboard a person having any link whatsoever with Machines / Vehicles still in the race will lead to the immediate Disqualification of all the participants having a link with one of these means.

9) All airborne Service not controlled by the Organiser will lead to penalties from 6 hours to Disqualification. All repeated offences will result in Disqualification.
Airborne Service is considered as any presence on a Stage of an aircraft having aboard any person with any link whatsoever with a race Machine / Vehicule and any transport of Service materials (tools, generators, lights, compressors, etc.) in private planes or planes chartered by the Organiser.

ARTICLE A12 - INSURANCE

See article 28P of the Supplementary Regulations + Appendix 2.

It is essential for you to read this article (28P1, 28P2, 28P3) so as to know the cover and guarantees included.

ARTICLE A13 - ADVERTISING

1) The Organisers shall supply each Crew with a set of identification plates comprising: 2 "Rally" plates and 3 panels bearing the race numbers which are called number plates.

2) Throughout the duration of the Event, the plates must be affixed according to the present Regulations.

In no case may they cover, even partially, the vehicle's licence plates.

3) The number plates (dimensions still being studying on) must be affixed to the right and left sides of the vehicle, on the area situated between the wheel arches, provided that they are totally visible from the side, as well as on the roof of the vehicle, legible from the back.

They bear the race number, the name of the Event and possibly the name of the Organisers' main sponsor. 26 cm x 50 cm are for compulsory Organiser's advertising.

4) 2 "Rally" plates must be positioned legibly in a visible position during the whole Event. They must be fixed at the front and the rear of the Vehicle, parallel the axis of the wheels, without covering, even partially, the vehicle's license plates and, except for the manufacturer's acronym, the plate must be the first inscription legible from the front above the line of the headlamps.

They incorporate the Competitor's race number in figures of 4 cm high and with a stroke thickness of 1 cm.

5) At any time during the Event, the absence or faulty positioning of a plate may incur, on certification, a cash penalty equivalent to 10% of the entry fees (Vehicle and Crew fee), on condition that the Organisers provide these plates. The absence or faulty positioning of 2 or more plates at the same time may result in a cash penalty equivalent to 20% of the entry fee (Vehicle and Crew fee).

6) The names of the first driver and his co-driver(s), plus their national flags (nationality of the licence), of a height of 30 - 50 mm, must appear on both sides of the front wings or front doors of the vehicle. Any vehicle failing to comply with this rule may be subject to a cash penalty, on certification, equivalent to 10% of the entry fee (Vehicle and Crew fee).

7) An identity bracelet, on which will be printed **the phone number of the PCO (+33.1.41.33.15.81)**, will allow the identification of Service Crews. Service Crews and Riders / Competitors bracelets will be differentiated. Failure to wear this bracelet, noticed by an Official, will result in a penalty of 10% of the entry fee (individual fee). In the case where the bracelet becomes damaged the person must request a replacement from the Competitors' Department, in exchange for the damaged item.

- 8) Service Crews are allowed to affix any kind of advertising to their Vehicles, provided that:
- a) it is authorised by the FIA Regulations and the legislation of the countries crossed,
 - b) it is not likely to give offence,
 - c) it does not encroach upon the spaces defined below reserved for Rally plates, number plates and windscreen strips,
 - d) it does not interfere with the Crew's vision through the windows,
 - e) it does not express either a religious and/or political opinion.
- 9) The places reserved for the Organisers for collective advertising which may not be bought are situated on:
- a) the number plates where the Organisers' advertising must be affixed on a strip measuring 26 cm x 50 cm, which may be divided above and/or below the numbers,
 - b) one set of "Rally" plates, of which 9 cm x 43 cm is reserved for the Organisers' advertising,
 - c) two strips to be affixed on each side of the upper part of the windscreen, 10 cm high by 25 cm long.
- 10) The Organisers' optional advertising will appear on two 50 cm wide x 52 cm high plates which cannot be subdivided, to be affixed on the right and left sides of the Vehicle, on the area situated between the wheel arches provided that they are totally visible from the side.
- 11) The Service Crews must ensure that the advertising is properly affixed throughout the entire Event from the moment they leave Scrutineering. If compulsory or optional advertising is absent or wrongly fixed, a penalty of 10% of the entry fee (Vehicle and Crew fee) will be incurred for the first offence, and 100% of the entry fee for each repeated offence.
- 12) It is the Competitor's responsibility to ensure the adequate mounts, in order to conform with the here above mentioned rules; any kind of modification of the sticker is prohibited (cut, etc.).

ARTICLE A14 –ADMINISTRATIVE CHECKS AND SCRUTINEERING

The act of presenting a Vehicle for Administrative Checks and Scrutineering is considered as an implicit declaration of its compliance.

The start will be refused to all Service Crews which present themselves at Administrative Checks and/or Scrutineering after the time limits laid down in the Regulations, except in the case of force majeure, duly recognised as such by the Sporting Stewards.

A14.1 ADMINISTRATIVE CHECKS

- 1) The Administrative Checks will take place in Rosario (Argentina) on 2nd, 3rd and 4th January 2014.
- 2) The presence of all Service Crews members is compulsory at Administrative Checks. The person responsible for a Service Vehicle undertakes to present valid papers. If one of the necessary documents is missing the vehicle will not be accepted.

At Administrative Checks each Service Crew must present the following original valid documents. No photocopies or declarations of loss will be accepted.

The Service Crews of Service Vehicles presented directly in Rosario must pass Administrative Checks BEFORE Scrutineering, otherwise the stickers serving to identify the vehicle will not be issued and the checks will not be validated.

- 3) Service Crews will receive a convocation stating the day and exact time at which they must present their Service Vehicle.

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

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

4) Documents to be presented by Drivers and Co-drivers of Service Vehicles:

- national driving licence (adapted to the entered vehicle);
- **valid passport (valid until 30/06/2014);**
- visas;
- vaccinations: no vaccination is compulsory. Recommended: diphtheria, tetanus, polio, meningitis (A & C), viral hepatitis A & B, tetanus, polio, typhoid, etc.

5) Documents to be presented for Service Vehicles:

- valid log book or registration certificate (provisional registrations not acceptable, W or WW or the equivalent for foreign countries);
- insurance certificate (green card);
- permission of the owner to use the vehicle when this on is not part of the Crew;
- complete Packing List of the vehicle and its material (See Article 9.3.1 of the Service Regulations).

A14.2 SCRUTINEERING

1) Service Vehicles leaving from Europe will pass Scrutineering in Le Havre on 21st and 22nd November 2013. The presence of the Service Crews is not compulsory, Service Vehicles may be passed through Scrutineering by a representative of the Team / Service Crews.

Service Vehicles presented directly in Rosario will pass Scrutineering at the Service Park, on 2nd, 3rd and 4th January 2014, at the end of Administrative Checks.

2) Service Crews will receive a convocation stating the day and exact time at which they must present their vehicle.

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

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

3) Service Crews undertake to present a service vehicle conforming to the entry form, on pain of being refused the embarkation.

4) Scrutineering will consist of:

- checks on the conformity of the vehicle and safety equipment;
- the placing of stickers conforming with Article 16P of the present Regulations ;
- checks on the functioning of the Tripy connections.

5) Service Vehicles which leave from Europe on the ferry set up by the Organiser must be presented at Le Havre for embarkation with the Tripy mounts, cables and antenna in place ready to receive the system, on pain of being refused embarkation.

Service Vehicles presented directly in Rosario, must be presented at Scrutineering with the Tripy mounts, cables and antenna in place ready to receive the system. Failure to comply will result in a penalty of €150.

6) Service Vehicles must be presented at Scrutineering ready to start and safety equipment listed at Article 15.1 of the Service Crews / Service Vehicles Regulations should be presented to the Marshals in charge of the controls.

7) All Service Vehicles which appear not to conform with given information, or are not adapted to Rally norms, during Scrutineering may be refused embarkation or start (on decision of the Organising Committee).

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

ARTICLE A15 – SERVICE CREWS' SAFETY

A15.1 SURVIVAL EQUIPMENT

1) For safety reasons, all vehicles must carry aboard the following material:

- 1 torch,
- 1 general map of South America (Berlitz type : Chile, Argentina) or the Road Safety map (given at the Administrative Checks),
- 1 first aid kit,
- 1 seat belt cutter per person,
- 1 safety triangle,
- 1 yellow fluorescent jacket per person registered in the Service Vehicle,
- 1 Tripy (included in the entry fee).

2) All Service Crews unable to present all the above equipment at the start of a Stage will be refused a start until compliance has been achieved. On the spot checks will be carried out.

A15.2 WITHDRAWAL

IMPORTANT: As soon as the Service Crew decides to retire, they must let the Race Control know about their intentions regarding their way back (for themselves and his material):

- if they get back to the Bivouac, present themselves to the Competitors' Department;
- if they do not get back to the Bivouac, call the Race Control.

In the case of withdrawal, it is imperative that Service Crews of the Service Vehicle inform, by all possible means, and as quickly as possible, the Race Control on (PCO) +33 (0)1.41.33.15.81.

Failure to respect this important safety clause will result in the refusal of all future applications to take part in any Cross-Country Rally organised by the Organiser.

The Service Crew will also have to conform itself to Article 9.3.3 of the Service Crews / vehicles Regulations.

2) In addition, failure to respect the obligation to inform the Organiser in the case of withdrawal, where search operations are carried out, will result in the Crew in question being liable for the financial costs of search operations.

3) Service Crew that have withdrawn may in no circumstances be transported by the Organiser for part or all of the route.

A15.3 SEAT BELT - HARNESS

1) The wearing of a safety belt or harness is compulsory over the entire itinerary.

2) Failure to wear the safety belt or harness will incur the following penalties:

- 1st infringement: fines of €300 per infringement, per Crew member;
- 2nd infringement: sealing of the vehicle until the TC at the End of Stage of the next Bivouac,
- 3rd infraction: Disqualification.

Checks will be made on the itinerary by the Organiser' safety and prevention team and will be forwarded to the Deputy of Clerk of Course responsible for Service Vehicles.

ARTICLE A16 – ACCESSORIES AND NAVIGATION

A16.1 SATELLITE TELEPHONES

Carrying a satellite telephone is optional, but highly recommended in order to be able to communicate with the racing Riders / Competitors in the case of an accident or of a breakdown. The Organiser cannot be held responsible for the transmission of information between a racing Machine / Vehicle and its Service Crews / Vehicles.

A16.2 RADIOS

1) For safety reasons, Service Vehicles will be allowed to be fitted with VHF radio receivers / transmitters homologated by the Organiser and supplied by its supplier only. They will use a sole frequency, all modifications are forbidden. The conditions concerning the receiving and installation of the equipment will be sent by the relevant supplier.

2) All UHF - CB transmitters and/or receivers and all other means of communication are forbidden throughout the entire Rally itinerary aboard vehicles.

3) AM/FM radio receivers must be commercially available models and not modified. The wave length of FM receivers is limited to 88 – 108 Mhz. Spot checks will be made. All infractions will result in penalties up to and including Disqualification.

4) Only Walkie-Talkies operating on one single frequency, used within the confines of the Bivouac are admissible. If they are not supplied by the Organisers' radio supplier (Astrium), authorisation must be demanded from the authorities of the countries crossed and the frequencies used must be given to the Organisers.

A16.3 SATELLITE LINKS

All satellite links or other links between a race Machine / Vehicle and an exterior base or another vehicle, is forbidden.

The use of a BGAN or RBGAN station (+ associate antenna) will be authorised exclusively in the Bivouac.

A16.4 NAVIGATION

1) The use of an additional GPS not provided by the Organisers' supplier is authorised.

2) To ensure the respect of the Official Itinerary of the Road Book and to check speeds, the installation of the Tripy in a place visible by the driver is strongly recommended.

The nature of the terrain and the grounds, weather risks, certain roads and tracks risks and the Andes' crossings, requires a regulation of the vehicles admitted in the service category.

ARTICLE A17 - PENALTIES

TABLE OF PENALTIES	Art No.	Financial Penalties	Sealing of Vehicle Until finish TC Of following stage	Sart refused / Disqualification	Others penalties
Parking of a not accredited camping-car or mobile- home within a 2-km radius from the Bivouacs - 1 st offence - Repeated	A1.1.b ----- -----	€700 -----	-----	Up to X	
Change of Service Crew's member - Per infringement and per Service Crew member	A2.4	€500			
Absence at Briefing of at least one Crew member	A3	€500			
Start outside fixed schedule	A6.2				Stopped 2h at Bivouac entrance
Trip: all incident or fraud attempt by Service Crew: - 1 st offence: - 2 nd offence: - 3 rd offence: - 4 th offence:	A7.2.4 ----- ----- ----- -----	€300 €500 -----	 X -----	 X	
Non-respect of itinerary - 1 st offence: - 2 nd offence: - 3 rd offence: - 4 th offence:	A8.2.2 ----- ----- ----- -----	€300 €500 -----	 X -----	 X	
Proven Incivility - 1 st offence: - Repeated : to be decided by Deputy Clerk of Course - Service Vehicles	A9.1.2 ----- -----	€500 -----	-----	Up to X	

TABLE OF PENALTIES	Art No.	Financial Penalties	Sealing of Vehicle Until finish TC Of following stage	Sart refused / Disqualification	Others penalties
Leaving damaged wheel or tyre - Per tyre or wheel - Repeated : to be decided by Deputy Clerk of Course - Service Vehicles	A9.1.3 ----- -----	€1,000 -----	-----	Up to X	
Involved in accident according to circumstances after inquiry	A9.2			Up to X	
Leaving , selling or giving parts transported, in addition to local penalties - Per material - Repeated	A9.3.3 ----- -----	€500 -----	-----	Up to X	
Leaving, selling or giving parts transported, in addition to local penalties	A9.3.5				Entry Refused for 5 years
Damaged Vehicle (totally or partially destroyed), infraction of Article 9.3.6	A9.3.6	€1,500			
Passing border with forbidden products, in addition to local penalties, from ... up to ...	A9.3.7	€500		Up to X	
Non-respect of Highway Code, excessive speed, dangerous driving	A10			Up to X	
Speeding from 1 to 20 kph in Speed Control Zones - For a cumulative distance less than 500 m - For a cumulative distance between 500 & 1,000 m - For a cumulative distance over 1,000 m	A.10.1.2 ----- ----- -----	€200 €400 -----	 X -----	 X	
Speeding superior to 21 kph - For a cumulative distance inferior to 500m - For a cumulative distance superior to 500m	----- -----	€400 -----	X -----	 X	

TABLE OF PENALTIES	Art No.	Financial Penalties	Sealing of Vehicle Until finish TC Of following stage	Sart refused / Disqualification	Others penalties
Maximum Speed allowed Speeding from 1 to 20 kph - For a cumulative distance less than 1,000 m - For a cumulative distance between 1,000 & 2,000 m - For a cumulative distance over 2,000 m Speeding from 21 to 40 kph - For a cumulative distance less than 1,000 m - For a cumulative distance between 1,000 & 2,000 m - For a cumulative distance over 2,000 m Speeding over 41 kph - For a cumulative distance less than 500 m - For a cumulative distance over 500 m	A10.2.2 ----- ----- ----- ----- ----- ----- ----- -----	€ 200 € 400 € 600 € 400 € 600 € 800 € 800 € 1,000	 X X		
Speeding, dangerous driving in Bivouac or Stage town	A10.3			Up to X	
Service in Selective Section before closing of finish control - for assisted Rider / Competitor	A11.1.2			X	
Refuelling on a Selective Section before closing of finish control -for assisted Rider / Competitor	A11.1.6			X	
Service by non-accredited person or Vehicle - 1st offence -for assisted Rider / Competitor: - Repeated	A11.2.2 ----- -----	----- -----	----- -----	----- X	3h RS or 6h SS

TABLE OF PENALTIES	Art No.	Financial Penalties	Sealing of Vehicle Until finish TC Of following stage	Sart refused / Disqualification	Others penalties
Service on a Selective Section - For assisted Rider / Competitor: 6h to Disqualification - Repeated	A11.2.3 ----- -----	----- -----	----- -----	Up to X X	6h
Presence of Service in forbidden place : - for assisted Rider / Competitor: 3h to Disqualification - Repeated	A11.2.4 ----- -----	----- -----	----- -----	Up to X X	3h
Transport of parts by non- accredited Vehicle; dropping of material - For assisted Rider / Competitor: 6h to Disqualification - Repeated	A11.2.5 ----- -----	----- -----	----- -----	Up to X X	6h
Service outside Bivouac or in closed place (in or outside Bivouac) - For assisted Rider / Competitor: 6h to Disqualification - Repeated	A11.2.6 ----- -----	----- -----	----- -----	Up to X X	6h
Signposting or transmission of info - Per offence for the assisted Rider / Competitor	A11.2.7 -----	€500	-----	-----	3h
Presence of means of transport - For assisted Rider(s) / Competitor(s)	A11.2.8 -----	-----	-----	X	

TABLE OF PENALTIES	Art No.	Financial Penalties	Sealing of Vehicle Until finish TC Of following stage	Sart refused / Disqualification	Others penalties
Airborne Service not managed by Organisation - For assisted Rider / Competitor: 6h to Disqualification - Repeated	A11.2.9 ----- -----	----- -----	----- -----	Up to X X	6h
Delay for scrutineering and Administrative Checks - 1 st started delayed hour - Each next hour - Over decided hour limits	A14.1.2 & 14.2.3 ----- ----- -----	€50 €80 -----	----- -----	 X	
Missing mounting brackets, cables and Tripy aerals: - in le Havre - in Rosario Missing or incomplete safety material at a Stage start, until compliance with rules	A14.1.5 ----- ----- A15.1.2	----- €150	----- -----	----- X	Refused embarkation
PCO not informed of a Team withdrawal, for the concerned Team:	A15.2.1				Refusal of following inscription + financial responsibility in case of research
Missing seat belt of harness, per infraction and per Crew member:	A15.3				
- 1 st infrinement - 2 nd infringement - 2 nd infringement	----- ----- -----	€300 ----- -----	 X -----	 X	
Non-complying radio transmitters and/or receivers:	A16.2.3			Up to X	

AII. TECHNICAL REGULATIONS

1) TECHNICAL OBLIGATIONS

Each Service vehicle must have the following equipment present:

- 1 homologated 2 kg manual powder fire extinguisher;
- External rear view mirrors;
- 2 towing points (1 at the front, 1 at the back);
- 1 towing strap;
- reinforced windscreen;
- fuel tanks. The Service Crew will be responsible for calculating its autonomy;
- 1 air horn;
- 2 spare wheels.

In addition for Service Trucks:

- Individual seats for all Crew members (bench seats forbidden).

2) HEIGHT

Maximum height of cars (including roof rack) 2.00 m.

Maximum height of trucks (including roof rack) 4.00 m.

3) ROLL-CAGES

For Cars and Trucks, roll-cages are not compulsory.

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Automobile Sport Organisation

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