

PROVISIONAL REGULATIONS

RAID IN FRANCE

Back to Nature

Alps to Sea 2009

**Hautes Alpes – Alpes de Haute Provence – Var
Région Provence Alpes Cote d’Azure**

29th May to 6th June 2009

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www.raidinfrance.com

Article 1 - CONCEPT

Raid in France, Alps to Sea 2009 is a race of adventure in the form of advancing on French and bordering territory

Raid in France, Alps to Sea 2009 is a stage of the World cup of Adventures Racing (Adventure Racing World Series - ARWS).

The ARWS currently includes 10 races, established in 10 different countries; each one of these races becoming in turn the world final of the year (Adventure Racing World Championship - ARWC).

The teams, made up of six people (4 racers including at least 1 female and 2 assistants) progress in total immersion in nature, orientation and complete autonomy for a duration of 5 to 7 days without interruption.

The strategy, the intelligence, the responsibility and the capacity to carry out an effort in group will be as important as the capacity for individual endurance.

All racers, the members of the organization, volunteers and the partners of Raid In France Alps to Sea 2009 will be signatories of our charter "Back to Nature", a document which intends to give to each one the means of living a race closer to nature. This charter is carries our will and our ambition, state of mind to respect the territories which we cross. It is illustrated by a certain number of obligations for the racers and the organization, as regards management of waste for example, and holds also surprises, such as our future booklet "Memories and environment".

Article 2 - ORGANISATION

Raid in France, Alps to Sea 2009 is organized by association SPORT & NATURE PROMOTION. This association is governed by the law 1901 and is recorded with the prefecture of the Rhone under the number: W691067698.

Raid in France is part of the world circuit “Adventure Racing World Series” (ARWS).

Event Director: Pascal Bahuaud

Race Director: Philippe Llanes

Medical person in charge: Olivier Borson

Technical person in charge: Michel Denaix

Communication: Nancy Furer

The coordination of the ARWS and the ARWC is ensured by the company Southern Traverse Ltd.

Persons in charge of the company: Geoff Hunt and Pascale Lorre.
www.arworldseries.com or www.southerntraverse.com

The Raid in France, Alps to Sea 2009 organisation is basically attached to the absolute respect of people, the goods and nature. Any non respect of the rules will exclude the team.

Raid in France, Alps to Sea 2009 is an event on invitation. The organization reserves the right to accept or refuse any competitor or any team.

The inscription of the teams is fixed at 3200 euros. This includes the general organization of the event, the organization on the ground, the installation of means of safety, the mediatization.

All teams must consist of :

- 4 racers of which at least 1 is female (except special exemption by the organization),
- 2 assistants.

Teams have the possibility of having 1 team reporter.

The racers, the assistants and the team-reporters, state to accept the rules and regulations of the organization in its totality by being registered.

The racers, the assistants, the team-reporters and their close relations state to fully accept the risks of such a competition and commit themselves not continuing the organization in the event of accident, of removal, disappearance.

The organization is committed to respecting the obligation of means to ensure the safety as far as possible. It draws attention to the impossibility of engaging on an obligation of result.

In the event of cause beyond control (war, natural disaster, strike, epidemic) the event can be deferred.

The racers, the assistants and the team-reporters accept without restriction the use by the organization of all images and actions, photographed, turned and/or sounds recorded front, during and after the event.

The rights on the concept, the payment, the mark, the video images, the Raid in France, Alps to Sea 2009 film are protected by the association SPORT & NATURE PROMOTION.

The official language of Raid in France, Alps to Sea 2009 is French. In the event of litigation, only the French version will refer.

Article 3 - INSURANCE

The organisation subscribed an insurance civil liability organizer in accordance with the legislation in force. This police force guarantees the civil liability for the organizers of Raid in France, Alps to Sea 2009 for the damage caused by a third person, within the framework of the application of this payment, of its appendices, and the whole of the directives of race.

This insurance does not cover in any case the repatriation of racers, assistants, team-reporters sick or wounded. It is not an individual

insurance accident cover policy for the racers, assistants and team-reporters.

It is up to the runners, assistants and team-reporters to subscribe to this type of insurance policy covering the medical expenses, the expenses of research and repatriation. A copy of their policy must appear in the documents provided with the file of inscription.

The racers, the assistants, the team-reporters or any accredited person, engaged on the Raid in France has full knowledge of the risks which they take and sign the convention of responsibility which appears with the file of inscription. They engage under their full and whole responsibility. They release by advance the organisation of any penal and/or civil responsibility in the event of personal injury or material which could occur at the time of Raid in France, Alps to Sea 2009.

The teams are entirely responsible for their vehicles, of the personal objects and equipment. In the event of loss, disappearance, deterioration of this equipment and belongings, the responsibility for the organization of the raid cannot be retained.

Article 4 – EQUIPMENT AT YOUR DISPOSAL

The organisation requires a deposit cheque during the administrative checks. All teams must establish this deposit cheque in order to take part in the Race.

The objective of this guarantee is to financially cover any deterioration, loss or disappearance of equipment placed at the disposal of the racers, assistants and team-reporters by the organisation.

This deposit cheque is given back to the team at the end of the race after verification of all borrowed equipment.

List- equipment placed at your disposal by the organisation

- a set of maps: 1/50 000 per race team,
- a set of maps: 1/100000 per assistant team,

- a set of road books per team,
- a beacon of positioning per team,
- 2 canoes (two-seater, sit on top) per team + 4 paddles + 4 wetsuits,
- 2 or 4 horses.
- 1 raft + 4 paddles + 4 life jackets
- 6 race bibs (chasubles)

Article 5 - RACERS/ASSISTANTS/TEAM-REPORTERS

All racers, the assistants and the team-reporters must be more than 18 years old.

They must permanently wear the marking “Raid in France – Alps to Sea 2009”:

- during the race,
- at the time of all contact with the media.

Any racer, assistant, team reporter can, at any moment, be controlled by the organization.

All the racers, the assistants and the team-reporters must respect the highway code.

The organization is not responsible for the road infringements made by the racers, the assistants and the team-reporters.

5.A. THE RACERS

Racers declare that they can swim – see swimming certificate (appendix I).

Teams affirm that one racer can orientate with a compass at night and in fog.

Teams attest to be in conformity with the conditions of inscription and participation (appendix II).

Racers affirm to have obtained the necessary qualifications by the means of the technical certificates of qualifications (appendix III). These certificates must be signed by a professional (Patent of state and/or guide of High Mountain) and the originals must be given to the organization during the administrative checks.

Any competitor can be excluded from the race for medical reason.

Racers attest to be apt to take part in Raid in France Alps to Sea 2009 by the means of a medical certificate of aptitude (appendix IV).

This certificate must be signed by a doctor and the original must be given to the organization during the administrative checks.

This certificate must include all of the sports practised at the time of the event (alpinism, trek, VTT, canoe, caving, canyoning, tyrolienne, abseiling) and specify “in competition”.

Racers attest to be medically apt to take part in Raid in France, Alps to Sea 2009 and to be prone to no unknown counter-indication.

Racers must follow the instructions given in the racers Road Book.

5.B. ASSISTANTS

All teams are made up of only two assistants.

All assistants must be registered during the administrative checks.

Only one assistance vehicle is authorised by team:

- private car,
- 4 wheel drive,
- utility of the traditional type (< 3.5T),
- trailer (< 350 kg in load).

Motor homes/camping cars are prohibited.

The assistants are authorised only in the zones of assistance (ASSIST) and in the zones of transition (AT) as specified in the road book; unless otherwise notified in writing by the Director of Race.

Any person not accredited by the organization cannot take part in the logistics of a team, not be in a vehicle of assistance, as in the zones of assistances and/or organization.

All assistants must get the information as regards the situation of their team from the organisation.

All assistants must have a telephone GSM and give the number to the organisation during the administrative checks.

The assistants are in charge of the food supply, the installation of the bivouacs and the change of sporting equipment for their teams at the transition areas (AT) set up by the organisation.

The assistants must transport the racers towards the start area and also at any eventual liaison points imposed by the organisation.

All assistants must follow the instructions provided by the assistants Road Book.

Any assistance non-authorised by the organisation will be penalised.

All assistants are responsible for the cleanliness of the environment and of the sites in which he evolves. Any failure at this point can involve a penalty (possible legal proceedings).

5.C. TEAM-REPORTERS

All teams can have one team reporter.

All team reporters must be registered during the administrative checks.

Team reporters are in charge of the communication around their team and the production of images.

All team reporters must follow the instructions provided in the team reporters Road Book.

Any assistance to any team will be sanctioned by the organisation (penalty inflicted to the team reporter team).

Article 6 - RACE

6.A. race jury

The competition is judged by a race jury made up of three people (President: Béatrice Piolat) + the Race Director.

Any complaint must be deposited, and be signed in writing by the captain of the team, at the control passage (CP) situated directly after the event responsible for the complaint.

Any complaint at the end of the event must be given, at the latest, an hour after crossing the finishing line.

Any complaint considered to be antisportive by the jury, may involve penalties against the plaintiffs.

The complaints will be judged by the jury which will hear, if it wishes it, the competitors concerned.

The jury is responsible for ethics. Only the jury can judge failure to comply with the rules.

The jury can sanction by penalties, any transgression of the rules. It can also grant allowances according to neutralisations carried out

or for all other reasons.

6.B. CONTROL ANTI-DOPAGE

An anti-doping control could be organised, at any moment, by the Departmental Management of Youth and Sport.

Any team in which at least 1 racer is declared positive will be disqualified.

Any team or racer controlled positive will be declared as being undesirable in the participation of any future races by our organisation or the world circuit..

6.C. PENALTIES

The payment comprises three categories of penalties:

- Time penalties,
- Non classement,
- To be put out of the race (disqualification).

Any fault or any failure to conform with the rules or the spirit of the Raid in France Alps to Sea 2009 can result in sanctions should the jury decides so.

Time penalties:

Any time penalty is applied according to the rule “Stop and Go” at the point chosen by the organisation; the penalised team being blocked for the length of time of the penalty.

Any time penalty is distributed by the jury according to the list below.

The list is not exhaustive.

List of time penalties (to be defined by the jury)

- Non-observance of the limits or the instructions of the organisation at a zone (Departure, CP, B, AT, ASOPT, ASSIST, ...) : 30 min
- Non-observance of cleanliness at a zone (Departure, CP, AT, ASOPT, ASSIST,...) : 1 H
- Safety equipment: non conformity (even if accepted with the technical checks) :1 H
- Absence of obligatory markings or irregular markings : 1 H
- Obligatory equipment missing : 1 H
- Loss of Road-book: Racers, Asssitants or team reporters : 1 H + waiting for a new Road-book at the CP, AT, ASOPT or ASSIST)
- Non grouped progression by a team (> 50 meters between two racers) : 2 H
- Non justified need of the assistance of the organisation : 3 H
- Falure to use night lighting : 3 H + the stopping of the team

Non classification

Decided by the jury according to the list below.

The list is not exhaustive.

List of non classification

- Incomplete team on Departure, at a CP, a ASOPT, a ASSIST and on arrival at the finish...
- Non-observance of the properties crossed, the environment,...
- Abandon by a team member
- Check stamp at departure, at a CP, a beacon, a ASOPT, a ASSIST, and at arrival missing
- Non application of the security instructions
- Perfusion by the medical teams of Raid in France, or others

To be put out of the race (disqualified):

Decided by the jury according to the list below.

The list is not exhaustive

List: to be put out of the race (disqualification)

- Infringement of the identity or the physical capacities of a racer
- Non-observance of the highway code by the assistance vehicles
- Use of non-authorized equipment or means of transport
- Voluntary degradation of the environment
- Abusive or aggressive attitude
- Unfair behaviour, sabotage (by ex: suppression of the marking of the course)
- Abandoning of two runners of the same team *
- Change of one of the racers of the team
- Non-assistance to someone in danger
- Abandoning of a team-member apart from at a CP, a ASOPT, a ASSIST (except case of absolute necessity)
- Pollution, fire, degradation, vandalism; before, during and after the event (these acts remain under the responsibility of the committed teams)
- Distress flare lost.
- Release of the beacon of distress without serious justification
- Attempts to find out the race route in advance.
- Control positive anti-doping for this race or in an associated race

* The regrouping of several teams can be accepted by the organisation knowing that a team can continue only if it comprises of at least three runners. The newly made up team continues the race without classification.

6.D. CHECKS

The regulations are made up of three types of checks:

- **Administrative checks,**
- **Technical checks,**
- **Checks during the race.**

Any runner is exposed to a prohibition of participation in the race, without compensation, in the event of not providing all certificates and/or certificates during the administrative checks.

The organisation reserves the right to prohibit the participation of any runner not obtaining the minimum technical skills quoted in the rules and checked out during the technical check.

Any team successfully passing the administrative and technical checks is accredited to take part in the race; consequently, the organisation gives to each runner, assistant and team reporter a bracelet (bracelet which must be worn until the finish line).

Administrative checks:

These are carried out before the race, at the place and the date indicated in the final program.

These checks are carried out in a chain (line up).

All teams must present all the correct documents and certificates.

List: administrative checks

- Certificate of swimming for each racer (appendix I)
- Certificate of orientation for each team
- Conditions of inscription and participation for each team (appendix II)
- Certificate of technical qualifications for each racer (appendix III)
- Medical certificate of aptitude for each racer (appendix IV)

Moreover the members of each team will have to, during the bib presentation, personally sign the environmental Charter “Back to Nature” of Raid In France Alps to Sea 2009.

Technical checks:

These are carried out before the race, once the administrative checks are finished and successfully passed.

The technical checks are divided into several workshops.

Workshop 1: Checking of the obligatory material

- obligatory material Team,
- obligatory material Racer,
- obligatory material Mountain bike,
- obligatory material Horse riding,
- obligatory material Mountain,
- obligatory material Canyon,
- obligatory material Caving,
- obligatory material Navigation.

Workshop 2: Test of handling of the obligatory material Mountain, Canyon, Caving.

Workshop 3: Navigation Test.

Workshop 4: Markings, test of mastering and control of the parameter settings.

Workshop 5: Medical assessment

- obligatory medical supplies,
- individual medical card.

Checks during the race :

The race jury can decide to carry out checks during the race. These checks can have various objectives related to safety, the obligatory equipment, or the medical aspect.

These checks do not take place at any particular time. The team should be organised so that this control can proceed quickly.

6.E. THE RACE ROUTE

A starting point, points of control, assistances, an arrival point, in a preserved and natural environment.

The complete race route is held secret. It is partially revealed at the time of the briefing.

The routes indicated in the road-book (Racers, Assistants and team-reporters) are obligatory.

The race and its route can be modified at any time by the Race Management.

Night progression is authorised unless decided otherwise by the organisation.

The route is not marked out (except in certain exposed passages).

The profile of the race, the sequence of the sporting disciplines, the position of the two obligatory assistances are made known at the time of the race briefing.

At various moments during the race, each team will be given:

- for the racers, with the CP1, each ASSIST:

 - a racer's road-book + passports

 - a coloured set of maps on the scale 1/50 000

- for the assistants, with the CP1, each ASSIST:

 - an assistant's road-book + passports

 - a coloured set of maps on the scale 1/100 000

- for the team-reporters:

 - a team reporter's road-book

 - a coloured set of maps on the scale 1/250 000

The handing-over of the documents to the team is carried out at the exit of the CP1 and the exits of zones ASSIST.

The racers passport has to be stamped at each CP. Their loss will cause a team stop until the paperboard is found or a new passport is conveyed by the Race Director after checking the stamp of the previous CP. The rule is the same one for the assistants who must get their paperboard stamped at AT and at the assistance zones.

The briefing takes place the day before departure so that teams can prepare their race.

The race progression is freely defined by each team following the

instructions and information provided in the road-book.

The Race Management reserves the right to constantly modify, remove or add portions to the race. Portions could partially or completely be added, removed or be modified at any time.

6.F. THE RESPECT OF THE HUMAN AND GEOGRAPHICAL ENVIRONMENT

All teams shows their interest in the human and geographical environment by signing the environment Charter “Back to Nature” of the Raid In France (appendix V).

All racers must minimise their effect on the environment over which they pass.

All racers must endeavour to use, amongst the means of transport proposed those which seem: the least dangerous and the least harmful to the land the team crosses.

All racers wishing to cross any property must do so by respecting the installations (fences, barriers,...). The gates remain open if they were opened and closed if they were closed.

Any assistant leaving a zone of assistance or change of activity must make sure that this zone is left clean.

At the assistance zones, it is forbidden to use power generating units and to leave running the engines of assistance vehicles.

Waste is deposited and sorted at the points envisaged for this use.

6.G. THE CLASSIFICATION

The team who completes the entire course and who crosses the finishing line first, taking into account the possible penalties or allowances, is declared winner.

Only complete teams on arrival can be classified.

The time of reference is taken at the passing of the last member of the team.

A general classification is established; it takes into account the three following parameters:

1) Race carried out as a whole:

Any team which carried out the whole of the course, is classified according to its total race time (time of race taking into account the penalties or possible allowances).

2) Race carried out as a whole with use of substitute routes:

Any team, taking into account the time limits of passing at the CP, who was obliged to use one or more substitute routes, is classified behind any team who finished without using any substitute routes. The classification order is worked out according to the number of substitute routes used, their positioning and the total time taken by the team.

3) Race carried out with the assistance of the assistants:

Any team, taking into account the time limits of passing at the CP, who were obliged to use one or more substitute routes and also call upon the assistants in order to progress, will be classified behind teams who did the whole of the race with using substitute routes.

The classification order is worked out by the number of substitute routes used, their positioning, the number of progressions used with the assistants and the total time taken by the team

Notice for the caving sections :

Any progression in caving is carried out in fixed time. A minimum time, defined in the road-book is imposed. This is so that all racers can benefit fully from this activity.

Any team must wait at the CP defined by the organisation, if the time of the race of the section is lower than that imposed by the organisation.

The weather and/or natural conditions can oblige the organisation to stop teams temporarily. In this event the stop watch continues to run.

The members of the organisation have the right to stop temporarily or definitively any racer. The non observance of instructions given may result in a penalty and also declines the responsibility of the organisation.

No time stop is granted during rope progression, equipment checks, or the need to slow down, inflicted by the organisation for safety reasons or due to weather conditions.

Only time lost due to assistance given to a team in difficulty can be considered at the end of the race.

6.H. PASSAGE CONTROLS (CP) AND MARKINGS (B)

The race is organised around the CP, B ; these are reproduced in the road-book and the racer's set of maps. These points are described in order to facilitate their identification.

Control Passages (CP):

- the CP are placed so as to direct, make safe and control the racer's progression.
- the CP is a means of communication and the presence of two people from the organisation.
- The pointings at the CP are obligatory.
- The organisation stamps the passport at the team arrival and departure from the CP.
 - The team must present itself complete at each CP. The time of passage is taken on the arrival of the last member of the team. Possible observations can be noted.
- The role of the CP is not to help, inform, nourish the teams except if instructed by Race Management or for safety reasons..

Markings (B):

- B are placed so as to direct and make safe the racer's progression.
- No person from the organisation is at the marker.
- The markers are obligatory points of passage.
- The team must stamp their passport at each marker.
- The marker can bear names, the team must write these names on their passport.

6.I. ZONES Of ASSISTANCE (ASSIST) and AREAS of TRANSITION (AT)

Two types of zones of Assistance are set up by the organisation and each team must pass by them during the race.

All assistants must follow the instructions in the road-book (Assistance) in order to carry out the operations necessary at these zones.

All assistants must have their passport stamped, by the organisation, at the zones of assistance.

All teams must enter the zones of assistance and leave when their team is complete.

Areas of Transition (AT):

- are areas of change of activity. These are obligatory points of passage for the assistants and are also the CP's for the racers.

- At an AT, the team and the assistants must conform to the directives of the organisation.

- All assistants must have their passport stamped at the AT points.

6.J. OBLIGATORY REST

All teams must stop for 10 hours during the whole of the race and only at CP's and ASSIST.

The minimum stop time is 2 hours, to which the team can add on an hour. 4 hours maximum can be take at the ASSIST.

6.K. RACE DIRECTOR

The organisation has a Race Direction , which manages the race. This team is installed at various places along the race course, in order to follow it.

This team ensures a permanence 24h/24 from Sunday 31st May at 9am to Saturday 6th June at 12 midday.

The Race Management can be contacted by radio, mobile phone and/or satellite; the numbers appear in the road-books (Racers, Assistants, team-reporters.)

Director of the event: Pascal Bahuaud:

Race Director: Philippe Llanes:

Medical person in charge: Olivier Borson:

Technical person in charge: Michel Denaix:

Logistic coordinator: Jean-Christmas Gobert:

6.L.ABANDONING

This is authorised only at the time of a passage through a zone of assistance and at the CP (except in the case of absolute necessity). Any abandon must be announced to the controller of the zone of assistance and the controllers of the CP.

If on account of a cause beyond control, any team is forced to abandon apart from at the authorised points, the Race Management must be informed.

Any team which does not comply with this rule can be pursued for unwarranted search and rescue and will have to discharge expenses generated by the search.

In the event of help, all the team must await the authorisation of the organization before setting out again.

A team whose member gives up cannot continue the race - non classification – unless after written agreement from the organisation and subject to being in possession of the equipment necessary to continue.

6.M. SAFETY

The weather conditions can involve the modification of the race.

Setting off of the distress flare results in a general mobilisation of the organisation and civil and military authorities. This gesture must thus imperatively be reserved for very exceptional circumstances (vital risk). In the event of abusive release, the expenses entailed will be billed to the faulty team.

GPS boxes have two levels of alarm:

Low level alarm:

Any team can use this level of alarm as soon as it notes an anomaly in the course of the race; for example, markings badly placed on the ground compared to the chart or with the road-book,...

Any team can also use it for medical problems (tendinitis, tiredness, light wrench,...) which slows down its progression. The team should then attempt to reach the next CP to announce the problem to the organisation.

Any team can use this level of alarm as soon as one or more team-members cannot move any more (exhaustion, serious distorsion,

fractured member, wound without important heavy bleeding,...). The team establishes a diagnostic. A valid team-member remains on the spot. Two team-members go to the CP or tries to find a zone favourable to give alarm, and to announce the nature of the problem. Their continuation or not in the race must have received the approval of the Race Management.

Strong level of alarm:

Use this level as soon as there is a vital risk for a team-member (drowning, very serious fall, haemorrhage,...). The release of this level of alarm causes a general mobilisation of the organisation and civil authorities and military. This level of alarm must thus imperatively be reserved for very exceptional circumstances (vital risk). In this case of alarm, the team-members must assume the first aid, make a diagnostic and answer calmly and clearly the questions which the doctor will ask.

Remain on the spot to be able to guide the arrival of the rescue squads.

If a CP is close, these two team-members must join it to communicate by radio with the Race Management.

The teams owe mutual assistance in these serious cases. The race jury will study the means of restoring time to the implicated teams.

Any intervention or modification of the race for safety reasons will not involve any readjustment of classification.

The racer's progression takes place on open roads and paths as on 'adventure' races.

The racers, the assistants and the team-reporters are imperatively subjected to the Highway Code in force. In mountain bike, the racers must progress in line and not side by side; at night, the racers must have front and back removable lighting on each bike. The responsibility of the racers is committed in the event of accident.

Time limits are defined on each section. Any team which presents

itself beyond the time limits is directed towards a substitute route or is stopped.

The wearing of a life jacket and the water running helmet is obligatory in the canoe. At night, a stroboscopic lamp must be permanently lit by boat as well as a luminous stick by team-member.

6.N. MEANS OF PROGRESSION

All means of progression throughout the race cannot be motorised.
All unauthorized means of progression is expressly prohibited.
All external help in the progression is prohibited.

Disciplines:

Trekking: Each team must have a team-member who can orientate without visibility

Canoe: the choice of the paddles is left up to the teams

Mountain bike: the bike must be in perfect working order

Caving: Each team must have two team-members able to read topo spéléo

Canyoning: each team must be aware of the risks involved

Horse riding: the team must be capable of controlling and looking after the animal

Mountain: each team member must be aware of the risks taken on snow and ice progression

All teams must provide the certificates of aptitude requested by the organisation for canoe, caving, the progression on cords and the canyoning.

Article 7 - OBLIGATORY EQUIPMENT

The equipment used must be in good condition for the race.
Any equipment considered to be non conform by the organisation

can involve the disqualification of the team.

All equipment can be subject to checks at any moment, and time penalties will be distributed if necessary.

7.A. PROHIBITED EQUIPMENT

- GPS, GPS watches or any other system of positioning,
- Weapons,
- Charts other than those provided by the organisation,
- Means of telecommunication other than those supplied by the organisation.

7.B. OBLIGATORY EQUIPMENT

The list of the obligatory equipment is present in appendix VI. The equipment is indexed in various parts:

- obligatory equipment - Team,
- obligatory equipment - Racer,
- obligatory equipment - VTT (mountain bike),
- obligatory equipment - Mountain,
- obligatory equipment - Canyon,
- obligatory equipment - Caving,
- obligatory equipment - Navigation.