



# SHELL ECO-MARATHON EUROPE 2015

## OFFICIAL RULES

### CHAPTER 2



**30**  
**YEARS**  
1985-2015

**Shell**  
**Eco-marathon**



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## **FOREWORD**

### **“YOU’RE ALL PART OF THE SHELL ECO-MARATHON HISTORY”**



Dear teams, participants, friends and enthusiasts,

Welcome to **Shell Eco-marathon Europe 2015**. This season promises once again to be memorable and record-breaking but it holds a special element as we celebrate the 30<sup>th</sup> anniversary of this remarkable event.

In 1985, the first Shell Eco-marathon Europe took place, laying the foundation for what has become the world’s leading energy-efficiency competition. Thirty years later, the event will gather more than 200 teams from 30 different countries, with one unique challenge: design, build, test and drive the most efficient vehicle.

This year also marks the last edition of the event in Rotterdam, the Netherlands, which has been as fantastic host to our event for four years. As we look forward to the move to London, UK, in 2016 we continue to challenge students to think about their driving strategy and vehicle set-up in urban environments. We also give thousands of visitors a better view of the race action from the paddocks to the track, especially around the start line.

In order to maximise your positive experience at Shell Eco-marathon Europe, I would like to remind all teams to come to the competition with your vehicles prepared and tested. Review the **“Tech Tips” videos on YouTube** and read the Shell Eco-marathon Chapter I and Chapter II Rules carefully.

Do not hesitate to contact us on the **Shell Eco-marathon Europe Facebook** group or via [shell.eco-marathon@shell.com](mailto:shell.eco-marathon@shell.com) if you have any questions.

You’re all part of the Shell Eco-marathon history, so join us in celebrating the 30 years of this unique competition.

I look forward to seeing you from 21-24 May, 2015 in Rotterdam!

*Norman Koch*

Shell Eco-marathon Global Technical Director

## **1. GENERAL**

The Shell Eco-marathon Official Rules 2015 Chapter I and the European Rules 2015 Chapter II apply during the entire duration of teams' presence on-site.

By participating in Shell Eco-marathon Europe, you recognise that the event organiser, Shell International B.V. ("**Event Organiser**") and more generally any company belonging to the Shell Group have the right to use your image for advertising, marketing or promotional purposes associated with this event.

Shell Eco-marathon Europe 2015 will be held from May 21-24, 2015 at the Ahoy, in Rotterdam, the Netherlands.

The campsite will be open to teams from 12.00 on Monday, 18 May 2015 and will remain open until 12:00 on Monday 25 May, 2015 to allow for accommodation on Sunday night. Vehicle storage on the car parks will also be provided.

Teams will have access to the Paddocks from 11:00, Monday 18 May, 2015 after registration and need to clear their stand in Hall 1 by 20:30 Sunday 24 May, 2015, at the latest.

Note : Parking space is limited, so teams should try to take a minimum number of vehicles and advise of any requirement in advance.

### **ARTICLE 100: PARTICIPANT RECEPTION: OPENING HOURS**

#### **For campsite:**

Monday 18 May – Sunday 24 May, 08:00 – 20:00

#### **For event registration inside the venue:**

Monday 18 May: 11:00 – 18:00

Tuesday 19 May – Saturday 23 May: 09:00 – 18:00

Sunday 24 May: 09:00 – 20:30.

### **ARTICLE 101: ENTRIES**

#### **GROUPS:**

**Schools:** Secondary or technical schools preparing pupils for vocational training certificates, professional certificates or official second-level school-leaving examinations.

**Universities/Technical Colleges:** Educational establishments preparing students for higher education diplomas (senior technician certificates, university-level technology diploma, etc);

Establishments of higher education awarding university-level degree diplomas or student associations.

For each entry, a Team Manager and a driver must be designated. A reserve driver may also be designated. The Team Manager can be responsible for only one vehicle. She/he may be the driver for that vehicle, but for that vehicle alone.

The team manager is the team's sole official liaison with Event Organiser. All information will be addressed to her/him. For the purposes of the event, she/he will be responsible for and speak on behalf of the team.

Drivers shall be **at least 16 years old** on the day of the competition. In all cases drivers shall be students/pupils of the educational institution in question. Proof of enrolment must be provided upon request.

**ARTICLE 102: GUARANTEE LETTER**

At event registration, the Team Manager must present official identification (national identity card or passport) and a printed copy of the Guarantee Letter which has already been completed and agreed during the online application process. The Event Organiser will ask the Team Manager to sign this document allowing them to charge up to €500 in case of damage or loss of the following items:

- Transponder;
- Electrical connections and accessories;
- Joulemeter;
- Damage to track facilities caused by the team.
- Failure to return the borrowed items intact and undamaged

Valid bank details must be submitted at this stage and be included in the Guarantee Letter. Any agreed travel allowances or award money will be paid into this bank account on submission of a completed invoice after the event.

**ARTICLE 103: INSURANCE**

Shell International B.V. has as a standard procedure and liability insurance for large scale events.

Damages concerning theft or other damage occurring to team vehicles, cars and/or equipment in the paddocks are not covered by this insurance policy.

Damages coming from inappropriate behaviour will not be covered.

Shell shall not be held liable in the event of unauthorised use of the track (this includes the main track and the practice Stop & Go area) outside the regularly scheduled hours for practice and competition.

Shell shall not be held liable in the event of unauthorised driving of a team participating vehicle outside of the track (main track and the practice Stop & Go area). See article 118

**ARTICLE 104: DAMAGES NOT COVERED BY THE EVENT ORGANISER**

Any damage caused by drivers or teams to circuit facilities and surroundings and/or to Shell Eco-marathon facilities shall be charged to the teams having caused said damage. The deposit will be used to cover these damages (**see article 102**), but liability is not limited to this amount.

## **2. SAFETY**

### **ARTICLE 105: SAFETY RULES**

As with any motorsport activity there should be an understanding that certain inherent risks will be present. Recognising and controlling such risks are vital for the wellbeing of people and local surroundings.

Therefore, compliance with safe driving, general behaviour and sporting rules will be mandatory for everyone. All team members must comply with safety measures and notify the Event Organiser about any anomalies or incidents. In the event of dangerous conditions team members are required to leave the affected areas immediately.

All the areas covered by the event will be monitored by the Event Organiser to assist teams in ensuring safe practices and behaviour.

**Team Managers** shall be responsible for enforcing the following regulations with their team members, which is in the best interests of all participants and the success of the whole event. Any non-compliance with regulations will lead to the following penalties.

### **ARTICLE 106: SMOKING**

Shell draws participants' attention to the fact that smoking is extremely harmful to health. In addition, considering the event type (similar to a car-racing competition), which requires the handling and storage of dangerous components and fluids such as petrol, hydrogen and other fuel materials.

For safety reasons, smoking is specifically not permitted in Hall 1, near the welding tent, fuel storage, Stop and Go area, panelling area and Start/Finish areas.

Smoking includes electronic-cigarettes and is only allowed in the external designated smoking areas.

### **ARTICLE 107: DRUGS AND NARCOTICS**

The Event Organisers strictly forbid the use and distribution of narcotics for anyone attending or participating in this event.

Law enforcement officers may intervene anywhere within the circuit premises to carry out searches for narcotics. In addition to legal prosecutions from the authorities, any drug and narcotics related breach of the regulations will be treated as equivalent to a 3rd infraction of the team (see Article 109), even if no prior violation has occurred.

### **ARTICLE 108: ALCOHOL**

Shell draws participants' attention to the fact that the abuse of alcohol is harmful to health.

No alcohol is allowed in the paddock area.

No alcohol consumption is allowed at the campsite between midnight and 10:0 AM.

We reserve the right to intervene and remove from the site (the whole event site, not just the campsite), and possibly apply a penalty (**see Article 109**), to any person(s) found to be in a drunken state. Abuse or adverse behaviours might lead to team disqualification immediately, **even if no prior violation has occurred**.

Specific rules apply for drivers of any kind of vehicle (see Article 127).



### **ARTICLE 109: PENALTIES**

The Event Organiser will exclude, disqualify or otherwise penalise any competitor who, in the judgment of the Event Organiser, will not have respected the safety rules expressed herein.

Except otherwise specified, the Event Organiser will apply the following penalties for the following infractions:

- Non-compliance with on-track safety or driving rules (unsafe or unwise behaviour);
- Non-compliance with off-track safety rules including but not limited to in the paddocks, student lounge, campsite, and other off-track facilities.
- First infraction: Formal warning to the Team Manager;
- Second infraction: Best overall attempt invalidated at the end of the competition;
- Third infraction: Immediate team disqualification.

### **CAMPSITE RULES**

Detailed information regarding the campsite will be provided shortly via the newsletter and the FAQ on the [Shell.com website](http://Shell.com).

### **ARTICLE 110: NOISE LEVEL**

In the interest of neighbourliness and respect for others, noise levels shall be kept to a minimum between 23:00 and 07:00 at the campsite.

The safety and security team will have complete freedom and power to impose respect of the appropriate noise level during these hours.

### **ARTICLE 111: BARBECUE COOKING AREA/FOOD**

Cooking in the campsite is only allowed if officially licensed cooking equipment is used.

For the cooking area in the campsite you can use barbecue working on charcoal. Please note that cooking inside the Ahoy is not allowed. We will provide an area for hot plates within the campsite in case of bad weather. Dinner passes can be provided via the [Shell Eco-marathon Europe e-shop](#) if you wish to purchase a hot meal every evening.

### **ARTICLE 112: WASTE MANAGEMENT**

Each team is responsible for the upkeep of its immediate environment, including waste management. As such, the Event Organiser will put in place a sorted waste collection system at the venue. To save both energy and natural resources, participants are required to sort waste and to put it in the appropriate containers and bins. Any team found not be complying with this rule will have this noted against their team record and this will be taken into consideration for 2016 applications.

**BICYCLES/CYCLISTS****ARTICLE 113: NOT USED****ARTICLE 114: HELMETS AND CLOTHING**

We advise cyclists to wear a protective helmet and appropriate footwear. We advise against riding bicycles with naked arms and legs.

**ARTICLE 115: CYCLING**

Bicycles or any other rolling device including but not limited to skateboards, roller skates, rollerblades or scooters are not allowed on track, in the pit lane, the paddocks, halls, filling and measurement areas, panelling area and in general any operational area within the rest of the venue.

In other areas and on inner and outer roads cyclists must pay particular attention to their driving environment, other traffic and particularly pedestrians.

This means also that speed should be in accordance with (or not higher than) the speed of other traffic in the relevant area, including pedestrians when they are there.

In addition to possible penalties mentioned in Article 109 any breach of this rule or unsafe behaviour will lead to seizure of the bicycle or rolling device until the end of the event.

**PADDOCK RULES****ARTICLE 116: PADDOCK ACCESS**

Access to the paddock area is permitted from 06:00 to 24:00.

The paddock will be closed between 00:00 and 06:00. This means that the paddock area remains closed overnight, and nobody is allowed indoors during this time.

**ARTICLE 117: PROTECTIVE EQUIPMENT AND MATERIALS**

Teams share responsibility for safety matters and are required to provide the following to use at event:

- Gloves for general work: leather or canvas;
- Gloves for handling fuel or motor oil: chemical resistant (nitrile gloves are recommended);
- Safety glasses for all team members (disposable types are permitted);
- Hearing protection for all team members (approved ear plugs or muffs);
- Duct tape to secure any cords or cables lying on the pit floor;
- Lift stands or appropriate raised platforms for vehicle tuning and repairs;
- Fire blanket to be visible in the paddock workshop when working there;
- Operational at least 2 kg dry-chemical (powder) extinguisher suitable for 'ABC' class fires (European norm DIN EN-3), of which the maintenance date is later than 31/05/2016 (to be placed in the garage).
- Dust masks when required for specific work involving composite material, e.g. for grinding; and
- Shell strongly advises participants to undertake work on Prototype and UrbanConcept vehicles with appropriate overalls and clothing and to ban synthetic underwear or clothing.

**ARTICLE 118: MOVING PROTOTYPE AND URBANCONCEPT VEHICLES**

In all places other than on the track, all Prototype and UrbanConcept vehicles must be moved without the use of the engine. They will be manually pushed or pulled by an accompanying team member. This applies also on the pit lane and in the paddocks.

It is strictly forbidden to run engine-powered Prototype and UrbanConcept vehicles outside of the track anywhere or at any time in the circuit premises, paddocks, and campsite or on public roads.

**ARTICLE 118BIS: TESTING AREA**

By exception to article 118, a dedicated 'testing area' is available for testing purposes only when the main track is opened for practice or competition. It is forbidden to use the testing area when the main track is closed during the day and/or at night.

The number of vehicles in the testing area is limited to a maximum of four (4) at the same time. The safety team can restrict this number further in case of specific circumstances.

Only vehicles in full working order e.g. complete chassis and body together and drivers with full protective equipment will be allowed to enter the testing area.

The attention of participants is drawn on the reduced length and width of the testing area. At all time they must keep a low speed and have the total control of their vehicles.

**ARTICLE 119: EMERGENCY EXITS**

Fire and emergency exits must be kept clear anytime from any obstructing equipment or vehicles.

**ARTICLE 120: COMPLETE PADDOCK AREA HOUSEKEEPING**

Shell requires participants to exercise care in their stands especially regarding:

- Stand cleanliness;
- Electrical connections (e.g. cabling on ground to be ducttaped or appropriately secured);
- Display of regulatory stickers and posters, e.g. the "no-smoking" and safety posters that will be supplied by the Event Organiser to each team upon their arrival. *NB: to develop best-practice sharing in safety, all teams are encouraged to display specific safety pictures or posters in their stands; using appropriate fixings as approved by the venue in order to avoid causing damage;*
- Clear separation between food/drink and hazardous (toxic/noxious/flammable/solvent) products; Have separate storage e.g. metal box for these products;
- It is forbidden to cook in the paddock;
- Respect of "how to work with hot sources" rule on hydrogen stands;
- Welding will be done outside in designated area;
- Wearing of personal protection equipment; and
- Proper use of portable electric equipment and its protection.

**ARTICLE 121: MATERIAL SAFETY DATA SHEETS (MSDS)**

Except for approved race fuels or energy sources, upon request by the Event Organiser all teams should be able to provide the MSDS of any products they use in their stands, e.g. solvents, cleaning agents, chemicals, etc.

#### **ARTICLE 122: SAFETY WALKS**

Structured safety walks will be run during the whole event, day and night, to ensure that safety rules are complied with.

### **3. COMPETITION/PRACTICE**

#### **ARTICLE 123: DEFINITION OF COMPETITION**

Prototype and UrbanConcept will use strictly the same track but not at the same time during practice and competition.

**Definition:** For their attempt to be validated, teams must complete ten laps in a maximum time of 39 minutes with an average speed of approximately 25 km/h. The total distance to cover is 16.117 km (10 laps of 1626 m less the distance between start and finish line).

**UrbanConcept:** the driver must make one stop each lap. The point where to stop will be specified by a panel or a specific road-marking under the control of a Track Marshal. The stop must be a full stop of the wheels. It must take place at this specified point and not ahead unless other vehicles are already stopped and no space is available on the track to do so. In case of non-respect of the designated place for this stop the concerned attempt will be invalid

**Attempt:** Each team will be limited to four official attempts: the best result will be retained for the final classification.

When the vehicle crosses the start line, an attempt is counted. Even the vehicle stop near the start line, a new start will not be granted for the attempt in question.

**Results:** All results are considered temporary until the official results are published on the Shell Eco-marathon website on Wednesday 27 May 2015.

**An attempt:** 16.117 km, 10 laps in 39 minutes.

**Maximum 4 attempts**

#### **ARTICLE 124: ORDERING MANDATORY EQUIPMENT**

This article applies to teams that do not yet have the required equipment in their possession. The following equipment is mandatory and will be purchased via the Event Organiser:

##### **Fuel tanks (petrol or diesel fuel)**

Standard fuel tanks shall be obtained from Event Organiser. These tanks are mandatory and shall not be modified.

- Prototype: 30, 100 or 250 cc
- UrbanConcept: 30, 100, 250 or 350 cc
- Hydrogen flow meter
- Horn

**ARTICLE 125: DRIVING UNDER THE INFLUENCE OF ALCOHOL**

Driving under the influence of alcohol is forbidden.

Before using the track either for test runs or the competition, all registered drivers may be subject to random alcohol level checks. Such checks will be systematically conducted in case of serious incidents or accidents on the track.

Alcohol levels, measured with a breathalyser, must be below the value of 0.1 milligram of alcohol by litre of exhaled air (mg/l).

Any alcohol-related breach of the regulations by drivers will be treated according article 109, at least as an equivalent to a 2nd infraction of the team, even if no prior violation has occurred.

In addition, the affected driver will immediately be banned from accessing the track as long as his/her alcohol level is above the stated limit. The reserve driver may substitute the main pilot if she/he is eligible to drive.

Any second alcohol-related infraction will lead to the immediate disqualification of the entire team.

**ARTICLE 126: BAR CODE ATTRIBUTION**

Four bar codes are attributed to each team, one for the vehicle one for the team leader and one for each driver.

This bar code is your reference for:

- briefing presence control;
- technical inspection access, process and final status
- competition access, race queue entrance, start and finish measurement.

**ARTICLE 127: MANDATORY BRIEFING**

The morning briefing is mandatory for the team leader and both drivers of each team.

If the team leader is not present at this briefing the vehicle will not be authorised on track for the whole day.

If only one driver attends the briefing, only this driver will be authorised on track for the whole day.

You must scan your bar code for control.

**ARTICLE 128: TRACK ACCESS CONDITIONS**

Track access is authorised for Prototype and UrbanConcept vehicles only during official opening hours. For other conditions, please refer to Chapter I.

**ARTICLE 129: PEDESTRIANS**

With the exception of the Track Marshals or any other person duly authorised by them and under their control, no pedestrian is allowed either on the track or on the track perimeter out of designated areas for the public.

Track reconnaissance by foot is forbidden. However, the Event Organisers understand the need for teams to recognise the track. Only during test run days will pedestrians be allowed free access to the track, and this shall be for a maximum of one hour in the morning before the opening of the track for practice.

In public areas and on public roads pedestrians are requested to use pavements wherever available and to walk on the left side of roads if no pavement is available.

### **ARTICLE 130: BREAKDOWNS AND OTHER INCIDENTS**

If due to an incident the race is stopped and the red flag used, all vehicles on the track at this time will receive one additional attempt.

For other details, please refer to Chapter 1.

### **ARTICLE 131: PANEL INFORMATION**

The Event Organiser recognises participants' need to communicate with drivers by the use of panel boards along the track. A dedicated panelling area is designated for this. Only two team members wearing a dedicated jacket or armband supplied by the Event Organizer shall be allowed in said panelling area at any time. Panelling outside this area is strictly forbidden.

### **ARTICLE 132: TIMEKEEPING**

All vehicles will be equipped with an extra-flat electromagnetic transponder that will be fitted after vehicle inspection using adhesive tape or nuts, inside or outside the vehicle according to the vehicle's characteristics. The transponder must be returned at the reception at the end of the event.

### **ARTICLE 133: START AND FINISH OF COMPETITION FOR PROTOTYPE AND URBANCONCEPT CARS**

Only vehicles in full working order e.g. complete chassis and body together, will be allowed in the queue to access the filling point and starting line.

The vehicle may be accompanied by a maximum of two persons with ID badges and jacket or armband (not including the driver). Once the vehicle has left the starting line, all team members have to leave the starting area.

The starting area is dedicated for the driver to take his/her place in the vehicle under safe conditions, and to close the vehicle body. It is forbidden to work on the vehicle in this area. In case of difficulties of taking the start, a maximum of two minutes will be granted to try again, after which time the team must return the vehicle to the paddock to repair it, and then take place at the end of the queue. No equipment will be tolerated in the starting area, e.g. heater system, trolley, toolbox, etc.

Drivers must wait until the starting line is clear before starting their attempt. They must wait for a signal from the flag bearer (green flag) before starting and will carefully enter the track at the merging point on the track/pit lane. It is forbidden to cross the solid demarcation line separating the track and the starting lane. Attention of drivers is drawn on the first 90° turn after the start and to manage their speed accordingly

At the starting line, vehicles will start one by one. Vehicles must be at a full stop and are not allowed any outside assistance during starting. Any pushing of the vehicle is prohibited.

**At the finish line:** Competitors must refrain from any work on their vehicles prior to inspection of the vehicle by the Inspectors. Inspectors/Marshals are the only people authorised to fill or top up the tank.

## **4. SIMPLIFIED AND TEMPORARY TIME SCHEDULE**

The final schedule for the day will be confirmed every morning during the mandatory morning team briefing. The Shell Eco-marathon Europe Organisers reserve the right to change this schedule at any time, in case of poor weather conditions or any other unpredictable event.

### **MONDAY MAY 18, 2015**

|       |       |   |
|-------|-------|---|
| 12:00 | 20:00 | Campsite reception open                           |
| 11:00 | 18:00 | Registration open – Entrance Ahoy                 |
| 11:00 | 19:00 | Access to paddocks for registered teams           |
| 20:00 |       | Paddock closes (participants can NOT stay inside) |

### **TUESDAY MAY 19, 2015**

|       |       |   |
|-------|-------|---|
| 06:00 | 24:00 | Access to paddocks for registered teams           |
| 08:00 | 20:00 | Campsite reception open                           |
| 09:00 | 18:00 | Registration open – Entrance Ahoy                 |
| 14:00 | 18:00 | Technical inspection                              |
| 24:00 |       | Paddock closes (participants can NOT stay inside) |

### **WEDNESDAY MAY 20, 2015**

|       |       |   |
|-------|-------|---|
| 06:00 | 24:00 | Access to paddocks for registered teams           |
| 08:00 | 20:00 | Campsite reception open                           |
| 09:00 | 18:00 | Registration open – Entrance Ahoy                 |
| 08:00 | 18:00 | Technical inspection                              |
|       |       | TRACK OPEN  |
| 13:30 | 18:00 | Practice by category                              |
| 24:00 |       | Paddock closes (participants can NOT stay inside) |

### **THURSDAY MAY 21, 2015**

|       |       |   |
|-------|-------|---|
| 06:00 | 24:00 | Access to paddocks for registered teams           |
| 08:00 | 18:00 | Technical inspection                              |
| 09:00 | 18:00 | Practice by category                              |
| 24:00 |       | Paddock closes (participants can NOT stay inside) |

### **FRIDAY MAY 22, 2015**

|       |       |   |
|-------|-------|---|
| 06:00 | 24:00 | Access to paddocks for registered teams           |
| 09:00 | 13:00 | Practice by category                              |
| 15:00 | 15:30 | Opening ceremony                                  |
| 15:30 | 19:00 | Competition by category                           |
| 24:00 |       | Paddock closes (participants can NOT stay inside) |

## SHELL ECO-MARATHON EUROPE 2015

### OFFICIAL RULES, CHAPTER 2

#### SATURDAY MAY 23, 2015

|       |       |   |
|-------|-------|---|
| 06:00 | 24:00 | Access to paddocks for registered teams           |
| 09:00 | 19:00 | Competition by category                           |
| 24:00 |       | Paddock closes (participants can NOT stay inside) |

#### SUNDAY MAY 24, 2015

|       |       |   |
|-------|-------|---|
| 06:00 | 23:00 | Access to paddocks for registered teams |
| 09:00 | 15:00 | Competition by category                 |
| 16:30 | 17:00 | Award ceremony                          |
| 17:00 | 23:00 | Departure paddock                       |
| 17:00 | 22:00 | Departure campsite                      |

#### MONDAY MAY 25, 2015

|       |       |                    |
|-------|-------|--------------------|
| 08:00 | 12:00 | Departure campsite |
|-------|-------|--------------------|