



**WORLD
BAJA CUP**

ENGLISH

BAJA
ESPAÑA · ARAGÓN
TERUEL 26·27·28 JULIO 2024

July 26 - 28 2024

SUPPLEMENTARY REGULATIONS

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Palmarés

EDICION	AÑO	VENCEDORES	VEHÍCULOS
I	1983	J.J. RATET - S. CHARRIER	TOYOTA
II	1984	R. RAYMONDIS – J. PASTORELLO	RANGE ROVER
III	1985	P. LARTIGUE – B. GIROUX	LADA
IV	1986	J. DA SILVA – RIGAL	MITSUBISHI
V	1987	J. DA SILVA – RIGAL	MITSUBISHI
VI	1988	A. VATANEN – B. BERGLUND	PEUGEOT
VII	1989	J. ICKX – C. TARIN	PEUGEOT
VIII	1990	A. VATANEN – B. BERGLUND	CITROEN
IX	1991	K. ERIKSSON – S. PARMANDER	MITSUBISHI
X	1993	P. LARTIGUE – M. PERIN	CITROEN
XI	1994	T. SALONEN – F. GALLAGHER	CITROEN
XII	1995	P. LARTIGUE – M. PERIN	CITROEN
XIII	1996	A. VATANEN – G. PICARD	CITROEN
XIV	1997	P. LARTIGUE – M. PERIN	CITROEN
XV	1998	J.L. SCHLESSER – J.D. COMOLLI	SCHLESSER. DSC
XVI	1999	JOSE MARIA SERVIA	SCHLESSER. DSC
XVII	2000	J.L. SCHLESSER – J.D. COMOLLI	SCHLESSER. DSC
XVIII	2001	J.L. SCHLESSER – J.D. COMOLLI	SCHLESSER. DSC
XIX	2002	J.L. SCHLESSER – J.D. COMOLLI	SCHLESSER. DSC
XX	2003	L. ALPHAND – A. DEBRON	BMW X5
XXI	2004	C. SOUSA – H. MAGNE	MITSUBISHI
XXII	2005	J. ROMA – H. MAGNE	MITSUBISHI
XXIII	2006	J. SYKORA – M. SYKORA	MITSUBISHI
XIV	2007	S. PETERHANSEL – J.P. COTTRET	MITSUBISHI
XXV	2008	N. S. AL-ATTIYAH – T. THÖRNER	BMW X3 CC
XXVI	2009	J. ROMA – M. PERIN	BMW X3 CC
XXVII	2010	S. PETERHANSEL – J.P. COTTRET	BMW X3 CC
XXVIII	2011	F. CAMPOS – J. BAPTISTA	BMW X3 CC
XXIX	2012	S. PETERHANSEL - J.P.COTTRET	MINI ALL4 Racing
XXX	2013	N. ROMA – M. PERIN	MINI ALL4 Racing
XXXI	2014	N. ROMA – M. PERIN	MINI ALL4 Racing
XXXII	2015	N. ROMA – A. HARO	MINI ALL4 Racing
XXXIII	2016	N. AL-ATTIYAH – M. BAUMEL	TOYOTA H. OVERDRIVE
XXXIV	2017	N. AL-ATTIYAH – M. BAUMEL	TOYOTA H. OVERDRIVE
XXXV	2018	V. VASILYEV – K. ZHILSTOV	TOYOTA H. OVERDRIVE
XXXVI	2019	O. TERRANOVA – R. GRAUE	MINI JOHN COOPER W
	2020	CANCELLED DUE TO COVID - 19	
XXXVII	2021	N. AL-ATTIYAH – M. BAUMEL	TOYOTA H. OVERDRIVE
XXXVIII	2022	N. AL-ATTIYAH – M. BAUMEL	TOYOTA GR DKR HILUX
XXXIX	2023	N. AL-ATTIYAH – M. BAUMEL	TOYOTA GR DKR HILUX

Introduction

Name of the event: **BAJA ESPAÑA ARAGÓN**

Date of the event: **JULY 26 – 28 - 2024**

Art. 1.1 Preamble

This event will be run in compliance with the FIA International Sporting Code (ISC) including appendices, the FIA Cross-Country Rally Sporting Regulations (FIA CCRSR) including appendices, the WADA/NADA Codes, and the FIA Anti-Doping Regulations, as amended from time to time. The National Road Traffic Regulations of the countries the event passes shall apply. Unless provided otherwise by these Supplementary Regulations, the provisions of the above Rules and Regulations shall apply.

Any modifications, amendments and/or additions to the Rules and Regulations shall be made in the form of numbered and dated bulletins. Bulletins will be issued by the Organiser, up to the commencement of administrative checks with the approval of the FIA, after the administrative checks by the Stewards of the Meeting. Exceptionally, modifications to the itinerary may be made by the Organiser. Additional information will be published in the Rally Guide. All FIA regulations can be found at <https://www.fia.com/regulations>.

The various documents will be written in English and Spanish. In case of any discrepancy the English text will be binding.

Art. 1.2 Length of Selective Sections

Prologue:	7,57	km
Leg 1:	354,33	km
Leg 2:	161,08	km
TOTAL	522,98	km

Art. 1.3 Overall SS distance and total distance of the itinerary

Number of Stages	2	
Number of Sections	2	
Number of Selective Sections	3	
Total distance of the itinerary including Prologue	809,60	km

Art. 1.4 Route Conditions (Selective Sections)

Gravel/dirt tracks	100	%
Open desert	0	%
Dunes	0	%

Stage 1 - **Safety Type B.**

Stage 2 - **Safety Type B.**

Art. 1. Organisation

Art. 2.1 Championships and titles for which the Baja counts

FIA World Cup for Cross-Country Bajas

- World Baja Cup for Drivers
- World Baja Cup for Co-Drivers
- World Baja Cup for Teams
- World Baja Cup for Ultimate Drivers
- World Baja Cup for Ultimate Co-Drivers

- World Baja Cup for Challenge Drivers
- World Baja Cup for Challenger Co-Drivers
- World Baja Cup for SSV Drivers
- World Baja Cup for SSV Co-Drivers
- World Baja Cup for Stock Drivers
- World Baja Cup for Stock Co-Drivers

and Spanish Cross Country Rallies Championship and Cups and Trophies associated.

Art. 2.2 Approvals

ASN registration number / Visa

Visa Nº: **24106/FWBC.CERTT** and **24107/FWBC.CERTT**

approved on: 23/05/ 2024

FIA VISA: **03 WBC/240606**

Issued on: 06/06/2024

Art. 2.3 Organiser's name, address, and contact details

Organiser: MOTOR CLUB BAJA - OCTAGON
 Organiser's representative: Xavier BARTROLI
 Street/P.O. Box: C/ Francesç Moragas, 1
 Post code/city: 08770 Sant Sadurni d'Anoia
 Phone and fax: +34 93 818 29 00
 E-mail: info@bajaaragon.com

Art. 2.4 Organising Committee

Organising Committee: Xavier BARTROLI
 Aitor JIMENEZ
 Manuel VIDAL
 Luis MOLINA
 Jordi MAS

Art. 2.5 Stewards of the Meeting

	Nombre
Stewards of the Meeting (Chairperson)	Wilhelm SINGER (AUT)
2nd FIA Steward	Antonio MEDEIROS (PRT)
ASN Steward	Virginia GÓMEZ (ESP)
Steward's Secretary	Sonia MARTINEZ

Art. 2.6 FIA Delegates & Observer

	Nombre
FIA Observer	Wolfgang GASTORFER (DEU)
FIA Technical Delegate	Christophe VELY (FIA)
Assistant to the FIA Technical Deleg.	Ludovic PATURET (FIA)
Assistant to the FIA Technical Deleg.	Clement CLERC (FIA)
Assistant to the FIA Technical Deleg.	Aurelien HUET (FIA)

Art. 2.7 Senior Officials

	Nombre
Clerk of the Course:	Manuel VIDAL
Deputy Clerk of the Course:	Ricardo SÁNCHEZ LAMAS
Deputy CoC and Safety Officers	Miguel HIDALGO
Deputy CoC and Safety Officers	David RODRIGUEZ ARRIBAS
Deputy CoC and Assistant CoC	Alberto LINDON
Secretary of the Event:	José Antonio CARRILLO
Assistant Secretary:	Lourdes LORENTE
Assistant Secretary:	Sonia MARTINEZ
Chief Safety Officer:	Jordi MAS
Deputy Chief Safety Officer:	Javier VICENTE
Scrutineers (Chief Scrutineer):	Joaquín LÓPEZ JURADO
Scrutineer	Daniel ESCUDEROS
Scrutineer	Roberto PALACIOS
Scrutineer	Javier OTÍN
Scrutineer	Manuel BAIGORRI
Scrutineer	José A. RAMIREZ
Scrutineer	Jorge OTIN
Scrutineer	Sergio NIETO
Scrutineer	Guillermo NÚÑEZ
Scrutineer	Manuel Jesús TORRES
Scrutineer	José Manuel CABRERA
Chief Medical Officer (CMO):	Dr. Xavier R. VERA HERNÁNDEZ
Timekeeping:	Germán MORALES
Competitors' Relations Officer (CRO):	Arielle TRAMONT
Competitors' Relations Officer (CRO):	Silvia COSTILLA
Service and Park Ferme Chief Officer:	Pablo MUÑOZ REAL
Chief Timekeeper	M ^a Jesus GAMAZO
Assistant Timekeeper:	Elena VILLAZON
Press Officer:	Hector ALONSO
Environmental Officer:	Carlos A. BARAZAL

[The Licence Number of each Official will be published by Bulletin]

Art. 2.8 Location of Rally HQ and contact details

Name: "Palacio de Exposiciones y Congresos" de Teruel
 Street: Ctra. Sagunto – Burgos, s/n.
 Post code, city: 44002 TERUEL
 Phone and fax: +34 93818 24 20
 E-mail: info@bajaaragon.com
GPS Coordinates: N 40° 19,97' W 1° 4,95'

Rally HQ in operation: from **July, 24th at 10:00 h** to **July 28th at 23:59**

Service parc in operation: from **July, 24th at 10:00 h** to **July 28th at 23:59**

Official Notice Board:

There will be no physical Official Notice Board at the Rally HQ at Palacio de Exposiciones y Congresos de Teruel.

A Digital Official Notice Board will be available on the “Sportity” Application on mobile phones and tablets (Password: **BAJAARAGON24_FIA**).

The Sportity App can be downloaded from Google Play or AppStore.

Download from AppStore: <https://apps.apple.com/ee/app/sportity/id1344934434>.

Download from Google Play: <https://play.google.com/store/apps/details?id=com.sportity.app>

“Push” notifications show any new document that is posted on the Digital Notice Board.

Art. 3.- Programme in chronological order and locations

	Location:	Date:	Time:
Entries open	WEBSITE: www.bajaaragon.com	2/5/24	20:00
Issuing of Rally Guide	WEBSITE: www.bajaaragon.com	2/5/24	20:00
Publishing of the supplementary regulations	WEBSITE: www.bajaaragon.com	6/6/24	9:00
Closure date of entries at reduced fees	Permanent Office	21/6/24	20:00
Closure date of entries	Permanent Office	10/7/24	20:00
Publication date of entry list after FIA approval	Internet (DNB)	15/7/24	20:00
Publication of Schedule for Admin. Checks and Scrutineering	Internet (DNB)	15/7/24	20:00
WEDNESDAY, 24TH JULY 2024 // MIÉRCOLES, 24 JULIO 2024			
Collection of material and documents	Rally H.Q. - Teruel	24/7/24	15:00 - 19:00
Collection of rally safety tracking system	Rally H.Q. - Teruel	24/7/24	15:00 - 19:00
Administrative checks (as per schedule published on July 14th)	Rally H.Q. - Teruel	24/7/24	14:30 - 19:00
Scrutineering – sealing & marking of components (as per schedule published on July 14th)	Rally H.Q. - Scrutineering Hall	24/7/24	15:30 - 20:00
Publication of SS "Prologue" video footage	Internet (DNB)	24/7/24	20:00
THURSDAY, 25TH JULY 2024 // JUEVES, 25 JULIO 2024			
Opening Rally Office	Rally H.Q. - Teruel	25/7/24	7:00
Opening of media centre	Rally H.Q. - Media Center - Teruel	25/7/24	17:00 - 20:00
Collection of material and documents	Rally H.Q. - Teruel	25/7/24	7:00 - 21:00
Collection of rally safety tracking system	Rally H.Q. - Teruel	25/7/24	7:00 - 21:00
Administrative checks (as per schedule published on July 14th)	Rally H.Q. - Teruel	25/7/24	8:00 - 21:00
Scrutineering – sealing & marking of components (as per schedule published on July 14th)	Rally H.Q. - Scrutineering Hall	25/7/24	9:00 - 21:30

FRIDAY, 26TH JULY 2024 // VIERNES, 26 JULIO 2024			
Opening Rally Office	Rally H.Q. - Teruel	26/7/24	7:00
Re-scrutineering for car which did not pass	Rally H.Q. - Scrutineering Hall	26/7/24	8:00:00 - 10:00
Opening of media centre	Rally H.Q. - Media Center - Teruel	26/7/24	9:00 - 21:00
Publication of AMENDED entry list	DNB	26/7/24	11:00
Publication of list of cars eligible to start	DNB	26/7/24	11:00
Publication of Start List for "Prologue"	DNB	26/7/24	11:00
Delivery of Time Cards for Prologue	Rally H.Q. - Secretary	26/7/24	11:15
Pre Rally Press Conference	Rally H.Q. - Media Center - Teruel	26/7/24	12:00
Issuing of Driver's Briefing	DNB	26/7/24	12:00
Issuing of Road Book to "Prologue"	Rally H.Q. - Teruel	26/7/24	14:40
Start of Baja España 2024 (TC P0)	TC P0 - Start Prologue	26/7/24	15:00
Start of "Prologue"	Start Prologue	26/7/24	15:10
Arrival to Service after "Prologue" (estimated for 1st. Car)	Service Park - Teruel	26/7/24	15:30
Publication of Provisional Classification of the "Prologue"	DNB	26/7/24	19:00
Choice of start positions (10 first classified of "Prologue")	Rally H.Q. - Teruel	26/7/24	20:00
Re-scrutineering for car which did not pass	Rally H.Q. - Scrutineering Hall	26/7/24	20:00
Publication of start list for Stage 1/ Section 1	DNB	26/7/24	20:30
SATURDAY, 27TH JULY 2024 // SÁBADO, 27 JULIO 2024			
Opening Rally Office	Rally H.Q. - Teruel	27/7/24	5:30
Issue of Road Book Stage 1	TC 0 - Teruel SP	27/7/24	Acc. art. 14.2.4 SR
Start of the Rally - Stage 1, Section 1	TC 0 - Teruel SP	27/7/24	6:30
Finish of Section 2 (estimated time of 1 st car)	Service Park - Teruel	27/7/24	16:31
Publication of start list for Stage 2	DNB	27/7/24	20:00
Re-scrutineering, cars to re-start after retirement	Rally H.Q. - Teruel	27/7/24	21:00
SUNDAY, 28TH JULY 2024 // DOMINGO, 28 JULIO 2024			
Opening Rally Office	Rally H.Q. - Teruel	28/7/24	6:00
Re-scrutineering, cars to re-start after retirement	Rally H.Q. - Scrutineering Hall	28/7/24	7:30
Issue of Road Book Stage 2	TC 2 B	28/7/24	Acc. art. 14.2.4 SR
Start Stage 2	TC 2 B	28/7/24	8:30
Finish of Stage 2 (estimated time of 1 st car)	Service Park - Teruel	28/7/24	13:31
Podiums Ceremony / Prize-giving	Podium	28/7/24	14:00
Post-rally Press Conference	Press Set Podium	28/7/24	15:00
Final scrutineering		28/7/24	Immediate after arrival in the finish
(following the marshals' instructions)		28/7/24	
Publication of Provisional Classification	DNB	28/7/24	19:00
Publication of Final Classification	DNB	28/7/24	After the Stewards have declared the Classification final.
Prize giving ceremony	Rally H.Q. - Teruel	28/7/24	19:00

Art. 4. Entries

Art. 4.1 Closing date for entries

See programme in chronological order (SR Art. 3) and FIA CCRSR Art. 17

Art. 4.2 Entry procedure

Art. 4.2.1.- Entries must be submitted in accordance with the FIA CCRSR Art. 16 – Art. 18.

See also FIA International Sporting Code Art. 3.8 – Art. 3.14

An electronic entry application (Internet) will be accepted on the organisers' website: www.bajaaragon.com.

If the application is sent by fax, by email **or** made electronically, the original duly signed entry form must reach the organisers within 5 days following the close of entries.

The entry form must be accompanied by a copy of the valid competitor's licence. If one of the drivers will be the competitor, he must hold a valid a competitor's licence and a driver's competition licence.

All competitors taking part in the baja must ensure that their drivers and co-drivers sign the driver declarations and undertakings form as attached in Appendix 7.

Mailing address for entry form:

Name: MOTOR CLUB BAJA - OCTAGON ESEDOS, S.L.
 Street: C/ Francesç Moragas, 1
 Post code/city: 08770 Sant Sadurni d'Anoia
 Fax: + 34 93 818 24 20
 E-mail: info@bajaaragon.com

An entry application (also made electronically) will be accepted only if accompanied by the total entry fees. The entry fee must be credited in full to the organiser's bank account:

Bank: CAIXA BANK
Account holder: OCTAGON ESEDOS, S.L.

BIC – SWIFT CODE : CAIXESBBXXX IBAN: ES06 2100 4904 4313 0005 4555

Art. 4.2.2.- FIA Baja Cups and Points

In order to score points, competitors **must register** with the FIA up to the closing date for entries for the first baja for which they wish to score points.

Registrations must be made using the entry form available on the FIA website:

<https://registrations.fia.com/bajas>

The FIA Baja Cups for **Teams** is reserved for **legal entities** holding a competitor's licence.

Only registrations with a proof of payment of the registration fee will be accepted.

For further information, please refer to V2, Art. 3.1.7, 3.3. to 3.5 of the FIACRSR.

Applications for entry will not be accepted unless accompanied by:

- ✓ Entry fees (copy of bank transfer).
- ✓ Copy of Entrant and Drivers ASN licences, as well as passports or national identification.
- ✓ ASN authorisation, for all foreign competitors and/or drivers
- ✓ Copy of drivers driving licences.
- ✓ **Number of FIA Technical Passport (TT-XX-XXX)**
- ✓ **In STOCK entries, the number of FIA Homologation Form**
- ✓ Certificate of vehicle ownership or written authorisation from the owner.
- ✓ **Driver's declaration and undertakings**

If the application form is sent electronically, the original one must be in the hands of the organiser not later than 1 week after the closing date for entries.

Art. 4.3 Number of competitors accepted and vehicle classes

Art. 4.3.1 The number of competitors shall be limited to: 150

Art. 4.3.2 Eligible cars

- **Ultimate:** Prototype Cross-Country Vehicles.
- **Stock:** Series Production Cross-Country Vehicles.
- **Challenger:** Lightweight Prototype Cross-Country Vehicles.
- **SSV:** Modified Production Cross-Country Side-by-Side Vehicles.

Art. 4.3.3 Groups/Classes of vehicles

Group	Class	Vehicle
ULTIMATE (ULT)	T1+	Prototype Cross-Country Vehicles 4x4 complying with 2024 Appendix J, Art. 285-11
	T1.1	Prototype Cross-Country Vehicles 4x4 complying with 2024 Appendix J, Art. 285
		Prototype Cross-Country Vehicles 4x4 complying with 2009 Appendix J, Art. 285 (see Art. 8.4)
	T1.2	Prototype Cross-Country Vehicles 4x2 complying with 2024 Appendix J, Art. 285
		Prototype Cross-Country Vehicles 4x2 complying with 2009 Appendix J, Art. 285 (see Art. 8.4)
T1.3	Vehicles complying with "SCORE" regulations (see Art. 8.5)	
STOCK (STK)	T2.1	Series Production Cross-Country Cars complying with 2024 Appendix J, Art. 284
	T2.2	Series Production Cross-Country Vehicles with expired homologation, complying with 2024 Appendix J, Art. 284 (see Art. 8.6.1)
CHALLENGER (CHG)	T3.U	Lightweight Prototype Cross-Country Vehicles complying with 2024 Appendix J, Art. 286-14
	T3.1	Lightweight Prototype Cross-Country Vehicles complying with 2024 Appendix J, Art. 286
SSV		Modified Production Cross-Country Side-by-Side (SSV) Vehicles complying with 2024 Appendix J, Art. 286A

See also FIA CCRSR Art. 8 for additional provisions.

Art. 4.4 Entry fees/entry fee packages

With organiser's optional advertising (see also FIA CCRSR Art. 20)

EUR 3.400 euro up to entry closing date with reduced entry fee
 EUR 4.000 euro up to entry closing date

Without organiser's optional advertising: (see also FIACCR SR Art. 20)

EUR 5.440 euro up to entry closing date with reduced entry fee
 EUR 6.400 euro up to entry closing date

Additional fees:

EUR 500 euro Additional set of service documents
 1 set of service documents being included with the entry package

EUR [Price] Team entry N.A.

The Taxes (21% VAT) and compulsory safety equipment (GPS Tracking and alarm "Vehicle to vehicle") is INCLUDED in the Entry Fees.

Art. 4.5 Payment

Any entry not accompanied by the entry fee shall be, according to Art. 3.9.3 of FIA International Sporting Code, null and void. The entry fee shall be paid by cheque attached to the entry form or by bank transfer to the account indicated below (in the latter case, adequate proof of payment must be attached to the entry form):

Organiser's bank details:

Bank:	CAIXA BANK
Account holder:	OCTAGON ESEDOS, S.L.
BIC – SWIFT CODE :	CAIXESBBXXX
IBAN:	ES06 2100 4904 4313 0005 4555

Art. 4.6 Entry fee refunds

The entry fee shall be refunded in full

- if the event does not take place
- to teams whose entry application is rejected

The organiser may partially refund entry fees, if a competitor cannot take part in the event due to a duly proved case of force majeure.

Art. 5.- Insurance Cover

5.1. The entry fee includes the insurance Premium for the following risks:

- Compulsory to third parties liability under current Spanish regulations (Law 21/2007 of July 11).
- The payment of those sums for which participants may become civilly liable as a result of accidents or fires caused by vehicles taking part in the event, up to a maximum of 70.000.000 € per accident for personal injuries and 15.000.000 € for material damages.

5.2. In the event of an accident, the entrant, or its representative, must give written notification to the Clerk of the Course or the Secretary as soon as possible and within a maximum of 24 hours.

This statement should set out the circumstances of the accident, damages, names and details of injured involved (if appropriate), as well as the names and addresses of witnesses.

5.3. Competitors are reminded that only damage caused by the organizers and named drivers are covered by the Organization's insurance policy.

5.4. Irrespective of this Third Party insurance, entrants and drivers are free to take out the policies they deem fit on their own account and at their own discretion.

5.5. Service vehicles, including those displaying the plates supplied by the Organization, shall under no circumstances be deemed participating vehicles. They are therefore not covered by the Organization's insurance policy and responsibility for them lies solely with their owners.

5.6. In case of accident, competitors and drivers exempt the event organizers from any liability and waive any right to bring claims against them.

5.7. The insurance cover will come into effect from the administrative checking and scrutineering for the Event and end upon the expiry of one of the following time limits, whichever is the later:

- ✓ time limit for protests or appeals or the end of any hearing by the Stewards;
- ✓ end of the administrative checking and post-event scrutineering;
- ✓ end of the prize-giving.

5.8. Insurance Company: **Zurich Insurance**

Address: Vía Augusta, 200. - 08021 BARCELONA
 Contact Name - RFE de A.: D. Daniel CALVO
 Phone: +34 91 729 94 30 / Fax: +34 91 357 02 03
 e-mail: rfeda@rfeda.es ; daniel.calvo@rfeda.es
 Number of insurance policy: **96.119.524**

Art. 6.- Advertising and Identification

See Appendix 3 of these SR “Decals and positioning of supplementary advertising”.

The organiser will provide each crew with the advertising and identification panels, which must be affixed to their vehicles in the stated positions prior to scrutineering. **It is not allowed to cut the panels, except if the shape of the bodywork does not allow the panels to be affixed in one piece.**

Art. 6.1 Obligatory organiser’s advertising

Rally Plate:

[Gobierno de Aragón, Diputación de Teruel, Teruel]

Size of rally plates (width x height) :

General :	43 x 21 cm
Groups Challenger / SSV front plate:	19 x 18 cm

These plates must be affixed, parallel to the wheel axle, to the front and rear of the vehicle. These plates shall incorporate the Competitor’s race number and may include advertising.



Number panels:

Size of race number panels (width x height):

[Gobierno de Aragón]

Race number Group Ultimate (except class T1.2):	42 x 44 cm
“ “ Class Ultimate T1.2 :	36 x 36 cm
“ “ Groups Challenger / SSV :	30 x 31 cm



Art. 6.2 Optional organiser's advertising

Name the advertising and the advertiser's field of activity:

- | | |
|--------------------------------|---------------------------|
| • Teruel Ayuntamiento | Institutional advertising |
| • Diputación de Teruel | Institutional advertising |
| • Dinópolis | Theme Park |
| • Consejo Superior de Deportes | Institutional advertising |
| • Loterías con el Deporte | National Lottery |
| • AS | Sport's newspaper |
| • SER | Broadcasting Radio |
| • BF Goodrich / Michelin | Tyres |
| • KOBE TOYOTA | Car manufacturer Dealer |
| • CHUBB Parsi | Security Company |

Spaces on the vehicle that must be kept free:

[Size of optional advertising panels (width x height)]:

- Group Ultimate (except class T1.2): 42 x 44 cm
- Class Ultimate T1.2: 36 x 36 cm
- Groups Challenger / SSV : 30 x31 cm

For Groups Challenger / SSV, a metal bracket fixed to the rear rollbars can be added to allow the correct affixing of these panels. (See appendix 3 for positioning)

Art. 7.- Tyres

Art. 7.1 Regulations regarding tyres which may be used during the event

See Art. 10 of the FIA CCRSR and Art. 10 of Appendix V2 of the FIA CCRSR
From TC P0 onwards, the number of tyres to be used by FIA Ultimate Priority drivers is **12**.

Art. 8.- Fuel

All type of fuel must follow Appendix J Art. 252.9. (Art. 56 of the FIA CCRSR).

Art. 8.1 Technical requirements

See Art. 56.2 of the FIA CCRSR (Refuel Couplings)

8.1.1.- According article 54.1.1. of 2024 FIA CCR SR the organiser has established a refuelling zone near the Bivouac (Service Park) and considered as an official area.

If crews use the refuelling zone on:

Saturday, 27th July after TC 0 (Start Stage 1 – Section 1) and/or TC 1 D (Start Stage 1 – Section 2)

or on

Sunday, 28th July, after TC 2B (Start Stage 2 – Section 3)

the 20 minutes time allocated for refuelling is included in the scheduled time for the road section.

8.1.2.- Refuelling zone is also open with the presence of fire appliance and appropriate safety measures as follows:

- On 26/07/2024 from 10:00 to 20:00 hours
- On 27/07/2024 from 06:00 to 20:00 hours
- On 28/07/2024 from 06:00 to 12:00 hours

According article 54.1.6 of 2024 FIA CCR SR the team is responsible for the refuelling and must protect the ground with an environmental mat.

8.1.3.- According article 54.1.1 of 2024 FIA CCR SR the list of commercial filling stations must be published 24 hours before the start of the Leg (will be published by a Bulletin)

Art. 8.2.-Ordering procedure

NOT APPLICABLE

Art. 8.3.-Closing date for ordering fuel

NOT APPLICABLE

Art. 9.- Administrative checks

Art. 9.1 Documents to be presented:

To keep the time required for the administrative checks to the necessary minimum, make sure to bring and present the following documents:

- Competitors' licence
- Driver's and co-driver's competition licences
- Driver's and co-driver's ID cards/passports
- Driver's and co-driver's valid driving licences valid for the vehicle entered
- ASN authorisation for foreign competitors (if required)
- Completion of all details on the entry form
- Car registration papers
- Car insurance cover (Green Card for non E.U. countries)
- FIA Technical Passport
- **Driver's and co-driver's Declaration and undertakings**

Art. 9.2 Timetable

See programme (SR Art. 3). Publication of Schedule for Administrative Checks and Scrutineering on 14/7/24

Art. 9.2.1.- The following time Control will be installed:

CHV-1: At the entrance for the Administrative Checks (according to the time specified in their verification document)

Any delay at control **CHV-1** will result in administrative penalties:

- The first 15' of delay: **50 euros.**
- From 16' up to 1 hour of delay: **100 euros**
- Every following hour or fraction of delay: **100 euro each hour.**

Art. 10.- Scrutineering, Sealing and Marking

See Article 23 and Article 24 of the FIA CCRSR.

Art. 10.1 Scrutineering, venue and time

See programme (SR Art. 3). Publication of Schedule for Administrative Checks and Scrutineering on 14/7/24

Cars may be presented at scrutineering by a representative of the team.

Art. 10.1.1.- Scrutineering, mandatory documents

- Cars' complete original FIA Homologation Document (if applicable)
- FIA Technical Passport
- SOS / OK board (DIN A3 format) (Art. 47.2.3 of 2024 FIA CCR SR).

The installation of the tracking system and the NAV-GPS will be checked at scrutineering.

The complete original FIA Homologation form / FIA Technical Passport and all other necessary certifications/documents must be available for final checks.

Art. 10.1.2.- Timetable for scrutineering

See programme (SR Art. 3). Publication of Schedule for Administrative Checks and Scrutineering on 14/7/24

Art. 10.1.2.1.- The following time Controls will be installed:

CHV-2: Before the Scrutineering (according to the schedule to be published by means of an information bulletin)

Any delay at control **CHV-2** will result in administrative penalties:

- The first 15' of delay: **50 euros.**
- From 16' up to 1 hour of delay: **100 euros**
- Every following hour or fraction of delay: **100 euro each hour.**

Art. 10.2.- Drivers' safety equipment

All items of clothing including helmets and FHR (Front Head Restraint) intended to be used, e.g. HANS devices, must be presented for scrutineering. They shall be checked for compliance with Appendix L, Chapter III.

The cars must be equipped with the medical kit according FIA CCR SR Appendix IV-1 and FIA Technical List n°83 and the survival kit according to FIA CCR SR Appendix IV - 2.1 and the defined Safety Type. (See article 1.5 of Supplementary Regulations).

Art. 10.3.- Installation of the Safety Tracking System and Navigation System

Art. 10.3.1.- Safety Tracking System (FIA CCR SR Art. 12.1)

All vehicles must **only** be fitted with the Safety Tracking System(s) provided by the Organiser. The instruction for the use of the Tracking System is in the Appendix 5 of these Supplementary Regulations.

Safety Tracking System materials to be collected on administrative checking at Rally HQ according program of article 3.

Returning will be at the entrance of Parc Ferme on Sunday, 28th July or at Rally HQ Secretary in case of retirement.

Art. 10.3.2.- Navigation System (NAV-GPS – FIA CCR SR Art. 12.2))

The Safety Tracking System(s) provided by the Organiser have included in it the waypoints (WPP) defined by the Organiser as established in art. 11.12.4 of the Supplementary Regulations

Art. 10.3.3.- Connection of the Systems (FIA CCR SR Art. 12.3)

The specifications for the standard power connector are laid down in the FIA CCRSR Appendix VI. It is the competitor's responsibility to ensure that the Safety Tracking System(s) and the NAV-GPS always remain permanently connected and switched on with the antenna connected throughout the duration of the competition.

Art. 10.3.4.- GPS Data Logger

Vehicles selected by the FIA after the publication of the entry list may be equipped with a GPS Data Logger to monitor their performances during the event.
See FIA CCRSR Article 13.1.

Art. 10.3.5.- FIA Accident Data Recorder (ADR)

See Appendix J, Article 283-2, Accident Data Recorder

Art. 10.4.- On – Board Cameras

See FIA CCR SR art. 11.

In case of Team on-board cameras, please address to Organiser (details in art. 2.3 of these Sup. Reg.; e-mail: info@bajaaragon.com) to get the appropriate permit before the closing date for entries.

Art. 10.5.- Electronic equipment

Any radio or electronic means of communication, or any other device not expressly permitted in FIA CCR SR is forbidden on board the vehicles.

Art. 10.6.- Special national requirements

NOT APPLICABLE

Art. 11.- Other procedures and regulations

Art. 11.1.- Driver's briefing

See programme (SR art. 3).

There will be a written briefing for competitors and posted in due time on the Electronic Notice Board ("Sportity").

Art. 11.2.- Start Area

There will be no starting area organized.

Art. 11.3.- Ceremonial start procedures and order

NOT APPLICABLE

Art. 11.4.- Electronic start procedure at the start of a Selective Section

On the special stages the start will be given by an electronic system of count down. The countdown will be discounted second by second and will be clearly visible by the crew from the starting position.

A photocell placed 50 cm in front of the starting line will be used to detect jump starts.

Should the electronic start system fail, the start will be given as specified in art. 42.3 of 2024 FIA CCR Sporting Regulations.

Art. 11.5.- Finish procedures

All cars are subject to Parc Fermé rules until the Parc Fermé is opened at the instruction of Stewards.

11.5.1 Podium Ceremony and TV interviews

At the end of the Rally, immediately after the final Time Control, there will be a Podium TV Ceremony where the first 3 classified crews must participate, and it will take place at a specific site specified in the time program.

When the Podium TV Ceremony finish, the crews will be accompanied to the Press Room for the Final Rallye Press Conference.

The winning cars may be driven to Parc Fermé by a team representative.

11.5.2 Press Conference at the end of Rallye

At the end of the Podium TV Ceremony, the Press Delegate of the Rally will take the drivers to the Press Conference, that takes place in the Press Room of “Palacio de Exposiciones y Congresos” of Teruel on a set specially fitted out that purpose.

The attendance to the Final Rally Conference will be compulsory except for reasons of force majeure accepted by the Stewards of the Event.

Art. 11.6.- Permitted early check-in

Early arrival at the end of “Prologue” and at the end of Stages (1st or 2nd): time controls (P 1A for the “Prologue”; TC 1A for Stage 1 after SS 1; TC 2A for Stage 1 after SS 2 and TC 3A for Stage 2 after SS 3, and TC 3B for Stage 2 Park Fermé IN will not be penalized (Art. 38.2.11 of the 2024 FIA CCR SR).

List of TC with permitted early check – in:

- TC P 1A – Arrival Bivouac after Prologue
- TC 1A – Arrival Bivouac after SS 1
- TC 2A – Arrival Bivouac after SS 2
- TC 3A – Arrival Bivouac after SS 3
- TC 3B – Park Fermé IN

In the following TC (TC 3B) the competing car may be driven by an authorised representative of the competitor, respecting all the formalities of time card presentation and related penalties

Art. 11.7.- Official time used during the event

Official time throughout the entire rally will be GPS time (GMT +1).

Art. 11.8.- Road books delivery

According of article 14.2 and article 5.1.7 of Appendix III – “Standard Documents” of 2024 FIA CCR SR the **Road Book distributed to competitors will be a digital Road Book** (with GPS device included in it and included also in the entry fee).

The procedures stated in article 5.2 “Requirements for Digital Road Book” of Appendix III – “Standard Documents” of 2024 FIA CCR SR will be followed.

If any competitor wants to get a Hard Copy Road Book must **ask in writing for a printed Road Book BEFORE the closing date for entries.**

A charge of 25 € will be requested and invoiced for those competitors who asked for this additional item.

The procedures stated in article 5.3 “Requirements for Paper Road Book” of Appendix III – “Standard Documents” of 2024 FIA CCR SR will be followed.

According article 14.2.4 of 2024 FIA CCR SR the Road Book will be distributed to each competitor **20 minutes** prior to their start time at the TC start (TC P 0 on Friday, 26th July, TC 0 on Saturday, 27th July and TC 2B on Sunday, 28th July).

Art. 11.9.- Servicing of vehicles

Art. 11.9.1 Service Areas / Bivouacs

The speed of vehicles in the service parks/bivouacs may not exceed 30 kph

From TC P0 onwards, service of a competing car may be carried out in Service Areas (Service Parks and Bivouacs) and road sections as permitted under the FIA CCRSR.

The Service Park will be a Bivouac as defined by article 2.5 and articles 50 and 51 of 2024 FIA CCR SR.

- **After finish of SS “Prologue”** and the arrival at TC P 1A (Arrival to Bivouac/Service Park) on Friday, 26th July there is **no timed service and it is not considered applicable Article 49.2.4 of 2024 FIA CCR SR**.
- **After finish of SS 1** and the arrival of TC 1C (Finish Stage 1, Section 1, arrival to Bivouac/Service Park) on Saturday, 27th July there is a **timed service of 30 minutes according article 49.2.4 of 2024 FIA CCR SR**.
- **After finish of SS 2** and the arrival at TC 2A (Finish Stage 1 – Section 1, arrival to Bivouac/Service Park) there is **no timed service and it is not considered applicable Article 49.2.4 of 2024 FIA CCR SR**.
- **After finish of SS 3** and the arrival at TC 3A (Finish Stage 2 – Section 2, arrival to Bivouac/Service Park) on Sunday, 28th July there is **no timed service and it is not considered applicable Article 49.2.4 of 2024 FIA CCR SR**.

Art. 11.9.2 Identification of team personnel

In service areas after the start of the competition, only 3 team personnel may work on competing vehicles driven by FIA Platinum / Gold Priority drivers. They will be identified by armbands provided by the organizer.

Art. 11.9.3 Service allowed in Selective Section

In accordance with article 49 of the FIA CCR SR, any service is forbidden during Selective Sections. Only crews with FIA groups vehicles still in the competition for the current Stage/SS may assist each other.

Art. 11.9.4 Flexi Service

NOT APPLICABLE

Art. 11.9.5 Fuel and Refuelling Zone

NOT APPLICABLE

According article 8 of the Supplementary Regulations

Art. 11.9.6 Tyre Fitting Zone

NOT APPLICABLE

Art. 11.10.- Shakedown

NOT APPLICABLE

Art. 11.11.- Prologue, regulations and order

There will be organized a “Prologue” as stated in article 34 of 2024 FIA CCR SR, serving to establish the start order for the following Section of the event.

The interval between the last FIA vehicle and the first vehicle of the national event will be 5 minutes.

The Clerk of the Course may, for safety reasons and with the knowledge of the Stewards, increase this time interval”.

The Organizer will put at the disposal of the participants a video footage of the route of the Prologue and will publish it in the DNB (Sportity app) according art. 3 (Programme).

The maximum time allowed to make the Prologue is 20 minutes.

Maximum time allowed may be modified by the Stewards upon the proposal of the Clerk of the Course in case of non-predictable circumstances (climate, modifications in section distance, etc.).

If a competitor fails to start, does not complete the Prologue section as required in the regulations or fails to attend the start position selection process, he will be penalised as per Appendix I.

Art. 11.12.- Special procedures and activities

Art. 11.12.1.- Availability of participants

Participants who park their vehicles in the Parc Fermé upon passing the finish line, must remain available by phone (mobile) until the final classification have been posted.

Art. 11.12.2.- Classification

The final classification will not be distributed after the event. The final classification will be published on the website on the Digital Notice Board [*Sportity and www.bajaaragon.com*]

Art. 11.12.3.- Rescue Trucks

11.12.3.- The crane vehicles, present at the start of the special stages are available to the Race Direction for the sole purpose, if necessary, to release the road (the route). Any involvement of these cranes made at the request of a competitor or his representative, apart from a decision of the Race Director, will be charged to the participant.

11.12.3.2.- In case of abandon, the competitor are required to notify as soon as possible the Race Direction using the emergency phone number indicated at the time of the administrative checks. Any failure will be reported to the Stewards that will determine the sanction to apply.

Art. 11.12.4.- Electronic Control of Itinerary

According with article 14.2.1 of 2024 FIA CCR SR the itinerary of the event is defined in the Road Book by the road direction diagrams.

ALL the diagrams of the Road Book will be considered as a PRECISE WAYPOINT (WPP) as defined by art. 43.7 of 2024 FIA CCR SR with a validation radius of 20 meters as established in table of art. 43.1.6 of 2024 FIA CCR SR:

According with article 14.2 of 2024 FIA CCR SR, the observance of the road book and the road direction diagrams will be electronically controlled and these information are contained in the memory of the GPS tracking system provided by the organiser according article 12.1 of 2024 FIA CCR SR.

The passage of the vehicle through each road direction diagram is registered by the GPS and it will be shown in the screen the number associated to this diagram in the road book.

According article 14.2.1 of 2024 FIA CCR SR, competitors must pass through all road direction diagrams in chronological order and cannot drive back to get a previously missed diagram.

At the end of each Stage, the GPS may be inspected to control the validation of the road book diagrams.

In the event of an infringement, the penalties are set out in art. 43 - Appendix I "List of Penalties" of 2024 FIA CCRSR

Art. 11.12.5.- Parc Fermé

At the end of Stage 2, the crews must place the car in Parc Fermé, located in parking of “Palacio de Exposiciones y Congresos” of Teruel on Sunday, 28th July after Service.

There is a 5 minutes time to arrive from the Service to the entrance of Parc Fermé time control.

Due that the final Parc Fermé is at a covered and closed place (Exhibition Hall of Palacio de Exposiciones y Congresos), it is reminded to competitors that a **groundsheet must be used (a minimum of 1 meter longer and wider than the vehicle)**. When leaving the parc fermé with the vehicle, the crew must take the groundsheet from the parc fermé.

Art. 11.12.6.- Compulsory Cross Roads Control (C.I.) in Selective Sections

Intersection controls will be installed at all **crossroads opened to traffic and will be considered as an speed control zone with the speed limited to 40 km/h**.

It will be passage controls in direct communication with the Clerk of the Course and indicated at the Road Book and by standard signs as established in Appendix II of 2024 FIA CCR SR.

Any infringement of these Regulation shall entail penalties according article 36.3.3 and 48 of 2024 FIA CCR SR.

Art. 11.12.7.- Maximum time

For each Selective Section a Maximum Time for the respective Sections are specified below:

	SATURDAY		SUNDAY
TIMES	SS 1 (173,25 km)	SS 2 (181,08 km)	SS 3 (161,08 km)
	HH:MM	HH:MM	HH:MM
Maximum time	3:50	4:00	3:40

Maximum time allowed may be modified by the Stewards upon the proposal of the Clerk of the Course in case of non-predictable circumstances (climate, modifications in section distance, etc.).

The times to be considered in the Selective Sections (see Article 48 of 2024 V-2 FIA WORLD CUP for CC BAJAS SR) are specified below:

	SATURDAY		SUNDAY
TIMES TO BE CONSIDERED IN THE SELECTIVE SECTION	SS 1 (173,25 km)	SS 2 (181,08 km)	SS 3 (161,08 km)
	HH:MM	HH:MM	HH:MM
Finish inside the Maximum Time	Time made	Time made	Time made
Having take the Start but not finishing in the maximum time	3:50 + 1:55	4:00 + 2:00	3:40 + 1:50
Not taking the start	7:40	8:00	7:20

The application of Fixed Penalty on Stage 2 is subject to what is established on article 58 of 2024 FIA V2 - CCR SR.

Art. 11.12.8.- Starting order for Motorcycle/SSV vehicles

For vehicles under the Category Motorcycle/SSV as defined in article 82.7.1.6 of 2024 FIM Bajas World Cup Regulations, and for safety reasons and only for the purpose of the starting order of each Stage, those Motorcycle/SSV FIM vehicles will start in every Selective Section after the last FIA vehicle.

Art. 11.12.9.- Passage Controls (C.P.) in Selective Sections

Passage Controls (CP) to check the respect of the itinerary may be set up at locations mentioned and numbered in the Road Book.

This Passage Controls are considered as Virtual Passage Controls (CPV) and is applicable what is established in art.36.2.4 of 2024 FIA CCR SR.

Art. 11.12.10.- Towing a competition car

Accordinging article 49.1.3 of 2024 FIA CCR Sporting Regulations crews with FIA groups vehicles still in competition may assist other crews at any time.

However, it is important to note that, according Spanish Traffic laws, be towed by another vehicle in open traffic road **IS FORBIDDEN**.

Art. 11.12.11.- Drones

Unmanned Aerial Vehicles (UAV), commonly known as drones, operated by commercial entities may only be used at competition venues when permitted by, and operated according to, the civil aviation regulations and laws of the country in which the event is being held and the policies of the local ASN responsible for the event.

The use of a recreational UAV is prohibited.

In any case, a UAV must never fly directly over any competition course or public area unless under the direct control of persons authorised by the event organisers or the Clerk of the Course, for safety or information purposes only.

Art. 11.12.12.- Environmental Baja España Aragón policy

In our opinion, it is vital to secure the future of our motor sport activities. While motor sport holds a significant place in our society, some aspects conflict with environmental and social concerns.

The Rules exposed in Appendix 8 of this Supplementary Regulations aims to establish sustainable development principles in our motor sport event and promote environmental awareness.

Art. 12.- Identification of officials

Competitors Relation Officer	<i>RED tabard</i>
Scrutineers	<i>BLACK tabard</i>
Post Chiefs:	<i>BLUE tabard</i>
Special Stage Commanders:	<i>RED tabard</i>
Marshals:	<i>BAJA ARAGON YELLOW Tabard</i>
Timekeepers:	<i>BAJA ARAGON ORANGE Tabard</i>

On Selective Sections, the control marshals (C.I., C.P. and C.S.) will be identified with the BAJA ARAGON RED tabard.

Art. 13.- Penalties / Classification

Art. 13.1.- Stage / Section Penalties

The penalties will be applied according to V2, Art. 48 and Appendix I of 2024 FIA CCR SR.

For the penalties applied in Selective Sections of Stage 1 and Stage 2, please refer to art 11.12.7 of the Supp. Reg.

Art. 14.- Prizes

2024 FIA World Baja Cup

GENERAL SCRATCH

- 1st Classified - Trophy driver and co-driver
- 1st Team Classified - Trophy
- 2nd Classified - Trophy driver and co-driver
- 3rd Classified - Trophy driver and co-driver

2024 FIA World Baja Cup for Driver's

- 1st Classified - Trophy driver

2024 FIA World Baja Cup for Co - Driver's

- 1st Classified - Trophy co-driver

2024 FIA World Baja Cup for Teams

- 1st Team Classified – Trophy

2024 FIA Baja Aragón for Challenger Vehicles

- 1st Classified - Trophy driver and co-driver
- 2nd Classified - Trophy driver and co-driver
- 3rd Classified - Trophy driver and co-driver

2024 FIA Baja Aragón for SSV Vehicles

- 1st Classified - Trophy driver and co-driver
- 2nd Classified - Trophy driver and co-driver
- 3rd Classified - Trophy driver and co-driver

SPANISH CROSS-COUNTRY CHAMPIONSHIP

GENERAL SCRATCH RALLYE

- 1st Classified - Trophy driver and co-driver
- 2nd Classified - Trophy driver and co-driver
- 3rd Classified - Trophy driver and co-driver

Art. 15.- Final checks / Protests / Appeals

Art. 15.1 Final Checks

Post-Rally scrutineering may be held, according to article 3 “Programme” of Supplementary Regulations and Art. 26 of 2024 FIA CCR SR.

Final scrutineering will be held in:

TALLERES MARTIN LIZAGA

Crta Sagunto-Burgos, Km 121,7 **GPS** [40°20'46.1"N 1°07'18.0"W](https://www.google.com/maps/place/40°20'46.1)
44003 Teruel

Competitor's and respective vehicles selected will be convened in writing by the CoC and must attend with mechanics and appropriate tools and materials to help in the process.

Any teams required to undergo final checks must immediately follow the instructions of the marshals in charge, even if this prevents them from proceeding to one or more time controls (TC). The complete original FIA homologation form, the FIA Passport and other necessary certifications must be available for final checks.

Art.15.2 Protest deposit

The protest deposit is:

EUR 1.000

If a protest requires the dismantling and re-assembly of a clearly defined part of the car, any additional deposit will be specified by the Stewards upon a proposal of the Chief Scrutineer (FIA International Sporting Code Art. 13.4.3)

Art. 15.3 Appeal deposit

The appeal deposit for an international appeal is published on the FIA website:

<https://www.fia.com/international-court-appeal>

All protests and/or appeals must be lodged in accordance with Articles 13 and 15 of the FIA International Sporting Code and, where applicable, with Chapter 4 of the FIA Judicial and Disciplinary Rules.

Art. 15.4 Fines

In accordance with Article 12.8 FIA International Sporting Code, the payment of the fines must be done online, within 48 hours of their notification, at the following address: <https://fiafines.fia.com>. Any delay in making payment may entail Suspension during the period a fine remains unpaid.

Appendix 1 – Itinerary

PROLOGUE / PROLOGO ((FRIDAY 26 th July 2024 / VIERNES 26 de Julio 2024))								
ORTO / SUNRISE: 06:57					OCASO / SUNSET: 21			
TC/SS	Localización Location	Kms. T.C. S.S.	Kms. Enlace Liason	Kms. Totales Total	Tiempo Time (min)	Tiempo Time (min)	Hora Time 1°	Km/h
TC P 0	TC before SS "PROLOGUE"		0,00	0,00	0:00	0:00	15:00	
	TYRE CONTROL ZONE (5')	(7,57)	(0,00)	0,00	(00:05)	0:05	15:05	
DSS PROLOGUE	SS "PROLOGUE"				(00:05)	0:05	15:10	
PC 1								64,9
PC 2								
PC 3								
ASS PROLOGUE		7,57	Expected time of Arrival			0:07	15:17	
	Start Road Section		10,82	18,39	0:13	0:13		49,9
TC P 1A*	Arrival BIVOUAC TERUEL						15:30	

N° of SS	SS	%	Liason	%	Total	%
1	(7,57)	41,16%	(10,82)	58,84%	18,39	100,00%
N° de Tramos	Dist. Tramo		Dist. Enlace		Dist. Total	

STAGE 1 / ETAPA 1 - SECTION 1 / SECCION 1 - (Saturday 27 th July 2024) / (Sábado 27 de Julio 2024)									
ORTO / SUNRISE: 06:57							OCASO / SUNSET:		
TC/SS	Localización Location	Kms. T.C. S.S.	Kms. Enlace Liasion	Kms. Totales Total	Tiempo Time (min)	Tiempo Time (min)	Hora Time 1°	Km/h	
TC 0	Salida Bivouac - Start Bivouac						6:30	37,4	
	TYRE CONTROL ZONE (5') -- Refuel - (20' refuelling)	(173,25)	(82,40)	255,65	(00:25)				
	Distance to next refuel	255,65							
TC 1	TC before SS 1		62,89	62,89	1:41	1:41	8:11	74,8	
DSS 1	SS 1 - "AAA - BBB"				(00:05)	0:05	8:16		
PC 1									
PC 2									
PC 3									
ASS 1		173,25	Expected time of Arrival			2:19	10:35	48,8	
	Start Road Section		19,51	19,51	0:24	0:24	10:59		
TC 1 A *	TECHNICAL ZONE IN (10')								
TC 1 B	TECHNICAL ZONE OUT								
TC 1 C	Arrival BIVOUAC TERUEL				0:10		11:09	38,6	
	Entrada Asistencia - Service IN - TERUEL "A"					0:30	11:09		
TC 1 D	Salida Asistencia - Service out					0:30	11:39		
2	TYRE CONTROL ZONE (5') --- Refuel - (20' refuelling)	(181,08)	(71,36)	252,44	(00:25)			74,9	
	Distance to next refuel	277,51							
	TC before SS C		71,36	71,36	1:51	1:51	13:30		
DSS 2	SS 2 - "CCC - DDD"				(00:05)	0:05	13:35	48,5	
PC 1									
PC 2									
PC 3									
ASS 2		181,08	Expected time of Arrival			2:25	16:00		
	Start Road Section		25,07	25,07	0:31	0:31			
TC 2 A*	Arrival BIVOUAC TERUEL						16:31		

Nº of SS	SS	%	Liasion	%	Total	%
2	(354,33)	66,46%	(178,83)	33,54%	533,16	100,00%
Nº de Tramos	Dist. Tramo		Dist. Enlace		Dist. Total	

STAGE 2 / ETAPA 2 - SECTION 2 / SECCION 2 - (Sunday 28 th July 2024) / (Domingo 28 de Julio 2024) /								
ORTO / SUNRISE: 06:57						OCASO / SUNSET: :		
TC/SS	Localización Location	Kms. T.C. S.S.	Kms. Enlace Liasion	Kms. Totales Total	Tiempo Time (min)	Tiempo Time (min)	Hora Time 1°	Km/h
TC 2B	Salida Bivouac - Start Bivouac						8:30	38,6
	TYRE CONTROL ZONE (5') -- Refuel - (20' refuelling)	(161,08)	(96,43)	257,51	(00:25)			
	Distance to next refuel	257,51						
TC 3	TC before SS 2		71,36	71,36	1:51	1:51	10:21	74,9
DSS 3	SS 3 - "EEE - FFF"				(00:05)	0:05	10:26	
PC 1								
PC 2								
PC 3								48,5
ASS 3		161,08	Expected time of Arrival			2:09	12:35	
	Start Road Section		25,07	25,07	0:31	0:31		
TC 3 A *	Arrival BIVOUAC TERUEL						13:06	
TC 3 B *	Entrada Parque Cerrado - Park Ferme IN				(00:05)	0:05:00	13:11	

Nº of SS	SS	%	Liasion	%	Total	%
1	(161,08)	62,55%	(96,43)	37,45%	257,51	100,00%
Nº de Tramos	Dist. Tramo		Dist. Enlace		Dist. Total	

Appendix 2 Names and photographs of the Competitors Relation officer(s) and their schedules

Competitors Relations Officers, wearing a **RED** vest, will be present during the Administrative Checks and Scrutineering of Wednesday, July 24th and Thursday July 25th. For the whole rest of the rally they will be available by phone or in the places and at the times specified in their working plan.



Silvia Costilla
(mobile +34 610 563 745)

(SPANISH, ENGLISH)



Arielle Tramont
(mobile +34 610 563 733)

(SPANISH, ENGLISH, FRENCH)

The schedule for the Competitor's Relation Officers (CRO) will be as follows:

DATE	HOUR	CONCEPT	PLACE
Wednesday, 24 th July	15:00 - 20:00	Administrative Checks	Rally H.Q. – Scrutineering Hall
		Scrutineering	
Thursday, 25 th July	7:00 - 21:30	Administrative Checks	Rally H.Q. – Scrutineering Hall
		Scrutineering	
Friday, 26 th July	8:00	Re-scrutineering for car which did not pass	Rally H.Q. – Scrutineering Hall
	15:00	Start of Baja España 2024	TC P 0
	15:10	Start Prologue	TC P 0
	19:00	Publication of Provisional Classification QS	Rally H.Q.
	20:00	Selection of starting positions	Rally H.Q - Media Center
Saturday, 27 th July	6:00	Issue of Road Book Stage 1. Section 1&2	TC 0 - Teruel - SP
	6:30	Re-scrutineering for car which did not pass	Rally H.Q. – Scrutineering Hall
	6:30	Start Stage 1 - Section 1	TC 0 - Teruel - SP
	11:09 estimated	Finish of Stage 1 - Section 1	Service Park - Teruel
	16:31 estimated	Finish of Stage 1 - Section 2	Service Park - Teruel
	21:00	Re-scrutineering for car after retirement	Rally H.Q. – Scrutineering Hall
Sunday, 28 th July	7:30	Re-scrutineering for car which did not pass	Rally H.Q. – Scrutineering Hall
	7:30	Issue of Road Book Stage 2. Section 3	TC 2B - Teruel - SP
	8:30	Start Stage 2 - Section 3	TC 2B - Teruel - SP
	13:31 estimated	Finish of Stage 2 - Section 3	Service Park - Teruel
	14:00	Podium Ceremony	Podium Zone - Teruel H.Q.
	After finish	Final Scrutineering	Talleres MARTIN LIZAGA
	19:00	Prize giving ceremony	Rally H.Q. - Assembly Hall

Appendix 3 – Decals and positioning of supplementary advertising

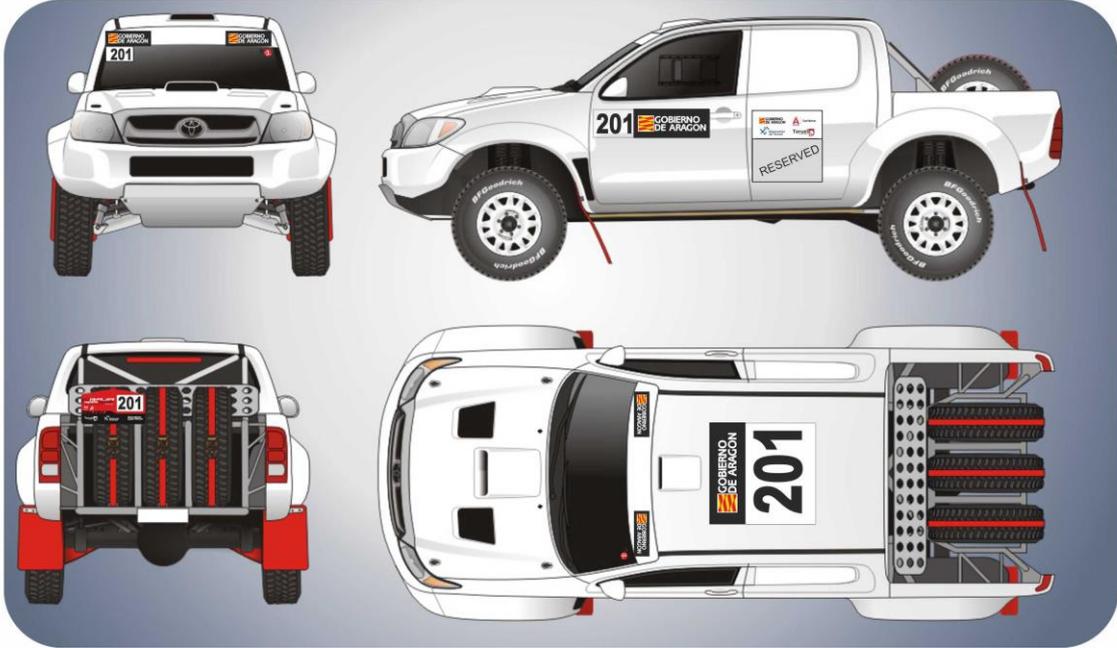


FIA MANDATORY STICKERS PLACEMENT.
UBICACION OBLIGATORIA DE ADHESIVOS.

* According FIA CCR GP / Cuando corresponda



3 201





FIA Mandatory stickers placement.

 Ubicacion obligatoria de adhesivos.



1  1
 1  1
 1  1
 1  1
 1  1
 1  1
 1  1



Appendix 4 – Extracts from FIA ISC Appendix L relating to overalls, helmets and any other safety requirements

All competitors are reminded of Appendix L of the FIA International Sporting Code, in particular its Chapter III - Drivers' Equipment.

Helmets (Appendix L, Chapter III, Art. 1)

All crews must wear crash helmets homologated to one of the FIA standards listed in Appendix L.

Frontal Head Restraint (FHR, Appendix L, Chapter III, Art. 3)

All crews must use FIA approved FHR systems homologated to FIA standard 8858.

Approved FHRs, anchorages and tethers are listed in Technical List N° 29.

See also helmet compatibility chart in Appendix L, Chapter III, Art. 3.3.

Flame-resistant clothing (Appendix L, Chapter III, Art. 2)

All drivers and co-drivers must wear overalls as well as gloves (optional for co-drivers), long underwear, a balaclava, socks and shoes homologated to the FIA 8856-2018 (Technical List N° 74). Please pay special attention to the prescriptions of Art. 2 **concerning the correct wearing of the clothing elements! See also FIA Cross-Country Rally Sporting Regulations Article 47.1.**

Any FIA-approved 8856-2018 garment customised using printing or transfers must be accompanied by a certificate from the manufacturer.

Biometric Devices (Appendix L, Chapter III, Art. 2.1)

Drivers may wear a device to collect biometric data during racing.

- If the biometric device is integrated into a protective garment homologated to FIA Standard 8856, the garment shall be homologated to FIA Standards 8856 and 8868-2018.
- If the biometric device is a stand-alone device, then the device must be homologated to FIA Standard 8868-2018 only. This device must be worn in addition to the garment homologated to FIA Standard 8856.

Wearing of jewellery (Appendix L, Chapter III, Art. 5)

The wearing of any type of jewellery, such as but not limited to, neck chains, bracelets or watches is prohibited during the competition. Exceptions to this rule, providing the CMO and/or Medical Delegate do not consider that due to size or location they may delay rescue or hinder emergency care, are:

- i. The wearing of watch(es) by co-drivers, on the condition that the watch(es) is worn over the overall,
- ii. The wearing of a single band-style ring providing it does not restrict the natural range of motion of the hand, and
- iii. The wearing of body piercing(s) providing they are not worn in and/or around the oral cavity.

MEDICAL AND SURVIVAL KIT (Appendix IV of the Cross-County Rally Sporting Regulations)

A sealed and valid Medical kit in accordance with the Specification for Cross Country Rallies and Bajas (Technical List n°83) must be placed inside the cockpit. The minimum weight must comply with Technical List n°83.

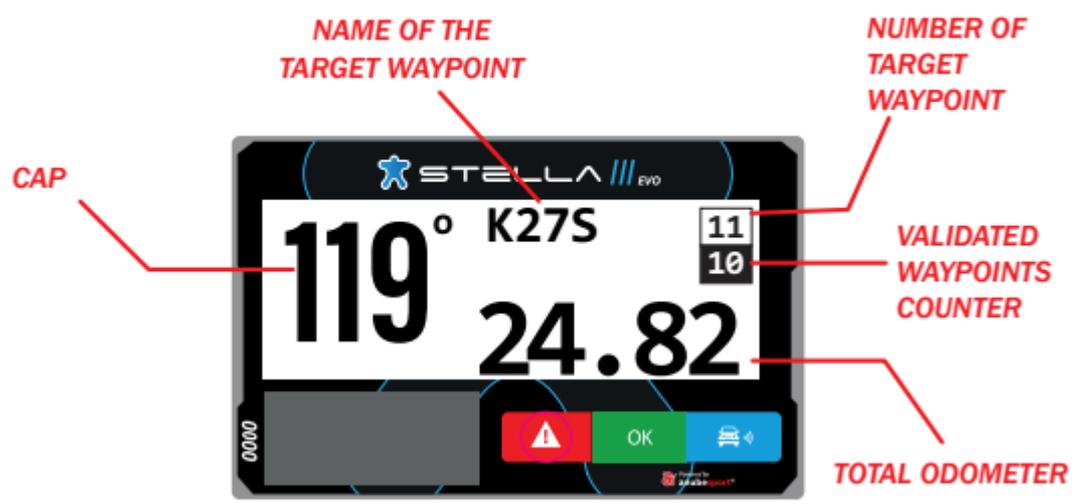
RELATED LINKS:

FIA International Sporting Code and appendices: <https://www.fia.com/regulation/category/123>

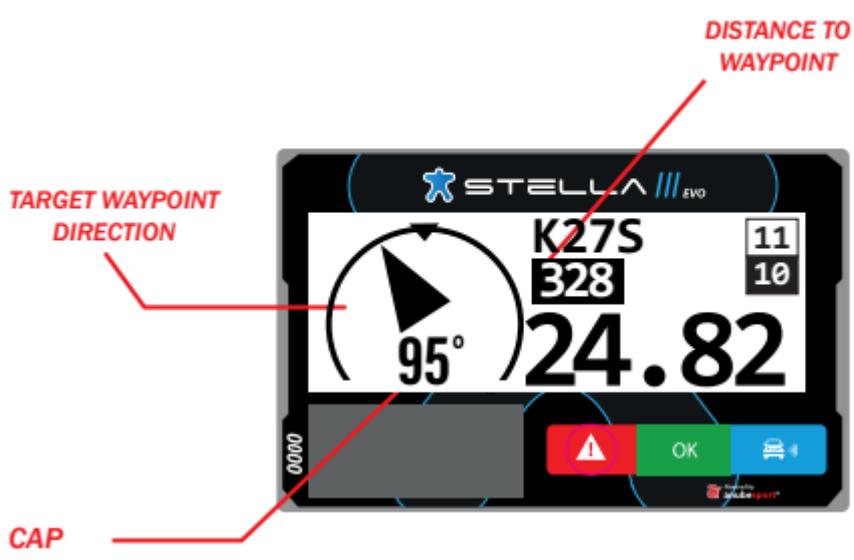
FIA Technical Lists: <https://www.fia.com/regulation/category/761>

Appendix 5 Instruction for the use of the Tracking System
Appendix 6 Instructions for the use of the car-to-car communication system

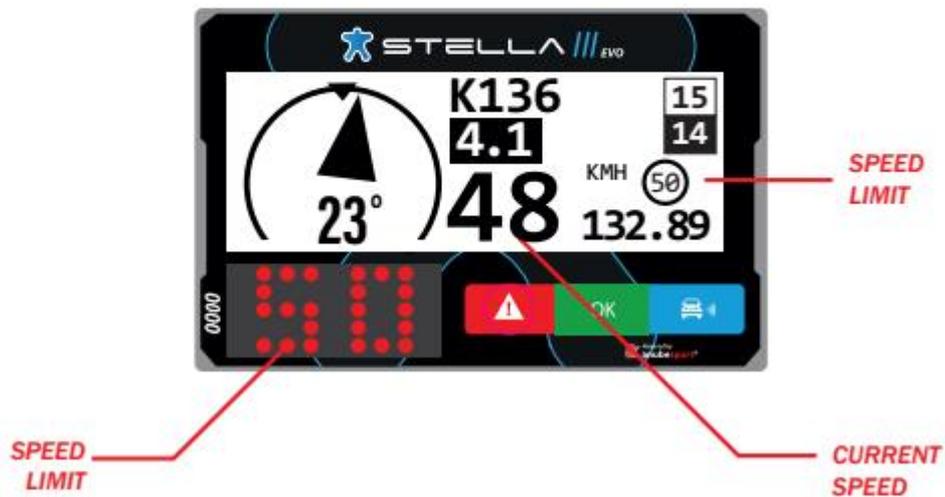
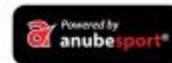
MAIN SCREEN



WAYPOINT PROXIMITY



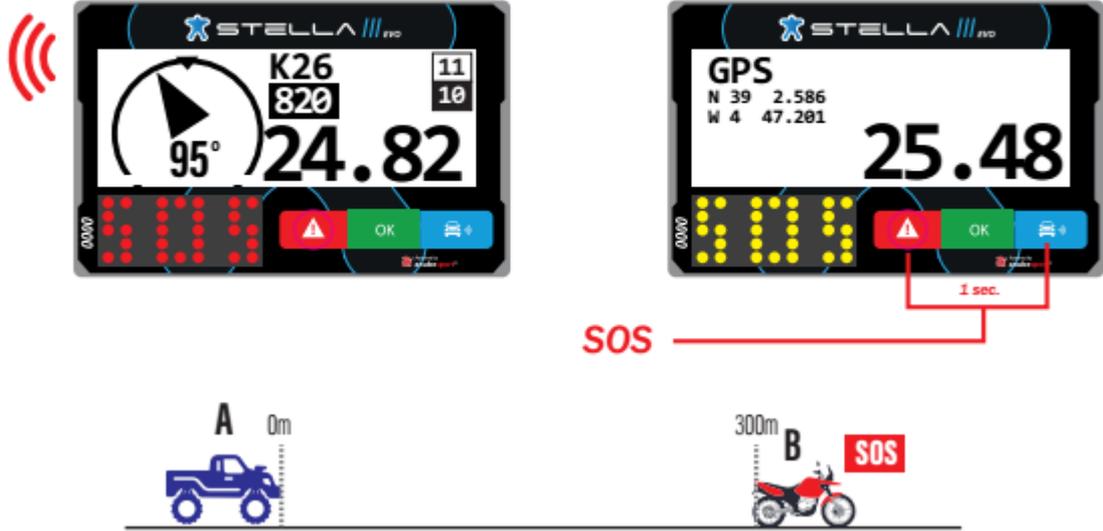
SPEED ZONE



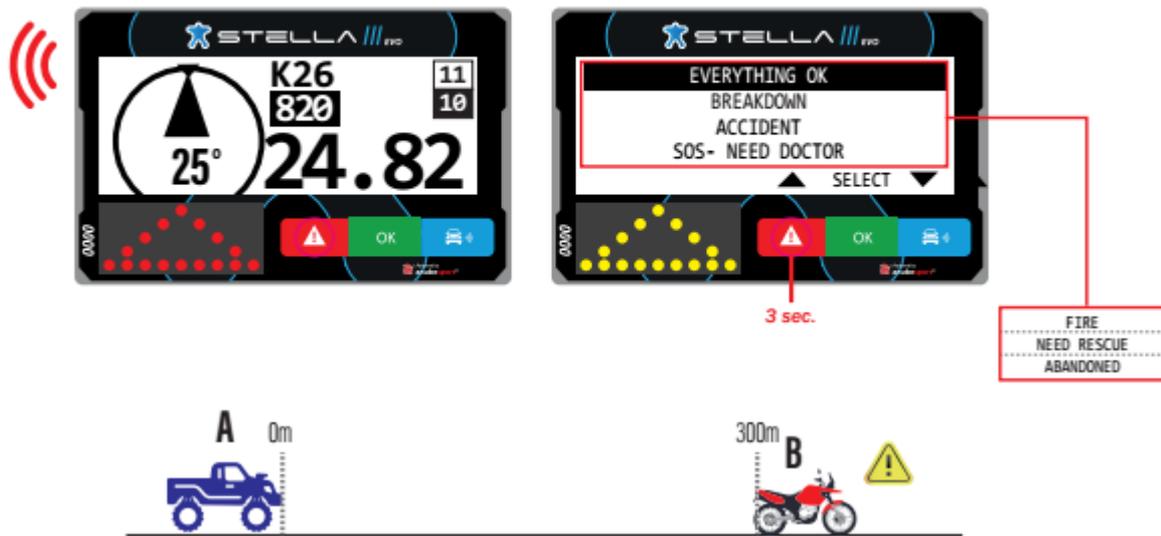
REQUEST MEDICAL ATTENTION IMMEDIATELY



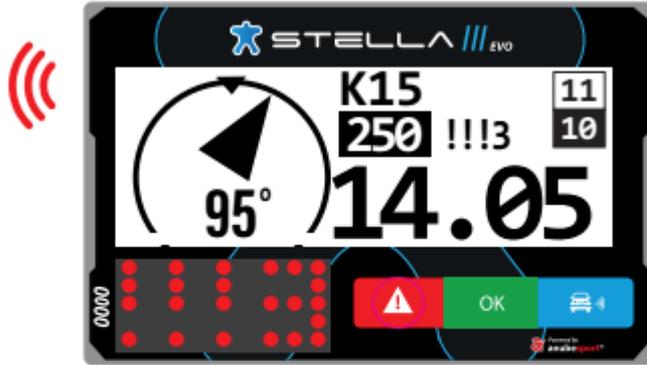
REQUEST MEDICAL ATTENTION IMMEDIATELY



CAUTION VEHICLE STATIONARY



DANGER 3 !!!



ALERTING 300m before an area marked on the roadbook as "Danger 3"



OVERTAKING / BLUE FLAG



FLASHING
Sending blue flag

OVERTAKE REQUEST

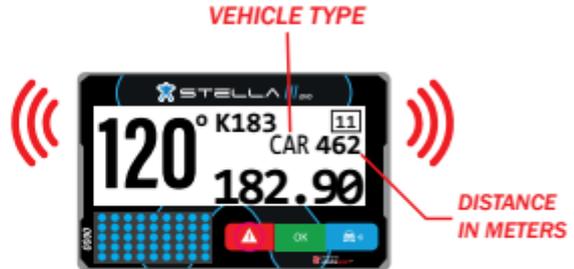


OVERTAKING / BLUE FLAG



GREEN

Blue flag delivered for the vehicle ahead



FLASHING IN BLUE

Blue flag received from faster competitor behind



OVERTAKING / BLUE FLAG



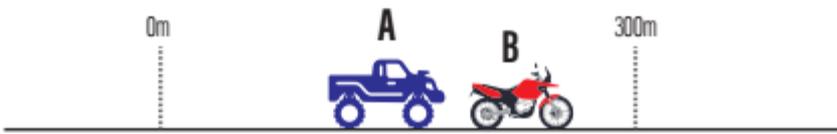
OVERTAKE ACCEPTED



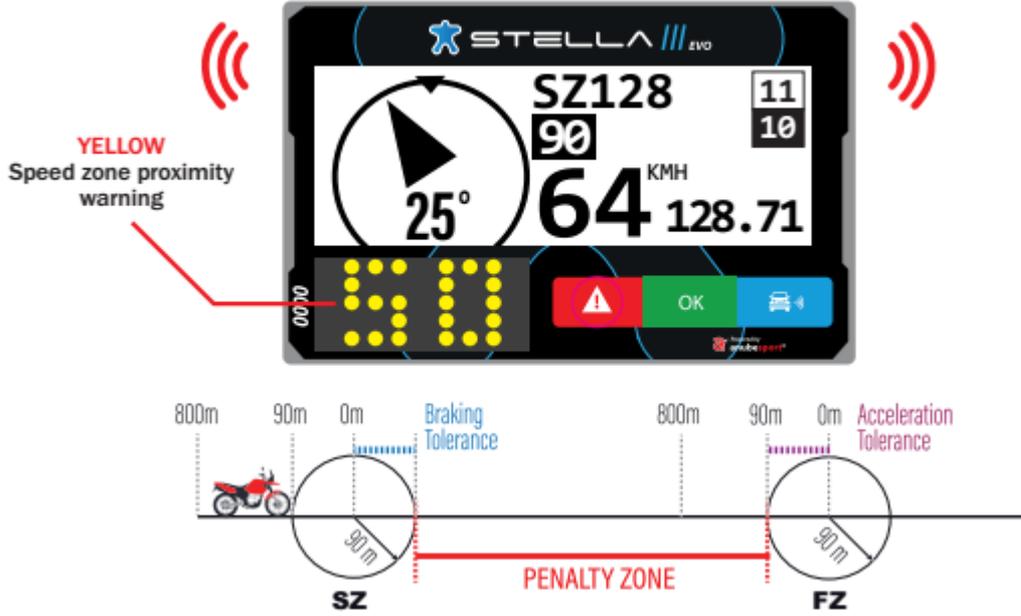
BLUE STEADY

The competitor must facilitate the overtaking safely

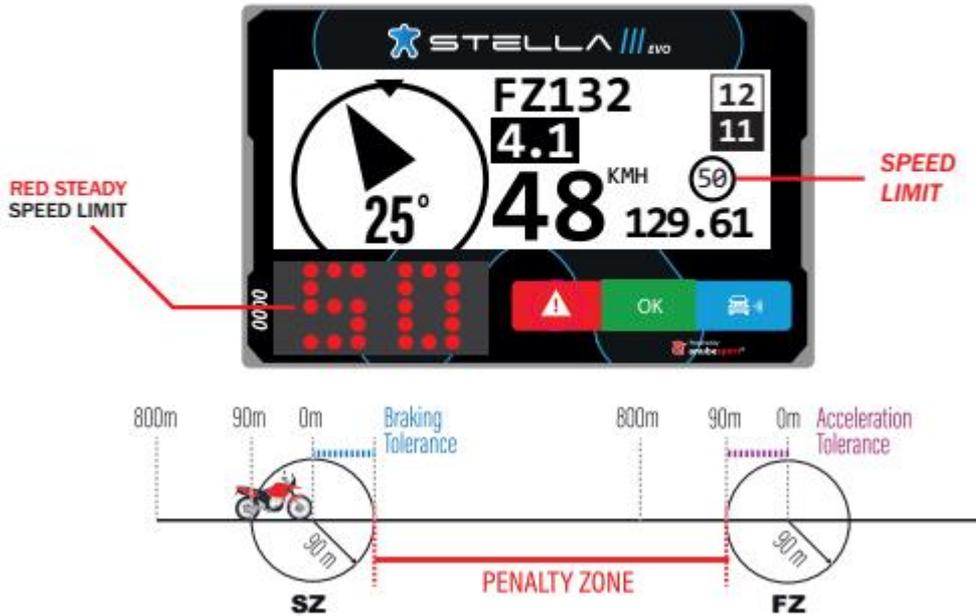
ACCEPT OVERTAKING



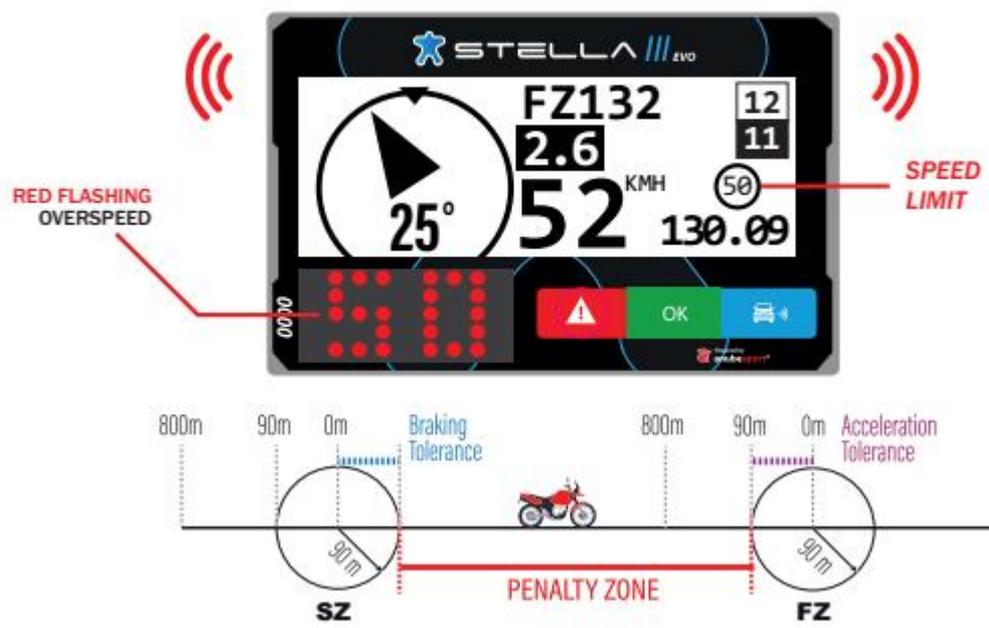
SPEED ZONE



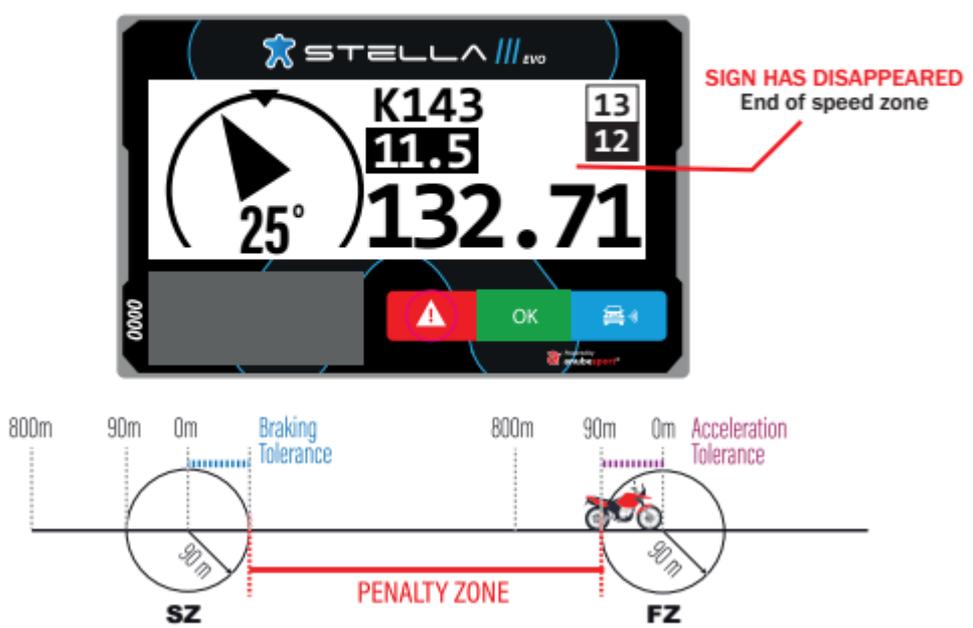
SPEED ZONE



SPEED ZONE



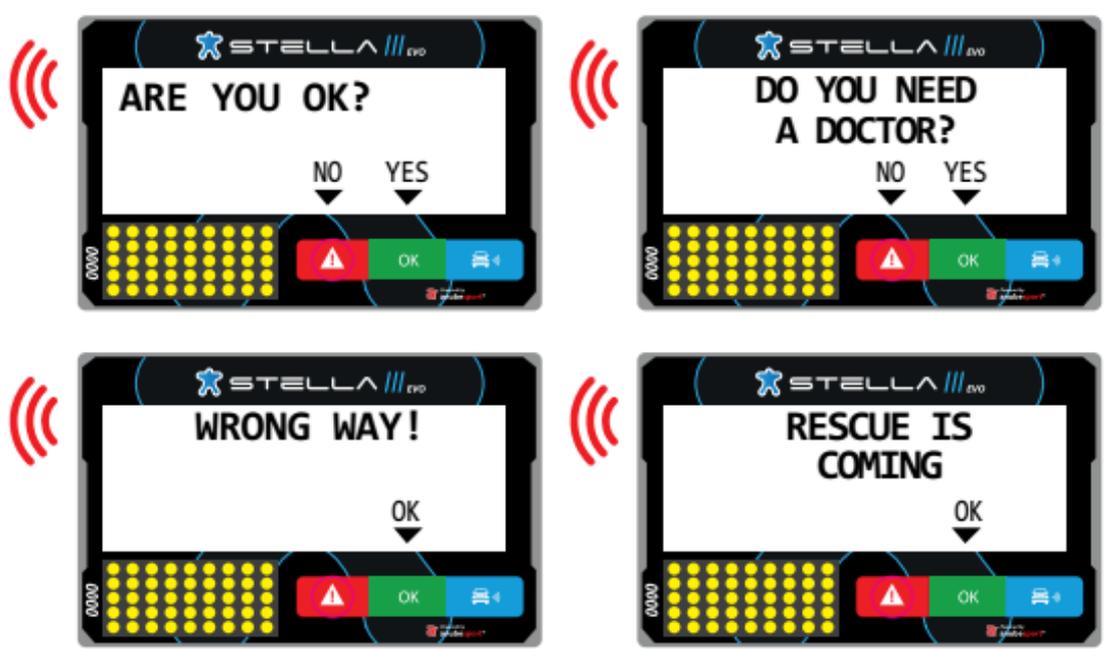
SPEED ZONE



MAXIMUM SPEED ACCORDING TO THE CATEGORY



MESSAGES



SETTING TRIP TO ZERO



OK



Appendix 7.- Driver's declaration and undertakings

FIA Cross-Country Rally Sporting Regulations

Article 1.1.7 All competitors taking part in a Championship rally must ensure that their **drivers and co-drivers** sign the driver declarations and undertakings form as attached in Appendix X of 2024 FIA CCR SR.

Please print, fill in and sign the **Driver Declaration and Undertakings** available at:

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

(under **RELATED OCUMENTS**)

The completed and signed Driver Declaration must be handed to the organiser at the Administrative checks.

Appendix 8.- Event environmental policy

STATEMENT OF PURPOSE

In our opinion, it is vital to secure the future of our motor sport activities. While motor sport holds a significant place in our society, some aspects conflict with environmental and social concerns.

This Rules aims to establish sustainable development principles in our motor sport event and promote environmental awareness.

1.- GENERAL PRINCIPLES

1.1. Automobile activities encompass transportation, leisure and sports. Our focus is primarily on the environmental impact of motor sport.

1.2. Motor sport is a prominent activity with a growing audience and substantial economic effects, inevitably affecting the environment.

1.3. The automobile, used for transportation, leisure and entertainment, should be considered from an ecological perspective.

1.4. Developing an environmentally coherent policy, in line with local legislative and regulatory requirements, is of utmost importance.

1.5. We strive to make regulations as environmentally friendly as possible and promote the highest sustainability standards in organising automobile events.

1.6. Our environmental policy, outlined in this Rules, centres on respecting the environment while practicing responsible motor sport.

1.7. The local organisers aim to collaborate closely with public authorities to ensure environmentally acceptable sporting conditions. We encourage all stakeholders to do the same in their respective areas.

1.8. This Rules provides recommendations to enhance the relationship between motor sport and the environment, particularly regarding:

- a) noise, fuel, soil protection and environmental cleanliness.
- b) conduct of the public, race participants and road users.

2.- ENVIRONMENTAL COORDINATOR

The local organiser has appointed an official responsible for environmental matters at the event. Their duties include:

- a) ensuring compliance with this Rules.
- b) accessing all relevant event information and providing recommendations to the Clerk of the Course, Panel of the Stewards, Volunteers and Officials and the local organiser before, during and after the event regarding environmental impacts.
- c) compiling a report for submission to the sport authorities (FIA, RFEDA, FCA, etc.) and the event organiser. A copy of this report should also be provided to the Chairman of the Stewards.
- d) providing guidance to Volunteers, Officials, organisers, participants and spectators on environmental awareness and compliance.

3.- NOISE

3.1.- Introduction.

The concern regarding noise at an automobile event is not limited to the noise produced by automobile engines. In addition to this foreseeable noise, organisers must also be aware of the magnitude of the sound coming from public address systems, the public and any other sound source associated with an event.

It is the responsibility of all those involved, namely: participants, clubs, organisers and officials, to minimise excessive noise associated with the practice of motor sport.

3.2.- Car noise

Sound is measurable, produced by engine vibrations, while noise is a subjective perception. Noise tolerance varies. Sound levels related to sportscars are considered noisy.

Environmental Officers should distinguish sound from noise and understand sound measurement.

Sound pressure level is measured in decibels (dB), often expressed as dB(A) for vehicle noise control.

Sound pressure levels rise logarithmically; human ears perceive this increase gradually. Doubling sound sources, e.g., at race starts, increases measured levels by 3 dB(A).

Distance from the source reduces sound; doubling the distance results in a loss of 6 dB(A). Other factors affecting sound include temperature, altitude, humidity, wave frequency, and reflective elements like vegetation, terrain, walls, slopes, or vehicles, influencing nearby areas.

Consequently, it is recommended to:

- a) avoid the unnecessary operation of engines;
- b) reduce noise levels in all modes as much as possible and ensure strict compliance with applicable regulations.

3.3.- Sound level measurement.

The Environmental Coordinator and Officials must be aware of local noise regulations. Specific noise levels for each type of event will be determined in accordance with applicable regulations.

3.4.- Public address systems

- a) Sound systems for the service park and the attending public should be kept separate. It should be ensured that sound levels in the public area do not exceed 83 dB(A) and that a maximum 3 dB(A) margin is maintained in relation to ambient noise in the nearest inhabited area.
- b) Speakers should be positioned to angle towards the ground and direct sound towards the centre of the track.
- c) Sound levels should be minimised as much as possible. Efforts should be made to reduce sound discomfort outside the track, especially between training sessions and races.

4.- FUEL

In order to protect the environment, it is essential to comply with the provisions relating to fuel storage, as set out in the applicable regulations.

5.- SOIL PROTECTION

- a) Measures must be taken to prevent the release of fuel, oil, cleaning fluids, degreasers, coolants, antifreeze, brake fluids, etc., into the ground or air.
- b) Containers or facilities must be provided for the collection of waste, oils, detergents, etc.
- c) In service areas, the use of appropriate tarps (environmental covers) must be enforced to prevent spills on the ground.

- d) It must be ensured that all service areas are equipped with systems for cleaning up spills and eliminating contaminating substances, at least for hydrocarbons.
- e) The discharge of used water from vehicles onto the ground is prohibited unless an appropriate system has been provided by the organiser.
- f) There should be no permanent signs or residue from any automobile activity left at the site.

5.1.- Environmental Covers

Environmental covers are mandatory and consist of an absorbent part and a waterproof part. They must be used whenever vehicle repairs are conducted.

Technical specifications for the covers must be in compliance with the criteria below:

- Dimensions: 5 x 2,5 meters, with at least one meter extending beyond the entire vehicle perimeter.
- Absorption Capacity: Minimum of 4 litres.
- Thickness: Minimum of 10 mm.

6.- CLEANING OF VEHICLES

- a) Vehicle cleaning should only be conducted in designated areas equipped with cleaning facilities.
- b) Only water should be used for cleaning, without the addition of chemicals, such as detergents.
- c) The vehicle cleaning area must be composed of a non-porous surface with appropriate drainage and a grease separator to prevent soil contamination.

7.- MEASURES TO BE TAKEN BY PARTICIPANTS

- a) Each competitor is accountable for the waste and rubbish generated by their team during the event.
- b) Provided that the organiser has supplied rubbish bins, they should be utilised in adherence with the provided instructions and applying common sense.
- c) Teams are required to retain waste and rubbish until they can access the facilities provided by the organisers.
- d) An environmental cover, which safeguards the ground during refuelling or servicing a vehicle, must be used by participants and removed by the participants after use.

8.- RECOMMENDATIONS FOR ENCOURAGING RESPONSIBLE SPECTATOR BEHAVIOUR

The presence of spectators at an event is a key parameter to be considered in regard to maintain the environmental integrity of the area.

Below are some recommendations:

- a) In collaboration with authorities, roads or access routes to the event or the Special Stages that cause minimal inconvenience to the surrounding areas should be selected.
- b) Clear signage indicating the event's direction should be displayed.
- c) Parking in protected areas (boundaries, rural roads, shoulders, etc.) should not be allowed.
- d) Parking in areas with tall grass or dense vegetation should be prohibited.
- e) The use of public transportation should be encouraged.
- f) To preserve vulnerable areas, large crowds of spectators should be avoided.
- g) Adequate toilet and sanitary facilities should be provided.
- h) Spectators should be informed about responsible and considerate environmental behaviour.
- i) In contracts with food supply companies, organisers should specify the obligation to sell beverages and food in recyclable, reusable or biodegradable materials, and ensure there are ample rubbish collection containers.

9.- PROVISIONS IMPLEMENTED BY THE ORGANISERS

To encourage environmentally friendly behaviour among all individuals involved in event organisation and to promote paper and energy conservation among secretarial and administrative staff.

9.1.- Provisions in favour of the environment

Efforts should be made to prevent soil contamination in the service areas, stages and its surroundings. Monitoring should include safeguarding access roads, parking lots, and closing access to vulnerable areas.

Taking into consideration the estimated number of spectators, an adequate number of toilets and facilities for both men and women, complete with appropriate cleaning services for maintenance and the collection of wastewater, should be provided.

Additionally, measures should be taken to:

- a) Prevent fuel, oil, cleaning fluid, degreaser, coolant, brake fluid, etc., from leaching into the ground or evaporating into the air.
- b) Ensure that participants, spectators and vendors dispose of waste and rubbish in designated areas and containers rather than leaving them on the ground.
- c) Ensure that toilets are appropriately connected to drainage systems.
- d) Ensure the proper and regulation compliant removal of waste and rubbish.
- e) Prevent noise levels exceeding established by regulations.
- f) Avoid the generation of excessive noise due to crowd concentrations.
- g) Adhere to the established timetable schedules.

9.2.- Incident book checklist

It is important that an incident book be maintained by the environmental officer of a motor sport event. This book should document all activities and measures taken, along with permissions requested and granted for the use of event facilities. If authorisation for facility use is granted for a specific limited duration, the exact period of use should be recorded.

In addition to the incident book, it is recommended to employ a "checklist" for facility use, with the aim of promoting an environmentally sensitive attitude among spectators and ecological behaviour in regard to the environment during the event.

This "checklist" should fulfil at least the following points:

- a) An evaluation of the event's environmental impact of the event and its surroundings, considering the number of participants and spectators anticipated.
- b) The provision of a vehicle cleaning area.
- c) Distributing waste and rubbish bags to participating teams.
- d) Providing containers for used oils, brake fluids, coolant fluids and any other liquids.
- e) Placing containers for spectator rubbish.
- f) Ensuring the availability of sanitary facilities.
- g) Placing speakers in reasonable and adequate locations.
- h) Displaying appropriate directional signposts with access signage to the event.
- i) Providing containers for the disposal of participant rubbish bags and implementing a system for their collection during and after the competition.

9.3.- Advertising

- a) Avoid placing advertising on trees, in rural areas, protected urban locations, or inappropriate areas.
- b) Only install advertising signs after obtaining permission from the relevant property owner.
- c) Comply with local and government regulations when positioning advertising signs.
- d) Prohibit the distribution of pamphlets or leaflets on car windshields, vehicles, or among spectators (and prevent others from doing so during the event).

9.4.- Service Area / Control Zones / Parc Fermé

- a) Encourage participants to use rubbish bags and provide them with instructions upon their arrival.
- b) Ensure an ample number of rubbish collection containers are available.
- c) Guarantee the presence of containers equipped with fixed funnels for collecting used oils.
- d) Implement separate containers for oil filters and used rags or papers, which should be collected separately.
- e) Supply adequate and clean toilet facilities for both men and women, along with essential cleaning products. Take necessary measures for waste and wastewater disposal.
- f) If car washing is permitted, designate a specific area for it and prevent ground contamination.
- g) Safeguard the ground when using a generator or any other thermal machinery.

9.5.- After the event

- a) All signposts should be removed.
- b) Waste remaining in the surrounding area after the event must be promptly removed.
- c) All broken branches or bushes should be cleared.
- d) All tapes used to mark the track should be taken down.
- e) If necessary, roads used should be repaired.
- f) Mud deposited on the roads and paths adjacent to the event site should be removed.
- g) Ensure the proper disposal of oil containers, filters, rags and other rubbish.
- h) If necessary, trees and shrubs should be planted or renewed.

9.6.- General maintenance rules for the event venue

- a) The areas used should be periodically maintained, ensuring they are kept clean and in perfect condition at all times.
- b) Access to protected rural areas should be prohibited.
- c) A member of the organisation committee should be entrusted with overseeing all environmental matters and monitoring the procedures outlined in the incident book and checklist.
- d) Proper procedures for waste disposal from toilets should be ensured.
- e) Necessary measures should be taken and the competent authorities should be consulted when making changes or modifications to the locations used.
- f) The acoustic impact should be considered when establishing the competition's starting areas.
- g) Rubble or construction waste should never be used for building acoustic barriers.
- h) When external materials are used, their potential for contamination should be verified with the competent authorities.
- i) For indoor tests, air quality should be controlled, and measures should be taken to ensure it is monitored by competent authorities.

10.- RECOMMENDATIONS TO MOTORISTS ROAD USERS

10.1.- Introduction

As motorists, we bear the responsibility of practicing restraint and balancing our natural desire for individual mobility. Our objectives should align with the principles of freedom of thought and movement, harmonising the joy of motor sport with ecological and economic considerations.

10.2. Motorist Conduct

Motorists should adopt driving habits that are in line with other road users. This involves in particular:

- a) Showing caution and refraining from aggressive and competitive driving.
- b) Managing fuel consumption and reducing pollution by avoiding unnecessary engine acceleration.
- c) Driving courteously, minimising noise pollution, and using the horn only in emergencies.
- d) For noise comfort, employing standard silencers or equivalent systems, keeping radios at low volume levels.
- e) Using only roads designated for automobile traffic.
- f) Practicing professional driving, maintaining composure and discretion while consistently adhering to traffic regulations.

- g) Showing respect for nature by refraining from travelling on trails or roads that cannot naturally recover from degradation.
- h) Exercising intelligent driving to protect wildlife and its natural habitats.
- i) Ensuring proper recycling and disposal of tyres, batteries, used oils, and other materials.
- j) Promoting efficient fuel use, striving to optimise vehicle occupancy.
- k) Remembering that our cities and roads are not designed for high-speed racing circuits.

11. CHECKLIST FOR FACILITIES

11.1.- Facilities in the paddock for runners and assistance

- Facilities for recovering oil/gasoline
- Facilities for recovering rubbish
- Facilities for recovering dirty water
- Availability of showers/toilets
- Availability of drinking water
- Orientation of public address systems
- Maintenance standards
- Rubbish collection arrangements
- Dirty water disposal measures
- Condition of showers/toilets
- Fuel storage facilities
- Measures to prevent oil/gasoline spills
- Information provided to participants regarding environmental measures
- Overall impression

11.2.- Facilities for the public

- Signage for event and stage access
- Facilities for public transportation
- Availability of women's toilets
- Facilities for individuals with disabilities
- Parking areas
 - Availability
 - Management
- Grandstands and general venue conditions
- Food and drink distribution
- State of bar areas
- Distribution of rubbish bags
- Distribution of brochures and promotional materials
- Facilities for rubbish recovery
- Number and availability of toilets
- Maintenance status of toilets
- Orientation of public address systems for the public
- Information provided to the public regarding environmental measures
- Overall impression