

2021
TEAM MANAGER'S
GUIDE



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Welcome

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General Information

Your Team, Our Team and how we communicate

Regulation 1.6.2 requires you to nominate a Team Manager. The Team Manager is responsible for the actions of their team members and represents the team at meetings.

Your team may use a different title internally, but as the Team Manager has certain obligations you must identify who this person is. By default, this will be the main contact person between your team and the event organiser. However, if you nominate a different person as a lead contact, the Team Manager must be copied on all conversations.

Our Participant Liaison Officer is the point of contact between the event organiser and the team.

The event organiser's team are here to help. The event organiser's office is in Vaassen and maintains office hours in European Central Time. The telephone number is +31 578 561 115

Please only use the dedicated email teams@classicevents.nl to contact the event organiser.

An Event Headquarters will be established at *Stade Adrar in Agadir*, from Saturday 16 October 2021. Event staff will be pleased to assist you with whatever help and local advice you may need.

Further contact details will be provided via a team notice or update to this document closer to the event.

For all important dates, places and deadlines, refer to the schedule published as Regulation 1.12, noting a detailed event schedule will be published closer to the event.

If you are visiting Vaassen, we would love to meet you. Most members of our team work on other events, so please arrange your visit to us in advance.

Structure of your team

The basic structure of your team is an obligation of Regulation 1.19.

In addition to the **Team Manager** you must have a **Safety Officer** to ensure the team identifies, mitigates, and manages the risks of participation.

The **Safety Officer** must ensure that a safety plan is developed, documented and appropriate to the individual circumstances of the team, and that the team complies with the safety requirements of Moroccan law and the Event.

You will also need a **Battery Officer** to be responsible for liaison with event officials and emergency services in the event of a battery incident. The Battery Officer should have a thorough knowledge of the battery system and the risks and remedies involved, have control of all the appropriate safety measures and have access to the appropriate equipment (including that required for containment and disposal of hazardous waste). In conjunction with the Safety Officer, the Battery Officer must ensure hardcopies of Material Safety Data Sheets (MSDS) for the relevant battery technologies utilised are available in English and, for non-English speaking teams, also in the native language of the team.

Note that the civilian driving licences of solar car drivers will be inspected and verified by the Moroccan Ministry of Equipment and Transport as part of the scrutineering process (see Regulation 1.19.6) so make sure your drivers bring their drivers licence!

Don't forget **Support Vehicle drivers**—each of your support vehicles must have a minimum of two people (who are not solar car drivers) available to drive the vehicle. Remember that fatigue is a serious factor in your team risk assessment and must be actively managed.

Finally, participation of persons under the age of 18 (as at Friday 15 October 2021) is not encouraged. Further information regarding this is available in Regulation 1.19.7

Experience shows that some team positions demand an attention to detail that is difficult to achieve when an individual takes on too much. Duties may look easy until something goes wrong. **If you are the Team Manager, you CANNOT be the Safety Officer or the Battery Officer.** These three areas of responsibility require a person dedicated to each.

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Freight to Marokko

We have a partnership with GPS Global. They can arrange the entire transport for your teams

All teams will have to draw up an ATA carnet for the car and parts
With an ATA carnet, all items must be properly numbered and everything removed must also go back. Broken or not broken !!!!
ATA carnet can be created locally at the Chamber of Commerce
Of course GPS can assist with this

Depending on the teams and where they are located, they can provide containers on the ground or on a chassis parking in front of the door. Teams can then take the time to load a container
These costs are exclusive.

From the port of Rotterdam to the port of Agadir with import in Morocco, free of customs
Euro 2500 per 40 container
From Agadir harbor to Rotterdam harbor
Euro 3500, - per 40 container
Import handling in Rotterdam is exclusive as I do not know which teams will load / unload etc. at GPS

Pre-transport and the like, depending on the address in the EU, are exclusive
Local transport of a container with parts, driving behind the teams, is also exclusive

Please contact:

GPS Global
Frankweg 4
2153 PD New-Vennep
the Netherlands
T +31 (0) 252 62 56 91
W www.gpsglobal.eu

Customs

Per Regulation 1.21 Permits, the Event Organiser will make application on behalf of all confirmed solar cars entered. Import permit arrangements for other vehicles (including road trailers) are the responsibility of the entrant.

For details of what items can be brought into Morocco please visit the Moroccan Border Authorities
<http://www.douane.gov.ma/>

Unfortunately, the event organiser is unable to undertake negotiations with Customs or shipping agents on your behalf.

The **Freight Manual** is provided as a separate document. If you have your own freight agent, **give them a copy** as it contains important information on Moroccan import procedures administered by customs authorities.

Deliveries

Details of consignment labelling are in the Freight Manual.

Entrants do not have access to the Stade Adrar in Agadir, before Saturday 16 October 2021; therefore, no deliveries can be accepted before that date.

As there is another event at Stade Adrar before us, attempted delivery will be refused, and you may face delays or additional charges from your freight company.

Please note that if a forklift or crane is required, it must be arranged with your freight company prior to delivery. The cost of heavy lifting equipment is a team responsibility.

Road Vehicle Imports

To temporarily import a car registered abroad, a declaration of temporary admission must be made at the arrival border post. A customs agent receives the declarations aboard the ships Crossing to the Kingdom or at the customs office at the port of entry.

The insurance (green chart) must cover the Moroccan territory, if not; a subscription of insurance can be made at the border counters and offices.

A vehicle having stayed six (6) months in Morocco can not benefit from the regime of temporary admission during the same calendar year, even if the vehicle in question would be imported by a third person having a power of attorney.

Required documents:

- Original of the vehicle registration certificate;
- Passport of the applicant;
- Insurance covering the Moroccan territory;
- Power of attorney of the owner of the vehicle (if the vehicle belonging to a third party). The power of attorney must be legalized by the local authorities of the place of residence abroad by the owner of the car, or legalized with the Moroccan consular services of the country of residence;
- For rented cars: Rental agreement specifying the approval of the rental company that the vehicle in question will be taken to Morocco.

It is important that, as Team Manager, you study these issues as soon as possible and plan for the correct documentation to accompany your vehicles to Morocco.

Solar cars will only be allowed to use public roads as part of the event under strict conditions and will be subject to the event organiser's special arrangements.

Team Managers must appoint their own shipping agent or customs broker.

For information on procedures and customs duties in Morocco, see the "MRA" section on the website of the Administration of Customs and Indirect Taxes

<https://www.douane.gov.ma>

Getting to Morocco

You, your team, and your supporters

It is essential that all team members are present at Registration, starting Saturday 23 October 2021.

Many international airlines fly to Morocco. Most flights land at the major gateways of Cassablanca and Marrakech, as well as Agadir, Fez, and Tanger.

Visas

Moroccan law on the entry and residence of foreigners in Morocco stipulates that any foreigner wishing to travel to Morocco must be in possession of a passport or other valid document issued by the state of which he is a member. It must be recognized by the Moroccan state as a travel document (Law No. 02-03 of 11 November 2003).

The visa is an entry and residence permit for a limited period in Moroccan territory, issued by the competent Moroccan authority. This is achieved by affixing a specific and secure "visa" sticker. The visa specifies a period of validity, from one day to three months, or exceptionally for one year and, depending on the case, with one, two or more entries.

However, possession of a visa does not give an irrevocable right of entry. The check carried out during the verification of a passport or travel document may also include the verification of the means of residence and the reasons for the arrival of the person concerned in Morocco and the guarantees of his repatriation, in accordance with the law on entry and residence of foreigners in Morocco.

It is the responsibility of the issuing competent authority to determine the length of stay and the length of the visa based on the profile of the applicant, the type and category of the visa applied for and the number of entries.

The competent authorities issue four types of entry visas for Morocco:

Short-term visa

The short-stay visa allows a foreigner to enter the territory of the Kingdom of Morocco for reasons other than immigration, for an uninterrupted short stay or for several short stays in the case of multiple entries.

The duration of each stay is from one to ninety days.

Long-term visa

The long-term visa, longer than three months, is a multiple entry visa issued by the Moroccan diplomatic or consular services, after consultation with the Ministry of Foreign Affairs and International Cooperation.

The period of validity of this visa should not exceed one year and the duration of each stay is one to ninety days.

A foreigner who holds a long-term visa and wants to stay in Morocco for more than three months, must request a registration card from the competent services of the Directorate-General for National Security.

Transit visa

The transit visa authorizes a foreigner traveling to a third state to cross the territory of Morocco. This visa can be issued for one or two transit journeys with a stay of no more than 72 hours per transit.

Visa issued at the border

In some exceptional cases, the security services can issue short-stay and transit visas at border posts.

For countries where Morocco is not represented, requests should be addressed to the diplomatic mission accredited in that country or to the Honorary Consuls. In the absence of these statements, requests will be addressed directly to the Moroccan Ministry of Foreign Affairs and International Cooperation, Directorate of Consular Affairs and Social Affairs - Rabat (visa@maec.gov.ma) to issue a visa at the airport. It is your responsibility to organise the correct travel documents relevant to your circumstances.

Please consult the Moroccan Government website at – <https://www.consulat.ma/en/ordinary-visas> - for further details.

The event organiser will not, however, exercise influence to expedite visas.

Invitations and letters in support of visa applications

Department of Immigration guidelines prevent the event organiser from providing 'invitations' to individual team members. The event organiser can, however, provide a formal letter confirming the dates of the event and the registration of your team which will support your visa application.

Visa support letters can only be provided to teams who have paid their registration fees, have submitted their compulsory documentation, and have registered the individual people concerned as bona fide members of their team.

From June 2021, Team Managers will be given access to a Visa Application Support Letter Request Form. Completed forms will require the full name, date of birth, nationality, and passport number of the individual. Incomplete forms will not be processed, and new requests will be prioritised over changes. Our letter of confirmation will be forwarded by email as a PDF attachment. No visa support applications will be processed after 31 August 2021.

Arrival in Morocco

Please advise the Event Headquarters of your travel plans.

We would like to know:

- Your flight details and arrival date
- The details of your planned accommodation Morocco, especially in Agadir
- The location of your base camp/workshop—especially if not at Expo Center Agadir. Note that teams must be based at Stade Adrar in Agadir from Friday 22 October 2021 (Regulation 3.10.2).

If your team is arriving well in advance of the event, it is important to let us know so that you can be contacted with latest information. We would also like to let our media team know, as there are often calls for pre-event publicity.

Mobile (Cell) Phones

Your 3,000km journey will see you pass through some of the most remote areas of the Moroccan landscape, including some distances with no cellular coverage. Of the many telecommunications providers in Morocco, Maroc Telecom offers the best coverage of the event route, including many of the roadhouses and towns along the route. You can choose to purchase a SIM card for an unlocked phone, or you can purchase prepaid phones. There are Maroc Telecom retailers in all major towns and cities. See: <https://www.iam.ma/>

When you buy your phone or SIM, you will not know the number before you go to the store, and we won't know the number until you tell us!

Please make the Event Headquarters one of your first calls on your new mobile device as event staff will be unable to access your international number.

Wi-Fi/Mobile Broadband

We are working towards providing Wi-Fi at event sites, however low cost prepaid mobile broadband devices are widely available and have the advantage of servicing your needs in most locations. Maroc Telecom provides the best coverage of the route used by the Solar Challenge: <https://www.iam.ma/>

Car Hire (Vehicle Rental)

You will need to arrange transport for team members, your Observer, and your solar car (when it is not on the road). Some important considerations are:

- Most car rental companies have a minimum driving age of 21, some at 23 and occasionally, 25. CHECK!
- You are strongly advised to make advance booking for car rental. The Internet is a great resource!

Driving in Morocco

Driving in Morocco		Pocket guide to driving in Morocco	
PROFILE: Name: Morocco Capital: Rabat Currency: MAD	 SPEED: (KPH) Urban: 60 Rural: 100 Highway: 90-100	HOLIDAY: Saturday 1 May 2021 Labour Day/May Day - National holiday	CAMERAS: Fixed: YES Mobile: YES
FUEL: Petrol: 0.88 Diesel: 0.77 EUR/Litre	 DRIVE: On the: RIGHT	 MIN AGE: Drive: 18 Rent: 25	DRINK: OMG Blood alcohol content
EMERGENCY: 19/15	 DOCUMENT: Driving License:  Passport:  IDP:  Registration:  Insurance: 	PHONES: YES Hands free only	SEATBELTS: Front: Yes Rear: No for current child seats law in Morocco See here

The Solar Trial is held on public roads and it is an obligation of your participation that all vehicles operated in conjunction with the event will be driven in accordance with state and territory road rules.

Drive carefully, especially in poor weather conditions, on secondary routes and on mountain roads. Driving at night can be particularly hazardous due to poor lighting. Lorries and trucks may be overloaded and you should take extra care around them. It's common to encounter pedestrians crossing motorways. You should take extra care when overtaking, particularly where there is no hard shoulder. Leave plenty of time to reach your destination and respect speed limits.

If you're involved in a road accident, you should complete a 'Constat Amiable' form, to be signed by both parties. Blank forms are available on arrival at Tangier port from the insurance company booths and from tobacconists in all cities.

If you're involved in a road accident resulting in a fatality and the Moroccan authorities consider you responsible, you may be detained pending a trial hearing.

If you enter Morocco with a vehicle, the registration number will be recorded. If you're not in possession of the same vehicle when leaving Morocco, you'll be refused exit and detained. You'll need to provide evidence of adequate motor insurance. You should always carry your insurance, license and registration documents with you.

Fatigue

Driving distances in Morocco can be extreme—that is why you came here, right? One of your biggest risk factors is fatigue. This is especially true of newly arrived international travellers. Unfortunately, you will not be the first participant to wreck a newly acquired hire vehicle on the way to Agadir!

Take fatigue management seriously!

It is recommended to **take a break from driving every two hours**. This is important even if you are near your destination, as statistics show that fatigue related accidents often occur near the end of a journey.

It is also possible for fatigue crashes to happen on short journeys, or near the start of a trip especially when you are jet-lagged or have been working all night! The way to avoid these issues is simply not to drive if you feel tired or know your concentration is not at its best. It is a good idea to task dedicated drivers within your team who can rest when everyone else is working.

When planning each day of travel, spend some time calculating how long it will take to drive between destinations and be realistic about how far you can drive in a day.

Speed

Morocco uses the metric system. Distances are measured in kilometres and speed in kilometres per hour (km/h). The national default speed limits are 50 km/h in urban areas and 100 km/h on the open road unless sign posted otherwise. This means that lower or higher limits can apply. Regardless of the speed limit, we hope that you will recognize the importance of driving safely within your capabilities and those of your vehicle and in accordance with road and weather conditions.

Speed and red-light cameras operate in most parts of Morocco and Moroccan traffic cops are good at their jobs! They can swiftly empty your wallet, and serious infringements result in the car being impounded. Try explaining that to the rental company!

Seatbelts

The law requires all occupants of motor vehicle to wear seatbelts. The driver is responsible for making sure that all passengers are wearing seatbelts. Fines exist for those who do not wear them (remember this also applies to passengers travelling in the back of campervans).

Driving Whilst Under the Influence of Alcohol

The Blood Alcohol Concentration limit in Morocco is **0.00** (BAC).

"When You Drive, Never Drink"

Four-Wheel Drive Vehicles

The handling characteristics of four-wheel drive vehicles differ from those of standard passenger cars. These vehicles, designed for both on-road and off-road conditions, have a high centre of mass, and can be affected by winds.

If you have hired a four-wheel drive vehicle, ensure you know how and when to use the vehicle and how to safely change a tyre. Note that many hire company's insurance conditions preclude off-road use of off-road vehicles!

Single Vehicle Rollovers

One of the most frequent types of crash is a single vehicle rollover. Invariably, the causes are fatigue, inattention, or distraction. It is very common, when a vehicle drifts off the road for the driver to overcorrect. If you do drift off the edge of the road, let the vehicle gradually slow down, keeping the wheels straight, and without braking, ease the car back onto the road.

Vehicle Roadworthiness

All vehicles (including trailers) driven on Moroccan roads must be roadworthy, registered and insured. Ensure that your car is in good mechanical order before you travel. Check that tyres, brakes, lights, and windscreen wipers are all in good condition and working properly before leaving the hire company depot, and regularly throughout the journey.

Overtaking

In Morocco it is not allowed to overtake multiple vehicles at once. In case of an overtaking action, you must return to the right lane after overtaking 1 vehicle before overtaking the next vehicle

Convoy

Do not drive in convoys. Always keep sufficient distance from the vehicle in front of you to allow other vehicles to overtake.

Pedestrians

Always be on the lookout for pedestrians. Be particularly careful at night because pedestrians may be encountered on town or rural roads. It's common to encounter pedestrians crossing motorways. You should take extra care when overtaking, particularly where there is no hard shoulder

Photographs

If you stop to take photographs, park your vehicle well off the road in an area where it will not affect other traffic or create a safety risk. Standing in the middle of the road to take photographs is best avoided, but if it's a 'must have' shot use another person as a traffic spotter. **Look out, in Morocco it's strictly forbidden to use drones without permission of the government.**

Dust

Vehicles on unsealed roads can raise a dust cloud that may obscure your vision. In dusty conditions, pull over as far right as you safely can and wait until the dust has settled.

Leaving your headlights on will help other vehicles see you through the dust.

Railway Crossings

Trains always have right of way. Not all rail crossings have gates, lights or audible warning systems so be sure to always check before crossing railway tracks. Never enter a level crossing unless you can clear the crossing completely on the other side.

Driving at Night

DON'T! At least avoid driving between sunset and sunrise. The ability to see animals on the road at these times is greatly reduced and the risk of a crash is greatly increased.

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Team Preparation Facilities

Team preparation facilities will be provided at Stade Adrar in Agadir.

Teams must register with the Solar Trial Site Manager upon arrival. The Solar Trial Help Desk is located

Each team is entitled to a workspace with power (230 V 50 Hz 10 A single phase), light, water & toilet facilities.

Teams may not reserve workspaces in advance. Please be aware that most workspaces are shared with other teams.

The facility is not free storage*. If the workspace is not utilised as intended, you will be required to make the space available to a team needing workspace.

*The storage of vehicles, crates or containers can be arranged within the area secured by the event organiser.

The space allocated to each team will include a portion of the paddock in line with each garage which is reserved for your team support vehicles to be parked in single file.

Additional parking areas are available close by. Crossings may not be obstructed.

It is important to note that camping is not permitted at Stade Adrar complex. There are several budget hotels close to the track.

Conditions of Occupancy

- Every person working on site must report to reception on arrival.
- Moroccan road rules apply to access roads within the complex and speed limits must be observed.
- The main gates of the complex will be closed overnight between 22:00 and 06:00.
- Teams may only work through the night by prior arrangement with the Solar Trial Site Manager. Abuse of such arrangements will not be tolerated. Remembering that camping is not permitted on site.
- Testing solar cars in the car parking areas or access roads is not permitted.
- All rubbish must be placed in the bins. Large items and additional waste can be deposited directly in the skips provided.
- Cost of any damage or additional cleaning is recoverable from the team concerned.

Moroccan safety laws place strict obligations on every individual. For the health and well-being of others, health and safety inspections may be carried out in pit garages by government inspectors. These inspectors have the power to close any operation they declare hazardous, and issue on the spot fines.

Please remember to drink plenty of water and apply sunscreen cover up and use insect repellent.

Use of the track

A Track Controller will be appointed to ensure safe operation of the facility. The track must not be accessed without clearance from the Track Controller. Contact with the Track Controller can be made through the Solar Trial Help Desk.

The Track Controller will co-ordinate session times for track use. Track capacity is a maximum of 4 solar cars at any one time. Session times will be limited to 30 minutes during busy periods.

Solar car drivers must wear their helmet. Strict speed limits will be applied in Pit Lane.

All event safety precautions must be observed. Solar cars must be accompanied by a rear support vehicle always while on the track, with flashing yellow light switched on.

Track etiquette is important. The track is for testing not racing. If another team wishes to run faster than your car, you must give way.

A disabled car must not be repaired on the track; it must be recovered to the pits. The Track Controller will co-ordinate recovery. A driver of a disabled vehicle should wait for recovery in a place of safety.

The track is only to be used for testing under the control and supervision of staff authorised by Solar Trial. Misuse of this facility (speeding, driving recklessly on site, driving any vehicle on the track without permission, using the track at night or any other behaviour detrimental to the safety of any person) will result in the removal of track privileges. Event penalties, which may include exclusion, will also be applied. Team Managers are reminded that they will be held accountable for the actions of their team members.

Health and Wellbeing

We want the Solar Trial experience to be a memorable experience for each member of your team. Experience has shown that it is important to be well organised and prepared when you arrive in Agadir.

We hope that you and all your team members will be fit and healthy when you arrive in Morocco. If anyone is sick before leaving home, they should consult their own medical practitioner before travel to Morocco.

Anyone with special medical needs must advise the event via the event medical and emergency contact form.

Those people on medication should carry sufficient quantity for their stay. Copies of prescriptions may be requested by Customs officers, as well as being useful if visiting a doctor. Care should be taken to look after medicines as it may not be possible to replace them in remote areas of the country.

Note that while the event will look after registered participants in the case of accident, the provisions we make for sickness only apply to the remote areas we will be travelling in. Sickness in Agadir should be referred to one of the local medical centres. If in doubt contact the Event Help Desk at the headquarters.

All team members must be in Agadir and registered by Saturday 23 October 2021.

Consider driver fatigue for solar car and support vehicle drivers, minimise stress, and make sure drivers have proper hydration, nutrition and rest. Fatigue creeps up on drivers - **don't overlook support car drivers!** An early indicator of fatigue is a slow response to the radio. Power napping (whilst not driving) is a great strategy—better to lose 15 minutes than have an accident!

It is very important to pay attention to hydration.

The Solar Challenge passes through the driest part of the Moroccan country. Dehydration is a serious hazard and the Chief Medical Officer suggests that you prepare your body by drinking water at regular intervals during the weeks preceding the event. How much will depend on your body mass, but an average person should consume around 3 litres over a 24-hour period.

Ambient temperature water is far better for you than 'sports drinks' and the most reliable indicator of a healthy body is that you pee regularly. Thirst is NOT a reliable indicator for the need for fluid, in fact feeling thirsty is your body's way of telling you that you are already dehydrated.

This section would be incomplete without a section on personal hygiene. Experience shows that bush camping and pit toilets often lead to upset stomach. Washing hands takes on a new importance as no one wants the 'runs' while travelling down the highway for 10 hours a day! Put antibacterial hand sanitizer on the shopping list and use it regularly!

Vaccination

There are no mandatory vaccinations for Morocco. However, a number of important vaccinations are recommended. Below you can read which vaccinations are involved.

Vaccinations against a number of travel diseases are recommended for Morocco. Some of these vaccinations are always advised, regardless of the length of your stay in Morocco. We only recommend other vaccinations if you want to stay in Morocco for more than a certain period of time.

- DTP vaccination (against diphtheria, tetanus and polio)
- Hepatitis A vaccination
- MMR vaccination (only recommended if you have not had measles or have never been vaccinated against measles)

If you are going to Morocco for more than three months these additional vaccinations in addition to the above vaccinations are recommended for Morocco:

- Typhoid fever vaccination
- Hepatitis B vaccination
- Rabies vaccination

These vaccinations can also be advised for shorter stays. This depends on your personal vaccination advice.

The mosquitoes in Morocco do not spread malaria. Would you like to prevent mosquito bites during your stay in Morocco? A few tips:

Wear covering clothing, use a mosquito repellent with DEET and sleep under a mosquito net.

In Morocco, you should also be aware of the following infectious diseases:

- Traveler's diarrhea occurs worldwide. This is mainly an annoying traveler's illness.
- Fresh water can contain parasites that cause schistosomiasis (bilharzia).
- Tuberculosis (TB) is an infectious disease that is more common here than in the most European countries
- HIV / AIDS and other STIs are more common in Morocco than in Western countries.

Covid-19

Since the beginning of the Covid-19 pandemic, the health situation in Morocco has always been stable with low critical cases.

As part of the fight against the spread of Covid-19 pandemic, Morocco ensures the application of health measures recommended by the World Health Organization (WHO) for safety and health of everyone.

For your safety and safety of others during your stay in Morocco, it is necessary to:

- Wash your hands regularly for 20 seconds with soap or a hydro-alcoholic solution.
- Cough or sneeze into your elbow or into a single-use handkerchief and dispose of it in a garbage can.
- Maintain a distance of 1.5m with your interlocutor.
- Avoid hand gestures, hugs and kisses and make sure the mask is worn. In Morocco, failure to wear the mask is punishable by a fine of 300 DHS.
- Take all precautions when going out.

During your tourist or professional stay in Morocco, it is strongly recommended to download the Wiqaytna (our security) an application put online by the Ministry of Health to notify the person to the exposure to the Coronavirus "Covid-19".

Several hospital centers have been deployed to take care of the infected people and to remain attentive and at the service of citizens and tourists.

During your stay, you must adopt barrier gestures to protect yourself and others. However, once you arrive in Morocco, several numbers are available to citizens and travelers for advice, assistance, security and emergency.

Other emergency phone numbers	Pasteur Institute (+212) 5 22 26 20 62	SOS doctors (+212) 5 22 98 98 98
Poison Control Center (+212) 8 01 00 01 80	Information 160	Royal Gendarmerie 177
Ambulance 150	Police 190	Firefighters 150
In case of COVID-19 symptoms (+212) 801 004 747		

It is best to find out about the restrictions in each country before planning your trip. In Morocco, a state of health emergency is always applied to ensure the safety of citizens and travelers.

Within the framework of the application of the state of health emergency, a strict control is ensured in all the entrances of the cities. Each city council applies its own restrictive measures for the city in question in order to limit the spread of the virus.

To make the most of your stay, please note that restaurants, cafés, shopping malls and convenience stores generally close at 8:00 p.m. There is also a night curfew between 9:00 p.m. and 6:00 a.m.

Garbage

It is a good idea to segregate, and deal with, unwanted items appropriately. Food scraps can be buried, paper and cardboard burned, plastics and bottles can be carried forward to Agadir. Those used to city life expect others to clean up; this does not happen in the bush. And, please, don't put your rubbish in wayside mailboxes! Please be aware of the actions of your team members.

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Insurance

Mandatory insurance arrangements are detailed under Regulation 1.18.

Personal Travel Insurance

Participants are advised that a personal travel insurance policy in respect of theft, loss, sickness, and accidents is highly recommended.

The event organiser will ensure that the costs of remote area evacuation and emergency medical treatment are covered in case of an accident. As this can be tens of thousands of dollars, a Team Member Registration fee as noted in Regulation 1.14.8 will be levied on each individual team member as part of the event.

If you are planning adventure activities such as diving, bushwalking, or travelling in remote areas outside of the event, it would be wise to check that your own travel insurance policy fully covers these activities. Remember to bring your insurance policy details and emergency contact numbers with you.

Public Liability Insurance

All registered participants are covered by the (tba)? Public Liability insurance organised by the Event. Third Party Property Damage cover is also being arranged to cover any claims for damage done by qualifying solar cars during the event.

Compulsory Third Party

The Third-Party Bodily Injury insurance component of Motor Vehicle Registration is payable directly to the TBA Commission at the time of vehicle registration (Thursday 21 October 2021) Please see Regulation 1.15.1.

Comprehensive Insurance

Comprehensive Insurance for personal effects, tools, equipment, solar cars and other vehicles is the responsibility of the entrant. It is suggested that entrants seek professional insurance advice in their own country prior to travel.

Compulsory Activities

Team Manager's Briefing (Mandatory) – Sunday 24 October 2021

The Team Manager's briefing will be held at the Head Quarters. Details will be posted on the official notice board at headquarters. It is the Team Manager's responsibility to check this and attend the meeting. This meeting is for TEAM MANAGERS ONLY.

Team and Team Member Registration

Saturday 23 October 2021 at the Head Quarters in Stade Adrar, Agadir.

All participants of the team must present and sign-on at the time allocated. Team Managers are specifically reminded that they were made aware of, and agreed to, this condition when applying for a place in the event.

Every individual team member is required to attend registration sign-in at the time appointed for the team. Registration occurs in (TBA) and must be completed to allow the solar car to enter the scrutineering area.

Team members will be able to prepare registration information prior to the event start by using the designated online forms. The relevant forms, which includes questions regarding any allergies, medical conditions, medications and provides details of an emergency contact person and contact number, will be made available from 1 August 2021. The information provided in these forms will be provided to the Chief Paramedic, for event purposes only.

It is important for Team Managers to be clear on who their team members are (team, support drivers, media crew, parent supporters etc.)

Solar car drivers are required to produce their civil drivers' licence. Please ensure these important documents come to Australia!

Qualifying

All Solar cars are required to qualify for the event by undertaking a series of technical inspections and dynamic activities, which are undertaken during static and dynamic scrutineering.

Static Scrutineering

From 08:00, Saturday 23 October 2021 in Stade Adrar, Agadir.

Scrutineering times are allocated by draw and announced on the official notice board and online by 15:00, Friday 22 October. **It is the Team Manager's responsibility to check the time allocated.**

It is a requirement that all teams plan their attendance and prepare to present themselves to scrutineering at the time allocated.

The purpose of the scrutineering process is to confirm the vehicle presented is the vehicle described in the documentation, that the regulations and design requirements have been met and that minimum safety standards have been achieved.

It is important to arrive on time for registration - if you miss your time you will miss your allocated scrutineering time. The Chief Scrutineer may allocate a new time, however this may compromise the opportunity of re-presentation, should any problems be discovered.

If you are unable to make your scrutineering time, please let the event officials know as soon as possible.

Per Regulations 1.12.2 and 1.27, any requests to attend or participate in promotional activities or public appearances etc are **obligatory** for all registered teams. Teams are advised that such activities will occur during the static scrutineering process, a detailed program will be provided once details are finalised.

Media Call – Sunday 24 October 2021, Stade Adrar complex.

All team members and their solar electric vehicle are required to attend. Updates and additional media requirements will be advised via the official notice board. **It is the Team Manager's responsibility to check the noticeboard.**

Dynamic Scrutineering – Procedural Briefing TBA,.

All Team Managers and solar car drivers must attend the procedural briefing prior to the commencement of dynamic scrutineering. Details will be advised via the official notice board. **It is the Team Manager's responsibility to check the noticeboard.**

Pre-event Briefing

Pre-event briefings will be held in the Stade Adrar on the afternoon of Saturday 23 October 2021. Details, including times, will be advised via the official notice board and online by 15:00, Friday 22 October 2021. **It is the Team Manager's responsibility to check the noticeboard.**

Official Finish Line

Per Regulations 1.12.2 and 1.27, any requests to attend or participate in promotional activities or public appearances etc are **obligatory** for all registered teams. Teams are advised that such activities will occur at the official finish line, a detailed program will be provided once details are finalised.

Static Scrutineering Process

Static scrutineering is separated into two parts—array/top-shell on, and array/top-shell off.

Key components of your vehicle may be marked and verified at different stages of the event. It is important that all your sponsor signage is on your vehicle prior to scrutineering so that these markings can be made.

Escort vehicles, trailers, safety equipment and communications will also be inspected at scrutineering. Please check the regulations about what you are required to bring with you.

Only seven (7) team members, including the Team Manager, are allowed on the scrutineering floor at any one time (Regulation 3.12.3). This includes any interpreter required under Regulation 1.19.1.

The Team Manager is responsible for the number of team members present at any time. This number includes any drivers, technical advisors and team media representatives.

There are viewing areas within the scrutineering hall. We ask that you do not go into the areas which are closed off due to health and safety requirements.

Static scrutineering takes four hours. While every team member is required at registration, the whole team is not required to be present for your entire scrutineering process. Your Team Manager, interpreter (if required) and key team members need to be present always during scrutineering (details in Regulation 3.11).

Problems?

It is not the aim of the Chief Scrutineer to find fault. The onus of compliance is with the entrant.

Depending on the nature of the problem, non-compliance penalties may be issued, or an opportunity may be provided to correct the problem and re-present. Re-presentation will occur on (TBA), except by arrangement with the Chief Scrutineer.

Except in exceptional circumstances, if your car has not passed static scrutineering by the close of then (TBA) you will not be permitted to drive in your solar car.

Dynamic Scrutineering Process

Stade Adrar Complex, Sunday 24 October 2021 from 08:00

Solar cars successful in static scrutineering move on to dynamic scrutineering, which includes a timed lap to determine starting positions.

A mandatory briefing for Team Managers and drivers will be held before the session commences.

Vehicle Registration Plate

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On the Road–Solar Trial Time (Event Time)

The Event Time in Morocco is GMT +1.

About the Route

The Solar Challenge is held on public roads in normal traffic. It is a privilege for you to be allowed to do so and it is essential that the road rules and any conditions imposed by the road traffic authorities are observed.

A set of route notes will be compiled by the event organiser. As the value of the route notes is directly proportional to their accuracy, the route notes will be reviewed at the last possible moment and be available electronically for teams to download from August 2021. One hardcopy will be provided to each team at registration.

Accommodation

We used to spend a great deal of time compiling a list of suggested accommodation in the major centres, however, online search and booking sites are more comprehensive. www.trivago.com is a useful site.

Overnight Stops

Wild camping is not prohibited by law in Morocco, but that does not mean that it is possible. And you don't want to start a discussion with the Moroccan police.

As an organization, we therefore believe that we offer overnight facilities in the form of bivouacs along the way. All participants must report to the organization in the bivouac before 20:00 in the evening. If, due to whatever circumstances, one is unable to report to the bivouac before 20:00, one must notify the hospitality manager of the event in advance by telephone.

The bivouac is including dinner and breakfast. Drinks are not included and must be paid in cash at the bivouac. So be aware of enough Moroccan money.

For the start and finish location in Agadir, the team must provide accommodation itself. When registering, the team must report to the headquarters where the team will spend the night during their stay in Agadir.

Water

Experience shows that it is a good idea to carry drinking water in separate containers from water which can be used for washing or other purposes.

Provisions

The type and amount of food and drink required will depend on the personal preferences of your team. It is a good idea to test your plan during your time in Agadir, that way you will see what supplies you run short of and what you may not need to carry.

Don't forget you will have an Official Observer as part of your team.

Refrigeration, food handling and storage should be part of your team safety plan. Ice may be replenished from most roadhouses but be aware that if you are the fourth or fifth solar car team to visit that day supplies may not be guaranteed. Supermarkets have the best facilities.

Fuel

Fuel (diesel, petrol and LPG) is available at regular intervals along the route. The prices in townships tend to be cheaper than at remote roadhouses. Teams need to be aware that there can be many hundreds of kilometres between fuel stops, and it is important that you have enough fuel for all your vehicles to make it along the highway.

Control Stops

The location, along with the operation times, of the declared control stops will be available following the route survey in August 2021. Undeclared control stops may be created at any time.

Team Managers should make themselves familiar with Regulation 3.26 detailing Control Stop activities, which again differ from previous events.

You must follow all directions given by control stop signs and control stop staff. Parking spaces for solar cars will be allocated in order of solar car arrival you will not be allowed to 'reserve' a parking space for your solar car.

You may wish to send a scout party ahead to check the control stop. However, please note there is limited space available, therefore all team vehicles, except the solar car and escort vehicles, must keep well clear of reserved areas at control stops.

Teams are responsible for the timing of their control stops. The Control Stop Manager will provide the departure time for your team. It is not your Observer's responsibility to manage your time keeping. The control stops are also an opportunity to provide your sponsors with a media opportunity, and give time to refresh, refuel and regroup. This is also the point at which your Observer may be changed, and any time penalties may be served.

Keeping up with open Control Stops

Teams are required to maintain a speed of at least 60 km/h on the open road (Regulation 3.29.1) and achieve 500 km per day.

The closing time of control stops will be calculated to reflect the minimum progress required by the regulations, with some slack to allow for recovery from breakdowns. But if your team is not able to reach a control stop before it closes, it must carry the solar car forwards to the next open control stop.

On Road Behaviour and Safety

Participants must not confuse the Solar Trial with mainstream motor racing. The event uses public roads, and the Regulations demand compliance with all civil traffic regulations. It is important to remember that the event is a trial, not a race.

Competitors who seek all-out racing may seek out several solar events around the world that provide the opportunity of a few hours on the racetrack, and the thrills and spills of neck-and-neck competition. The Solar Trial is run over 2,700,000 metres, and there is little excuse to run off the road during the first 100 metres. Neither is there any excuse for running red lights or speeding through the small communities along the way.

The following text is taken from an independent report during a previous Bridgestone World Solar Challenge event:

“Disappointingly, behavioural problems seemed to be more prevalent than in previous years. There were several narrow misses, and at least two actual collisions involving Solar EV, support vehicles or other road users. ‘Xxxx’s front left side was damaged slightly when it was forced to pull in suddenly while trying to overtake ‘xxxx’. The trailer of xxxx was hit from behind by another vehicle. At least one team was prosecuted for a traffic infringement (driving on the wrong side of the road). Admittedly, some of the driving habits exhibited by media vehicles and other non-participants were less than exemplary, but there were numerous problems among event participants.

Several observers complained of incidents involving failures to give way to traffic, vehicles travelling too close to one another, dangerous overtaking manoeuvres, vehicles failing to pull off the road completely when stopped, drivers dozing off, and team members walking onto the highway without due care. The Stuart Highway is a dangerous place to be at the best of times, without teams increasing the risk of mishap through irresponsible behaviour.”

This, together with our own observations, is a major concern to us, and may well affect the future of solar car events on the public highway of Morocco.

The event organiser takes your safety seriously and will not hesitate to impose event penalties on any team not behaving in accordance with normal traffic protocol.

Tracking

Your car will be fitted with a RallySafe data logger during scrutineering.

The primary purpose of the RallySafe system for competitors is to warn the driver of upcoming hazards on the course so that they can take action in preventing a secondary collision, and to automatically send messages back to race control and surrounding cars when a vehicle is in a dangerous position or has been involved in an accident. For more information about the system check the RallySafe webpage: www.rallysafe.com.au

There are two components needed to run the RallySafe system in your car. The first is the RallySafe unit; this is leased for the event and is fitted by you or RallySafe staff at scrutineering. Note that the "RallySafe system" remains the property of the event organizer (see Regulation 2.9) The second is the RallySafe fitting kit. The kit includes antennas, mounting hardware and power supply leads. In order to run RallySafe during an event (and consequently, to pass scrutineering), this needs to be installed correctly prior to the event.

For more information on installing a fitting kit, download the manuals on the event website

A fitting kit can be purchased at the event organisation.

WHAT INFORMATION DOES THE RALLYSAFE UNIT DISPLAY?

- Stage name
- Car number
- Current time
- Time into stage
- Speed
- Average speed
- Auto tripmeter
- Resettable tripmeter
- Liaison and stage times
- Proximity safety alerts
- Overtake requests
- Messages from Race Control
- Special speed management (eg quiet zones)

Radio Communications (See Regulation 3.8)

We have had many enquiries concerning acceptable radio frequencies. Anything concerned with the event must comply with Moroccan civil laws. The Moroccan regulations, together with the radio spectrum details, can be found at <https://www.anrt.ma/en/missions/spectre-des-frequences>.

Escort vehicles (see Regulation 3.6) are required to have, and use, radios operating in the ...MHz UHF Citizens Band and it is strongly advised that all team vehicles carry such equipment. Suitable CB radios can be hired or purchased from many sources.

As far as telemetry is concerned, the National Telecommunications Regulatory Agency (ANRT) have advised that they are aware that for events such as this (and even the F1 Grand Prix) overseas teams will inevitably be using equipment not built for the Moroccan market. The Authority has advised that their primary concern is the prevention of interference to licenced users, implying that low power devices used in the desert are unlikely to present any problems. However, your main concern would be that your chosen frequency would be traffic and interference free.

If you are using equipment from your own country that was out of band as far as Morocco is concerned, there would be no guarantee that you wouldn't be swamped by licenced users transmitting not only speech, but telemetry or data packets when you least expected it, and there are many remote installations—pumping stations, livestock control or remote area solar power systems (RAPS) - that have the potential to do that.

Satellite Phones (See Regulation 3.8.2)

You are required to have your satellite telephone switched on during event hours. Telephone numbers which can be used in an emergency will be provided.

Remotely Piloted Aircraft (Drones)

According to Morocco's national aviation authority, the Moroccan Directorate of Civil Aeronautics (DCA), drones are banned in Morocco. Based on our research, if you try to enter Morocco with a drone it will be confiscated at customs.

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Event Finish

Finish (See Regulation 4.2)

The Finish Line will be in Agadir. Further details will be announced once final arrangements have been confirmed.

Marshalling Point

The event will establish an operational marshalling point on the approach to Agadir. Location and procedural details will be provided via the route notes and a team notice. When your team arrives at the marshalling point in Agadir, the solar car will be held here to allow time for team members to take their place on the finish line. Team arrival into Agadir will be under event organiser instruction. Each team will then be given about 15 minutes on the finish line for photographs. The solar car will then be subject to final scrutineering and placed on display.

Public Engagement/ Promotional Activities

Solar cars will be placed on display to the public until Friday 29 October 2021, and teams are required to have team members with the car to engage with the public and to welcome other teams over the finish line. Security will be provided.

Other promotional, public engagement and event activities such as Cruiser Class practicality judging will also be held at the finish line and further details will be announced closer to the event.

Per Regulations 1.12.2 and 1.27, any requests to attend or participate in promotional activities or public appearances etc are obligatory for all registered teams. A detailed program will be provided once details are finalised however may include the following:

- Attendance at event media calls
- Meet and greets with event sponsors and key stakeholders
- Involvement in industry or business networking sessions

Awards Ceremony

The Awards Ceremony will be held on Friday 29 October 2021 (see Regulation 4.6) in Agadir, full details regarding location and timing will be provided in the relevant team notice.

Tickets will be allocated commensurate with the number of registered team members at no cost.

Tickets for non-registered persons (public, friends, family, sponsors) may be purchased for € 75,00 at the head quarters up from Saturday 16 October until 5pm Thursday 28 October 2021.

Teams are encouraged to wear their team uniform or National Dress. Doors open at (tba) civil time. Remember to bring any team shirts you may wish to trade with other teams.

Further details concerning the Awards Ceremony will be provided in a team notice.

Pack Down

Your containers and crates may be delivered to the official pack down area as advised in the Freight Manual from (TBA) October 2021.

Any equipment required for loading/unloading your container is your team's responsibility.

Please note that Team Managers are responsible for any contractor they invite on to site, as care needs to be taken to minimise any damage to the ground. Please refer to the Freight Manual for details of export formalities.

The pack down site will be available until the afternoon of Tuesday 2 November 2021. Any freight remaining on site will be removed to a storage facility at the owner's expense

Rubbish/Unwanted Items

Please plan to minimise your waste.