

# THE ADVENTURE RACING RULES

October 8th, 2010

## The Main Principles

### **Article 1.** Object

1. These Rules are meant to establish common guidelines relating to the Organisation of the Official Competitions of the Spanish League and Spanish Championship of Adventure Racing, so that they may be a guide for Organisers, Judges and Participants.
2. Whatever article of these Rules that, at any given time, contradicts any higher-ranking standard will be considered null or void of effect, being compulsory the application of the higher-ranking standard.

### **Article 2.** Powers

1. Adventure Racing is, among others, a **speciality** of the Orienteering Sport, acknowledged as such by the Spanish Sports Ministry (*CSD*). Therefore, and favored by what establishes the Law 10/1990, of Sports, the rules, the qualification and the organisation of official competitions, as well as the state promotion and the international representation of this discipline are powers the Spanish Orienteering Federation (FEDO).
2. When making use of their powers, the Regional Federations, within its boundaries, will undertake the functions assigned to the Spanish Orienteering Federation (FEDO) in these rules.
3. Whatever proposal to modify these Rules must be approved by the General Assembly of the Spanish Orienteering Federation (FEDO), or else by the Delegated Committee.

### Article 3. Field of Application

1. These Rules are an adaptation of the Orienteering Rules as to the specifics of the Racing and should be used as a guide for the organisation of official competitions of Adventure Racing with a national, regional or local scope; as well as in any other non-official event or circuit so that they may be validated.
2. For the non-official or non-validated events, it is advisable to use these rules as a guide for the organisation of adventure competitions, especially in what concerns safety matters.
3. Only those organisations who adjust themselves to these rules will be entitled to ask for the validation of their event.

### Article 4 Respect for nature

1. The Spanish Orienteering Federation, within its policy of respect for nature, is committed to comply with all existing standards; and to publish all those guidelines that are considered necessary to ensure the compatibility of its activities with the natural environment where they take place.
2. The Adventure Racing events must take place implementing, at least, the general prevention guidelines that are listed in the Appendix I and V.

## CHAPTER II. ADVENTURE RACING. Definition and main concepts

### Article 5. Definition of Adventure racing

1. **Adventure Racing** is a multi-discipline competition designed to test the capacity of resistance, navigation and survival of teams completely on their own. The teams must complete an extensive orienteering course, in the shortest time possible, overcoming the

natural difficulties encountered on their way, using only their own strength, without receiving any outside assistance, nor using any motorized travel.

2. The name **Combined Adventure** will be used in competitions with individual participants.

### Article 6. Essential characteristics

1. To the effect of these Rules, the essential characteristics that define a competition as Adventure Racing are as follows:
  - **Multi-disciplinary:** that throughout the event many disciplines related to the natural environment will intertwine, seen from the philosophy of adventure, "*great sensations – few technical difficulties*, having no standard as to the type, quantity and order in which they are to take place.
  - **By teams:** that the participation be by teams, being mandatory that its components, for safety reasons, compete together as one at all times.
  - **Of resistance:** that they be long-lasting events so as to test the capacity of the physical as well as the psychological resistance of the participants.
  - **Of navigation:** that the course elapses in natural sceneries and that it is not marked on the terrain, which will reveal the need to obtain information about the route by unusual means, such as a map.
  - **Of survival:** that the teams be self-sufficient during the course so that the logistic strategy may gain great importance, being feasible that participants be various days without receiving any outside help, that they move along day and night, sleeping outdoors or fighting the elements.
  - **Orienteering course:** that the course be **unknown** beforehand and that it consist in a series of control points, compulsory or voluntary, being the route between them free to chose.

- **Use of maps:** that the main source of information regarding the course be maps, which will demand the use of orienteering abilities for maximum benefit.
- **Natural difficulties:** that the orography, the vegetation and the natural obstacles be those that reveal themselves as the real attraction and difficulties of the event. Their natural condition will be taken advantage when planning the different disciplines, sections and special events, always in a respectful and compatible way.
- **Non-motorized means:** that only the use of non-motorized sport items, those for locomotion and safety be permitted to move along the terrain and to overcome the special events that arise.
- **Timing:** that the results of the sections and the special events be reflected in time. The team that completes the course in the shortest time will be the winner.

#### Article 7 General philosophy of Adventure Racing

1. The general philosophy of this discipline will be that of a team competition, long-lasting, **without rest or with stages**, without outside assistance, that will take place in varied and unknown terrain, in its wildest state, and where the most appropriate means of travel will be used to overcome the distances and the natural difficulties that will appear along the course.
2. In Adventure Racing any sporting activity susceptible to take place in a natural environment can be included, as such that it is compatible and does not require a permanent stay in the environment.
3. To the effect of these Rules, only the sporting disciplines that show evidence of regulated official competitions will be included, always and when no motorized travel is needed for its evolution.

## CHAPTER III. SECURITY

### Article 8 Sporting risks

1. Adventure Racing is a competition that, as it takes place in a natural environment, in areas of difficult control and access, implies an additional risk for the participants.
2. Its long duration, its evolution in conditions of autonomy, the multi-disciplines and special events that come about requires that the athletes have a sufficient variety of physical capacities, technical and survival skills in order to ensure their own safety during the event.

### Article 9 A secure course

1. The course of a Adventure Racing, apart from the intrinsic risks involved, must be **safe**, meaning that a safe course is one whose characteristics and difficulties can be overcome by the participants under the conditions of the event. The organisation must check beforehand in situ these factors.
2. A Security Team must be named during the race whose task will be to verify that the safety conditions are maintained and to remain alert so as to intervene if and when necessary.
3. To ensure the safety of the participants, as a reference, the safety measures given out by the Spanish and/or International Entities or Federations competent in the mode closest to each of the disciplines included in the Adventure Racing.
4. In the sections or special events with higher risk (mountain climbing, caving, canyoning), the required safety measures must be doubled during its progress. Whatever safety gear is used, it must be accredited.

5. Each special event will have, at least, one Security Chief, whose mission will be to check the progress of the teams and to control the safety conditions under which the event unfolds.
6. Whenever any circumstance compromises the safety of the participants, the competition, the sections or special events that are affected will be suspended as long as the safety conditions do not reach the required level of security.
7. Using the same criteria, the progression of any team will be monitored if it is obvious that the physical, technical or emotional performance of any of its members declines to the point of compromising its own safety or that of the entire team during the execution of the special event.
8. A conduct protocol will be established to intervene rapidly and effectively in case of accident. The security controllers must have a direct communication system (radio stations, cellular phones) to the Security Chief and the event's medical services, in order to coordinate any given action.
9. The telephone number of the competition's Security Team will be handed out to all competitors.

## ORGANISATION OF THE EVENTS

### CHAPTER IV. DIFFERENT TYPES OF EVENTS

#### Article 10      General concepts

1. To the effects of these Rules, the following terms will be clarified:
  - **Event** will refer to all the aspects of an Adventure racing: logistics, administrative, technical, ceremonies, meetings, coverage, social, cultural or protocol acts...
  - **Race or competition** will refer to the purely competitive aspects of an event.
  - **Organiser** will include all the organising entities and their manpower, excluding sponsors and collaborators.

### Article 11 Type of Competitions

1. Under the Spanish law of sports 10/1990, article 46, the Adventure racing competitions are classified as follows:
  - **types of competition:** official and unofficial competitions, and professional and amateur (not professional).
  - **types of boundaries:** international, national or less territory competition.
2. The official national competition pointing is competent (FEDO) Spanish Orienteering Federation, except professional competitions, which correspond to (CSD) Spanish Sports Ministry. The official competitions on less territory it will correspond to autonomous regional federations.
3. The main criteria to evaluate the professional competitions is the labor relationships between clubs and sport people and the total economic dimension of the competition.

### Article 12 Official Competitions

1. The name of the national official competition is reserved, in all cases, for the events approved at the FEDO General Assembly.
2. The Spanish Championship of Adventure Racing (CERA) is the main national event. This event winner will be Adventure Racing Spanish Champion. The organization will be supervised by FEDO and directly assigned to an organizer Regional federation or Club designed. The name of this competition will not change, but could be also named as sponsors requirement.
3. The Spanish League of Adventure racing (LERA) is the set of official national events distributed at the same season, and it will permit

set the annual ranking of Adventure racing. The name could change as Cup, Circuit, Open,.. etc. not ever Spanish League. The name could change if previously is approved by general assembly or delegate commission. Also could be used Alias names when it will be required by the sponsors.

### Article 13 Unofficial Competitions

1. It will be considered unofficial competitions all those events organized by FEDO entities when its event development are not inside of this rules or the Autonomic federation in their territories.
2. It will be also considered unofficial competitions all those events by other entities not belonging FEDO in which courses are not standard, as the present rules.
3. The unofficial Adventure Racing organizing association could request the official course standards and it will be given by technical director, previously favourable report.

### Article 14 Competitions Structure

1. Classified by the physical or technical level an Adventure racing could be several types:
  - **Beginners or Pomotion:** Event in which the different tests is not necessary a good physical conditions and special techniques on each one of sport test involved.
  - **Competition:** Event in which to complete all course will be able to have a good physical conditions and control the fundamental security techniques at whatever sport test involved.

2. Classified by participants organisation an Adventure racing could be several types:
  - **Teams:** When the participants compete in groups 2 or more components who collaborate and remain together along all course.
  - **Individual:** When the participants compete by person individually and the results are personal scores. Only will be permit in short long promotional events.
3. Classified by external aid received by participants an Adventure racing could be several types:
  - **Without assistance:** When it is not permitted external aid except the organisation aid.
  - **With assistance:** When it is permitted external aid. It will be a part of team members.
  - **With assistance and relay:** When it is permitted external aid and also permitted one of the competitors could change with another team member.
4. Classified by length of total course an Adventure racing could be several types:
  - **Sprint:** When the course it will be developed in one day, in only one stage and the total time is less than 8 hours.
  - **Race:** When the course, could be splitted or not in stages, and whole event is one or two competition days in a row and the total time is more than 8 hours.
  - **Endurance:** When the course, splitted in stages, and developed in two or three competition days consecutives.
  - **Extrem:** when the course, divided into stages, develops over four or more consecutive days of competition and the total exceeds thirty two hours.

- **Expedition:** When the course is developed over four or more days of competition without rest (non-stop), and total duration exceeds eighty hours.

#### Article 15 Rules Accomplishment

1. FEDO General Assembly labour, proposed by Technical director, approve the annual rules and calendar, and particular rules of national official competitions.
2. FEDO could determinate annually additional rules which could be applied in official competition e.g. orienteering maps specifications, course setting principles, control descriptions, Leibnitz Convention.
3. The organiser with event advisor support could arrange additional rules to help competition right performance in order, always if these rules are not opposite with annual rules or this rules.
4. The additional rules will be published and collected in the Adventure racing particular rules and communicated to participants, delegates, trainers and all interested people in advance enough.

### CHAPTER V. ORGANISATION REQUIREMENTS

#### Article 16 Event application

1. Under the spanish law of sports 10/1990 the official competitions may be organized by individuals or legal entities, private or public, sports clubs and sports federations, on request and approval by the corresponding entity.

2. The national and international event organisation will be organized by entities belonging to the FEDO. Applications are presented at the secretariat, at least in time set by General Assembly, filling out the official form and attached all documents and assurances as may be required.
3. Event Dates and national or international event program will be proposed by the organisers at FEDO Secretariat, overseen by technical and approved by General Assembly into a together calendar. It may require a rate for organizing any national or international official event.
4. In the case of not complying the standards for the event organisation, or not following the guidelines of the appointed Event Advisor, the FEDO may take appropriate disciplinary measures, including the suspension of the event without claim for damages or losses.

#### **Article 17** Spanish Championship program

1. Spanish Championship of Adventure Racing will be held annually and the competition format will be, at least, the endurance Adventure racing for Elite classes.
2. The event program will include at least the following acts: opening ceremony, technical meeting, Elite course, prize giving and closing ceremony.
3. Having an excessive number of candidate teams for the Spanish Championship, the rules provide for an annual pre-classification system. Only teams that have qualified will participate in the Championship, the rest may do so only in parallel competitions organized.

4. The Spanish Championship may be organized in conjunction with other events: popular, expectators, or demo races. It may be scoring for the national ranking, if the General Assembly so decides.

#### **Article 18** Spanish league program

1. The Spanish League of Adventure racing under any denomination adopted, will be held annually, and shall consist of a number of more than three events including Elite class.
2. The events may be of any format, except expedition, and it may have different rates of score for ranking as the chosen format.
3. For each event the program will include at least the following acts: opening ceremony, technical meeting, Elite course, prize giving and closing ceremony.
4. The annual rules Shall determine the number of scoring events, as well as scoring system in order to establish the national ranking by teams and participants for each season.

#### **Article 19** Beginners or promotion Adventure racing

1. The promotional or beginner adventure racing are not competitive events to start in these events. Therefore will not be considered as scoring event to ranking purposes, other effects must be closely as possible to current rules.
2. When the adventure test have competition coincidence they will have their own course, although the same points can be used for assistance and punching controls. The technical sections or special test always will be optional and easy.

3. The program in this type of events include at least the following acts: technical meeting, course, prize giving and/or equipment draw.

#### **Article 20**      **Organisation Costs**

1. The organisation cost for a competition are organiser responsibility exclusively. To cover these costs may be charged a registration.
2. If an event is composed of several test or courses may be charge in addition to main entry and specific entry for each test or course.
3. The registration fee should be as economical as possible and may be established maximum price approved by General Assembly Federation.
4. FEDO General Assembly will determine the fees and grants to cover the organising costs for the official competitions national and international.

#### **Article 21**      **Classes**

1. Depending on the teams composition, we can differentiate the following classes:
  - **Absolute** : When no distinction is made according to the gender of participants.
  - **Male(Men)** : When all competitors of same team are males.
  - **Female(Women)** : When all competitors of same team are females.
  - **Mixed(M)** : When competitors of both genders for each one of the teams.
2. Depending on the age of the competitors, we can distinguish the following classes:

- **Junior (M/W/M-20)** : Be of age (in Spain 18 years old) and not to be more than 21 years old on day of Event, or determined age at the start of the season.
  - **Senior (M/W/M-21)** : Without age restriction.
  - **Veteran (M/W/M-45)** : Being 45 years old on the Event day or determined age at the start of the season.
3. Depending on the demands of the course or circuit, we can differentiate the following classes:
    - **Begginers (B)** : For teams without experience or with hardly experience in Adventure racing.
    - **Amateur (A)** : For teams with sports members with normal physical and technical condition.
    - **Elite (E)** : For teams with usual sports members with high physical and technical condition.
    - **Professional (P)** : For Elite teams receiving an economic compensation.
  4. Depending on the expected participation level for each season, the annual rules for Spanish Championships and the Spanish League, it will be set official classes that will be present in these events. The organisers may consider other classes not official.
  5. For children and groups with special needs, the courses will be organize in collaboration with the concerned Federations, parallel tests adapted to their capabilities. These adventure races will have no technical difficulty and duration will be very low.



## CHAPTER VI. EVENT INFORMATION

### Article 22 Event information

1. For official competitions will be mandatory to have the information in the range as the range of the event. All information and the ceremonies will be at least in Spanish. If The event is an international event english language also will be used.
2. Official information will be written, in bulletin format. The information will be orally only at delegate meetings or during competition development.
3. The bulletins will be published in these media which were appropriate. At least it should provide a paper copy to teams during the bib-numbers collection or technical meeting.
4. Appendix II is related the minimum bulletin contents for the official national and international events.
5. Different Federations concerned will give all their members the event information come through the avialable difusion channels.
6. All organisers of official adventure racing in national events will be required to provide information about the event from the moment it is be approved. It will use a customized Web site to broadcast all official information. News and bulletins will arrive to entried teams, federations and clubs, as well as, via e-mail. Teams will be required to provide an operative e-mail address for the entries.

### Article 23 Fees

1. Depending on each class, fees may be set as:

- **By Team:** When there is a single fee to cover all team costs, regardless the number of components.
  - **By Component:** When there are different fees depending on the type and number of components.
  - **Both:** When the amount of team fees has to add other fees depending on the components.
2. Participation fees set by organisers will aim to cover the costs arising from the competition. They include expenses relating to logistics and event development and those which for tax reasons (rules, conservation, safety...) are mandatoy expenses.
  3. Not be included in participation fees those costs which are not necessarily related to the development of the competition. In case offers like (transportantion, lodging, dining, entertainment, souvenirs) These offers will be allowed as optional services for free choice of participants.
  4. The organisation may provide optional services as it considers convenient, always related with the event or with sponsors.
  5. For official national competitions, The FEDO General Assembly may set annually the maximum quotas by type of competition and components involved.

### Article 24 Adventure racing specific Rules

1. The Adventure racing specific rules is the official document where it will detail the technical information the specific rules for each Adventure racing. This rules will be complementary to this regulation and pointed out the particular matters which depend on the course setting and design of each event.

2. Its contents will be adjusted, at least as , the following model:
  - Course: Start, technical data of the sections, compulsory equipment, assistance, time passing, time cutting, finish.
  - Security rules: difficulty, safety equipment, protocols and rules, reference regulations.
  - Environment: behavior patterns, forbidden areas, compulsory passages.
  - Classification and prizes: penalties and bonus system, results and times.
  - Claims: place and deadline for submission. Technical jury composition.
  
3. Accompanying rules document it will join the next event information:
  - Organisation: organising committee, technical equipment, safety equipment, sanitary team, Event advisors team.
  - Program: Event dates, location, acts, briefing, Adventure test, closing and prize ceremony.
  - Entries: Team requirements, classes, procedures, fees, dates, discounts.
  - Tourist information: access, transport, accommodation, restaurants, monuments.
  - Organiser Entities, col.laborators and sponsors.
  - Organisation contact: Address, telephone number, e-mail and Web site.

#### **Article 25**      **Technical Meeting. Briefing**

1. The organiser shall call a technical meeting to report the details to inform about course details, which may attend all components of the teams. If the ADVENTURE RACING is planned in stages may be appropriate technical meeting before each stage.

2. Each meeting will be held with enough foresight to teams have time to prepare the logistics of competition before the start. This time in advance will be provided for in the annual rules for each competition.
3. In the Spanish Championship, non-stop and expedition ADVENTURE RACING it is necessary the day before and at least 6 hours before.
4. All equipment needed for the competition (bib-numbers, passing control cards, official bulletins, timetable, last minute technical information, weather forecast,...etc.) It will be provided to teams before the meeting.

## **CHAPTER VII. ORGANISATION TEAM**

### **Article 26**      **Organisation Team**

1. Each organiser will structure its team according the particular needs and program of the event.
2. The team of technical organisation will be responsible for planning and development aspects of the competition. The number will depend on the itself importance, foresight of participants and the course needs resulting.
3. The technical organising team will be formed by:
  - Race director, as race executive manager.
  - Technical director and/or course setter for courses.
  - Security manager.
  - The Controllers , security controllers, and advisors .
  - Volunteers and collaborators.
  - Health care team.

### **Article 27**      **Race director**

1. The Race director is a person from organisational staff responsible for planning , preparation and development in all matters concerning competition. Between its tasks are:
  - To provide event information and elaborate the particular rules for the competition.
  - To direct and coordinate all staff involved in the technical organisation of the competition.
  - To make available the logistics, accommodaments, food, and necessary transport for organising members, participant teams and Event advisors.
  - To appoint the members of the technical staff and assign the roles of each one.
  - To supervise the competition areas preparation, the equipment and all facilities, link and control resources, and security measures.
  - To ensure the proper performance of the competition and monitoring compliance with this regulation.

### **Article 28**      **Technical director**

1. The technical director is a person from organisational staff responsible for all matters concern to courses, controls equipment, maps and routes before, during and after competition. The mission is to guarantee that the course is conducted as it has been planned.
2. Supervise or follow the course as the more appropriate person. The technical director functions are:

- To supervise or prepare maps and technical descriptions and passing control cards.
- The supervision of the correct delivery of such documents to teams and resolve any technical question about the itinerary in technical meetings.
- The route preparation, signaling the mandatory ways, the marking forbidden areas and equipment controls, start and finishes.
- The immediate restitution of signals and equipment, in case of stolen or lost.
- The removal of all signs and elements used in the course.
- To appoint all technical staff and assign function to each one of them.
- To advise the event director with technical aspects closely with the event advisor.

### **Article 29**      **Security Manager**

1. The security manager is responsible for design the security rules and strategies to prevent risks and emergency and evacuation plan, and start all these plans in the competition. This function is incompatible with any other in the event.
2. It is recommended to appoint as security manager persons who have professional and sports experience in these matters (rescue team members, fireworkers, mountain police,..etc.) the tasks will be:
  - The study of the risks along the route and take the measures to prevent them.
  - To Dispose the means to act in case of accident.
  - To Design and test the communication system of the competition.
  - To ensure maintenance of security conditions.

- To appoint the team members and assign roles to each one.
- To coordinate their own team during the competition.
- To report the event director and event advisor about any situation which concerns the security.

### **Article 30**      **Advisors**

1. The advisors are organisation members responsible for supervising and watching the development of technical matters in the competition.
2. Some of them can be treated as auxiliary event advisor along the event.
3. The advisors must not give any technical information about course or event development, even if asked by a team. Can only provide informations to teams when was information provided by event director or event advisor, and it is given to all teams. This information possibly will be carried out in writing.

### **Article 31**      **Security Controllers**

1. The security controllers are part of the team responsible for security, and shall serve to security manager. For each Adventure test or special section will be needed, at least one security controller. Their tasks are to direct the installation of the special test and set the participants progression protocol and the security measures, as well as, monitoring compliance during the competition.
2. The security controllers must to have specific knowledge about Adventure sport modality and practical security, with diploma

recognition in the competent federation or professional experience in several years.

3. For the event development, some security controllers will be considered as security event advisors and their tasks only will be the security. Could be needed check all equipment, disable legs, assurances, etc. Other auxiliary staff who perform this tasks.

### **Article 32**      **Volunteers and collaborators**

1. The collaborators are organisation members who have logistic task as refreshment post, Areas installation, equipment transportation, signals and marking routes. According to each task will be directed by responsible of each area.
2. The volunteers are the persons who participate freely and altruistically, helping time in some aspect of organisation. This aid must to conform to the laws in force in each region in voluntary service. Under no case should involve responsibilities that may affect performance or safety.
3. The staff and volunteers must not give race any technical information regarding the event development. Even if they are asked by a team. They can only provide information to the teams when it has been provided by event director or event advisor, and it is provided to all teams.

### **Article 33**      **Health care team**

1. The health care team functions are to be present at the competition and intervene in case of accident or illness to provide help and first aid.

2. The health care team will have the following tasks.
  - To examine participants with physical problems and decide on whether to continue or not competing.
  - To ensure the hygienic standards observance of the organisation and generally in competition.

## **CHAPTER VIII. COMPETITION. PREVIOUS PROCESS**

### **Article 34**      **Competition terrain**

1. The route competition will not have been used before and it should have been last long enough for not to be an advantage for any competitor.
2. The competition area is forbidden for training as soon as it has been chosen. If it is not possible, it will be known to all competitors.
3. Teams access to terrain where the event will be competed will be forbidden from the time established by the organisation.
4. Both, the organization and participants must use all reachable means at its disposal to result no impact on nature. Organisation also has an obligation to disassemble and return to their original areas of competition after the event.
5. All staff involved with the event for strict respect the public and private rights, environmental standards and instructions given by the authorities.

### **Article 35**      **Authorizations and permissions**

1. The organiser must to apply for permissions and authorizations are needed to hold the event . It is organiser obligation to contact the authorities, law enforcement with the landowners and the environment responsible for the area to ensure that competition can be held with guarantees.
2. Organisation shall communicate to the participants the specific behaviours to be saved by passing through those areas that so require.

### **Article 36**      **Maps**

1. Ideally, it can be used topographic maps with IOF rules, But anyway the big extension area for adventure racing event, It could be used any official topographic map, public access map and appropriate to this sport modality. The preferred scale will be 1:25.000 and contours each 10 or 20 meters. Although the event advisor could authorize other scales when provide necessary information or is too detailed navigation with the transportation used.
2. For technical sections and special test are allowed to use maps, schematics, photos or specific reviews depending on the sport modality (orienteering maps, cave schemes, climbing routes, review of gullies...). These maps or schematic drawings must to conform to the standards set by each corresponding federation.
3. Irrespective of document type or scale selected, maps will need a fieldwork review in order to provide a true, useful, objective and accurate. The errors detected and changes affecting the event development will be corrected.

4. The map fieldwork should be drawn, if possible, following the IOF standards.
  - Review roads, paths, roads and trails which influence the route.
  - Preferably delimitation of areas passable and not passable.
  - Bounding hazardous areas, large linear impassable obstacles and advantageous passes.
  - Location of isolated houses and villages.
  - Bounding of private areas, prohibited or protected.
5. The maps should be protected from breaking or corrupted colors.
6. If the competition has been organized in the same area before, it must be displayed a map copy at the web site and in the competition center.
7. It could be possible one or more map changes along the whole race. It will ensure that these changes are minimum. The recommended size for maps will be DIN A-4, although other dimensions are supported, never more than necessary. It is recommended that all legs of a section are resumed, if possible, in the same document.
8. The coursed map printed will be public information when the competition finish. The teams, controllers, organisers and FEDO members could copy such documents whenever will be a non-profit use.
9. The maps, courses and all printing information should follow, as accurate as possible, the international standards for orienteering maps (IOF International Specification for Orienteering Maps).

#### **Article 37**      **Technical Meeting. Briefing**

1. The organiser shall arrange a technical meeting to report route details. For this meeting attended by the official and team captain for each team, The event advisor could authorize all team members. If the adventure racing takes place in stages may convene a technical meeting before each stage.
2. Each meeting will begin with enough foresight to allow teams have time to prepare the competition logistic before the start.
3. The time in advance this meeting will be marked in the annual standards for competition.
4. At the Spanish Championship, non-stop and expedition events shall be the day before, at least 6 hours in advance.
5. All equipment and documentation for the competition (bib numbers, control cards, bulletins, schedules, technical information, weather forecast) must have been delivered before the meeting.

#### **Article 38**      **Sport equipment list**

1. All equipment, only for be used in this sport modality is considered **sports equipment**, it is or not equipment. It is decision of each team to use the type of equipment which consider most appropriate.
2. **Recommended equipment** is an individual or collective material which use can be advantageous due to peculiar route characteristics, in order to give equal opportunities to all teams, the organiser is obliged to provide a list of elements which **not to be obvious** at the event information. This list must contain the elements that provide a degree of advantage time over 5%. This degree will be evaluated viewing the course characteristics.

3. **Prevention equipment**, the aim of this equipment is avoid potential risks over the whole route (potential risk : danger not exists at this moment but it could exist if change conditions or circumstances). It is duty of the organiser provide the list of those elements that can prevent risk situations along the route.
4. **Security equipment**, the aim of this equipment is avoid real risks for teams' components progression in a specific test or course section. (real risk : the danger exists at the same moment in greater or lower degree). The organiser duty is provide the list of those security elements necessary that are necessary to progress.
5. **Forbidden equipment**, which its use is incompatible with the competition characteristics, the section or special test which is forbidden. The organisation provides the equipment list with use or possession is not permitted during the competition or section.
6. The requirements to set a preventive or security equipment as compulsory are:
  - To prevent real or potential risks for the physical integrity of participants.
7. To make sense for the conditions under which the event is held. Appendix VIII includes recommendations to establish the compulsory equipment depending on the sport modalities and hazards.

#### **Article 39**      **Equipment review and techniques**

1. The organisation will enable an enclosure clearly differentiated where the teams will pass the review of compulsory equipment.

Together with the event information, organisation will provide place and time at the enclosed area open for teams to pass this review.

2. The organisation will verify each team has a set of compulsory equipment in sufficient conditions of use.
3. If it was considered convenient, it may be also required the team's components demonstrate practically the specific techniques or abilities. This is specially convenient when the teams will progress without supervision in a special test.
4. These checks and reviews are done in the presence of the event advisor or the start responsible person, whom certifies the review.

#### **Article 40**      **Start Area**

1. The organisation shall have start enclosure area large enough to dispose all the equipment, according to the start type. In a clearly visible point have a clock that will show the official time of competition, in relation with all teams which will start. The start indication could be an arch or banner and tape in middle high and start line marked on the floor, define the boundary between the start area and the beginning of the course.
2. Also provide the means when the teams came into start area, they check the timing system control (clear, check and giving the control card); if it is appropriate the section equipment review, as well as, delivery of maps.

#### **Article 41** Interval start

1. When Start system chosen will be chrono timing start will try to start all classes at same time and all participants from same club or federation will not start at time or consecutively. The start interval will be, as regular rule, 2 minutes.
2. The stages or legs with previous results in the same event, the final order start will be reverse to the qualifiers results order, the best team will start last position. In case of tie, the start position will be drawn between them. If the qualifying race is held on the same day as the final start list it will be published at least 3 hours before the first final start.
3. The chase start, its interval start will be provided by the previous results, stages or legs.
4. The start interval and order for chrono timing or chase start need to be approved by event advisor.
5. The start list will be published the day before or delivered to team leaders at briefing. The right team names and competitors registered will be published. Even teams that have not been presented. Entries without names will not be published.

#### **Article 42** Punching controls

1. The organisation is responsible for setting all controls with a punching control system approved by IOF/FEDO (appendix III). Even if it was needed to fix supervision people or controller.
2. The staff will be placed on passing controls. They can not provide any information, or make signs to teams that could represent an

advantage over those that precede or follow. Indications are strictly forbidden about orienteering.

3. It will permit give information to improve the safety of participants. When these informations are provided shall be extended to all teams equally.
4. The general rule states that teams must compete in total autonomy. However, the organisation may provide some refreshment stations along some controls where special circumstances exist so that could advise (excessive heat, excessive section length...).

#### **Article 43** Special tests preparation

1. The organisation will mount all special test in view of safety as the first requirement. In case the safety is not enough ensured, special test must be rejected. Taking care this, during the event preparation the course setter will be assisted by technical specialist.
2. The security rules belonging to other entities or federations competents will be used as reference for each special test or section. In the particular rules of each event will indicate the rule or rules followed and the names of entities that issued. As well as, the progression protocols during tests.
3. Any product, technique or safety equipment that is used must be approved.

#### **Article 44** Additional security measures

1. The route should be overcome by the participants under conditions where the event takes place. This check must be in advance by the organisation in situ.



2. It must appoint a security team for the course, whose mission will be to supervise that are kept safe and stay alert to intervene, if necessary.
3. Each special test will have at least one security controller with the mission to monitor the progression of equipment and safety control in which it develops.
4. Whenever any circumstances compromise the safety of participants, competition, sections or special test that are affected will be suspended while its non-return the security level required.
5. The same criteria will be applied if , any moment, physical performance, technical or emotional one of the participants down to compromise their own safety or team safety while is doing a special test.
6. Organisation will establishes a protocol for effective and urgent intervention in case of accident. The sasfety controllers must have a system of direct communication (radio, mobile phones...) to contact with security manager and medical services in order to coordinate any intervention.
7. Organisation will provide to competitor, at least, 3 phone numbers of competition security team.

#### **Article 45**      **Team assistance**

1. The assistance tasks during the competition could be developed by the organisation, equipment or both. The organisation will determine at this extrem, viewing the route and the transport possibilities.

2. When the organisation take on this role must to specify clearly to competitors will perform it and transportation needed to move the equipment for the participants.
3. The assistance spots will be points of easy access for all vehicles, preferably paved roads. When it is necessary drive along tracks will be tried the minimum lenght, wide and in good condition for transitable vehicles, and enough for parking area. If any case it is not possible the organisation will need to provide assistance.
4. The organisation will signal the linking routes between assistance spots and will provide the necessary maps and information that may help them to complete tasks (fountains, gas stations, supermarkets, carshops...)
5. Assistences, officials and trainers do not compete on course. It is forbidden to set any competitions between this components and the results scores for the team final results. Anyway, It does not exclude the recreational activities are organized in parallel to entertain the waiting times and assistance commitment to attend.

#### **Article 46**      **Finish and time keeping**

1. The route from the last control to finish will be signaled with fences, tapes or ropes. The last meters of the race before the finish line will be straight and broad as possible.
2. The exact position the finish line should be obvious at the team arrival. It must have dispose a finish banner or arch signaling and a line under the ground. When the first team arrive to finish could be disposed a tape or band at half person height, which break off easily when they push it.

3. It will use two independent timing systems, one primary and one secondary which run continuously throughout the competition. Systems must be able to measure the times of each competitor in the same class with accuracy of 0.5 sec.
4. Organisation shall have an enclosure, after the finish line with all the elements needed to do the time keeping with the appropriate checks, collect cards and control any other equipment delivered.
5. In the mass start or chase start competitions the finish controllers of arrival should decide on the final positions and a member of jury must be present at the finish line.
6. The organiser, with the event advisor approval, will set the finish closing time and the event time keeping.

**Article 47 Health services**

1. The organiser's duty is provide a health service with, at least, one licensed professional and ambulance from one hour before until one hour after the finish closing. Also is recommended the competition secretariat will be available for the insurance corresponding information.

**CHAPTER IX. EVENT ADVISERS AND COMPETITION CONTROL**

**Article 48 Competition control team**

1. The control of the competition carried out by team of advisers and controllers. The number depends on the importance of the event, the number of participants expected and the route needs.
2. the competition control team will be consist of:

- Event advisor.
- Auxiliary start and finish controller.
- Auxiliary time keeping controller.
- Auxiliary controller.
- Auxiliary security controller.

**Article 49 Event advisor (before competition)**

1. Official competition organisation must be supervised by a event advisor and it needs to be appointed by the judges committee FEDO advisors.
2. The event advisors will be the official representatives of the federation in the organisation, being technical agent, referred to technical aspects of the event, and administrative agent, referred to administrative matters of the event.
3. The event advisor ensure compliance with regulations and standards, there are no mistakes made and fair play above all other considerations. The event advisor has the authority to request the organiser to make changes if consider necessary to meet the standard required by the competition.
4. The event advisor will work closely with organiser, and have all relevant information. All information sent to clubs and federations, including bulletins shall have been approved previously.
5. All event advisors needs to have event advisor licence. Event advisor will have, at least the following tasks:
  - To approve the competition land for the event if it has not already completed by technical management.

- The organisation's value of the evidence and appropriateness of lodging, meals, transportation, program, budget and training opportunities offered.
  - To supervise the Preparation of the ceremonies.
  - To organize and to design of the departure, arrival and attendance areas to the skill test.
  - To Verify the feasibility and accuracy of time keeping systems and processing of results.
  - To check all maps updated according to mapping regulations.
  - To Approve the courses means criteria of quality including difficulty, control placing, disciplines and skill test.
  - To check the security measures taken in the course.
  - To check the facilities and resources for anti-doping control.
6. The event advisor could do as many visits as necessary. Visits will be planned according to the authority appointed the judge and the organiser. Immediately, after each visit, event advisor must send a brief report by writing to the event advisor department, with a copy to organiser. Economic conditions, accommodation, travel and food are the event advisers' conditions for the present season.
7. To event advisor could be assigned one or more auxiliary controllers to help particularly in the supervision of courses characteristics and safety measures.

**Article 50      Assistant Event advisor (during competition)**

1. The event advisor is the sport authority unique and unappealable in technical matters, to interpret and apply the rules during the competition. All sport person as managers, participants , trainers,

auxiliary controllers, delegates, team leaders and all sport people must comply its decisions.

2. During the event development their tasks are:
  - To apply the rules during competition, being unappealable the decisions taken during its development.
  - To give the necessary information to delegates, team leaders and team coaches for all participants.
  - To apply the sanctions for the team components as the infringement.
  - Authorize the specific changes and travel rules that were needed to improve the quality image or event safety during its developing.
  - To stop or neutralize the competition or one or several teams where there are hazards and order the restart competition after adopting the corresponding technical decision. The suspension will be the last solution.
  - To note incidents of any kind could produce.
3. For the duty labours of its functions, the event advisor will be helped by control assistants, a necessary number of them to control the event and teams developing.

**Article 51      Assistant Event advisor (start and finish)**

1. Assistant event advisor in start or finish areas are the responsible authority to supervise the proper functions start and finish areas. In case of absence, these functions will be assumed by event advisor.
2. Its functions are the same as event advisor assigned to start or finish areas.

#### **Article 52**      **Time keeping assistant**

1. Time keeping assistant is the responsible authority to supervising the proper functions of the measurement system provided by the organisation time and punching control system. In its absence this role will be assumed by start and finish controllers or the event advisor.

#### **Article 53**      **Assistant advisor**

1. The event advisor may require the organisation to control the compliance with certain rules placing controllers in areas subject to fraud. These auxiliary controllers have the function of assistant advisors as this regulations specifies.
2. The assistant advisors will have no authority over the development of competition. Its decisions are not executive order until it has been ratified by event advisor.
3. Its functions will be to assist the rest of advisors or controllers in the development of their respective tasks, make notes on the development of their respective tasks, make notes about development of competition, in case will be not necessary take note, give the correct information to the team components to be a behaviour according the standards, with fair play and sports correction.
4. When they observe violations, assistant advisors will remember the standard rule and the consequences for uncomplishment to the teams. Only if they have received specific instructions from event

advisor security manager, they can perform as security police and temporally stop the progression of the competition teams.

#### **Article 54**      **Safety assistant**

1. In each adventure test or special section should be a security controller in charge of the surveillance. These controllers will have auxiliary security functions with the purpose established in this rules.
2. Safety assistants have no authority over the competition about sport matters, but they do the authority over security matters. Its functions are monitor compliance with security measures and protocols by participants, as well as, monitor the adventure test or section is developed under conditions of adecuate safety.
3. The safety assistant have rules enforcement functions, with executive authority to temporarily or completely stop the continuation of a team, on a adventure test or special section, if you consider there are risk or behaviour that may endanger the participants, to organizaers or others. When it might happen, the organziation will assign another controller with a mission to record the neutralization time.
4. The security assistant has the authority to stop or cancel a chekpoint, section, stage or race if at this moment is considered the safety of participants may be compromised by any outside causes organisation or not.
5. Also considered as security assistant, to the effedt of the previous point the agents of law, police or member of civil protection and health care teams which involved in the event, in matters that could concern them.

## **CHAPTER X. RESULTS, ADVERTISING AND BROADCASTING.**

### **Article 55**      **Results publication**

1. The organisation shall provide the systems and the means by which the results are announced and presented as the teams are completed. These results may be full or partial depending on the information available for the organization.
2. Also, the organisation needs to record all information on each checkcontrol so that, the final results are ready as soon as possible. Should explain the arrival area, where they can be easily consulted by teams. If the competition has more than one stage, also be made in the middle of competition. If possible it will also provide a copy to each team and press media.
3. In the period of 2 days, once the competition complaints have been solved, ratified final results, and publish on official website of competition and sent e-mails to clubs and federation interested, details of official results, including split times of competition and neutralization and bonuses.

### **Article 56**      **Prizes**

1. The organiser should prepare a dign prize giving ceremony.
2. The awards for women and men are equivalent. If two or more competitors share the same position, should each receive an equivalent prize.
3. At the Spanish and Regional Championships will be delivered at least the following prizes for each team, including team assistance member:

- 1<sup>st</sup>. Position Gold medal and certificate.
  - 2<sup>nd</sup>. Position silver medal and certificate.
  - 3<sup>rd</sup>. Position bronze medal and certificate.
  - 4<sup>th</sup>. and 5<sup>th</sup>. Position, certificate for elite classes
4. The prize giving ceremonies needs to have sports administration representatives, the host federation, the sponsors and collaborators, and the organisation.

### **Article 57**      **Event reports**

1. All officially approved and authorized events are required to submit within 15 days a report to the event advisor with the following documents:
  - Complete list of results.
  - Two copies of each map with details about the race.
  - Advertisement stands, banners or holders and promotion evidences.
2. The event advisor the following days must send an inform to the Spanish federation (FEDO) secretariat, within one week after the organisation have sent the report. This report needs to be send Event advisor's committee with participants, results, protests, complaints, and the relevant facts and developments, as well as, documents provided by the organiser once supervised.

### **Article 58**      **Sponsors and Advertising**

1. Cigarettes and high degree of alcoholic beverages is not allowed as sponsor or advertisement.
2. The FEDO could specify new rules about Sponsors or advertisement

## **Article 59**      **Press services**

1. The organiser must offer the press and media representatives some attractive working conditions and favourable opportunities for observe and report on the event.
2. At least, organisers should provide the press or media the following facilities:
  - Accommodation in middle class hotels, paid by users.
  - Start lists, schedules, and other relevant information about the competition.
  - Opportunity to take part at the model event, or no competition events.
  - A quiet work place, protected from weather in the finish area.
  - List of results and maps with courses immediately after competition.
  - Phone and Fax numbers for international calls, or internet access preferably in the finish area to be paid by users.
3. The organiser will do everything possible to maximize the event press coverage without compromise the fair play and quality of the event.

## **The Course setting**

### **CHAPTER XI. CONTROL SETTING AND COURSES**

#### **Article 60**      **Definition**

1. The meaning of course is the route which participants have to complete in an adventure racing event.
2. The adventure racing events are structured around orienteering course, which you must pass through a series of intermediate checkpoints, marked on map and in the field, using different techniques and means of transport allowed.
3. The course needs to be unknown in advance, which will need to obtain information choosing the route through the map. The route

between the controls will be free and will not be marked on the ground, which will require putting into action the orienteering skills to better develop.

#### **Article 61**      **The aim of Courses**

1. The aim of the course is to test the team capabilities of endurance, navigation and survival in complete autonomy:
  - Resistance capabilities, with along and demanding route forced to use different ways of movement to overcome distances and natural barriers.
  - Navigation capabilities, moving through unfamiliar areas for participants to bring out their guidance skills.
  - The survival capabilities, creating relative autonomy situations on where the teams need to manage their forces, their food and rest, using different strategies and logistics solving unforeseen matters on route.
2. To achieve this goal will require a technical performance known as course planning. To perform this work will need a group of sport-skilled technicians in several adventure specialities along the course.

#### **Article 62**      **Courses Team**

1. orienteering and adventure racing , or without this, a team at least with an experienced competitor and a orienteering specialist.
2. For each section or skill test, the main course planner advised by adventure test specialist develop each special test. They will define the protocols and safety standards for each test or special section which its concerns.

#### **Article 63**      **Goals of courses**

1. To know enough the competition area. We need to familiarize with the terrain before to create a stage, section or event. In addition, they should be aware that terrain conditions and weather can be different on the day of the event.
2. Adjust the course level to participants level, by classes or categories. We should not fall into the mistake of evaluating the difficulty on the basis their own technical , navigational or physical demands found when walking in the competition area.
3. To use sites, design sections or skill test that do not influence the luck factor. Often the course is favourable to produce mass competitors, favour-- , and neutralizing which advantage someone and disadvantage others. It should not be planned sections on maps whose information is not possible to locate in the field.
4. Do not design too complex or hard legs or stages. The Adventure racing value is not obtained by one of its legs, is valued as a whole. The races should be coursed so that the competitors with a physical and technical training appropriate to their category or class can finish the competition without risk to their health or get lost indefinitely.
5. Do not design sections or adventure test only testimonials. The wish to make more an attractive course leads to plan disciplines and skill test irrelevant for the results. Often it takes longer in the preparation that carrying itself. The course planning team will seek to prepare sections and adventure tests in which valued enough the capabilities required, which affect the results.

## Article 64 Choosing Terrain

1. The chosen area should be adequate to promote adventure and navigation. It must have several physical environments (air, water, land) and different types of terrain s to enable them to develop on different disciplines of adventure test.
2. If possible areas will be selected at its most virgin and remote wilderness of civilitation areas rough terrain and lush vegetation, river valleys and lakes agitated, calm waters where high mountain relief alternate with wide plains. All these objectives taken into account inside the Leibnitz convention (Appendix V) to secure competition area and design courses.
3. The course will be compatible with conservation criteria in the areas where goes by. Its design will be accomplishing with the environmental standards, local rights (hunting, fishing, grazing...) and private properties where transit.

## Article 65 Course organisation

1. The course is organized through a succession of intermediate check controls, between the start and finish. The controls are grouped to form sections, skill test, sections and stages, defining these as follows:
  - **Leg:** One way distance which mediates between two crossing points or consecutive controls.

- **Special adventure test:** difficulties or obstacles that have to overcome by a specific sport discipline and always take place in the environment of a single control point.
  - **Section:** the set of consecutive legs that are made with the same means of transport.
  - **Special section:** This section to maintain a significant technical difficulty over great part of its course.
  - **Stage:** the set of consecutive sections that are performed without interrupting the competition time.
2. According to the schedule in which that take place the sections of the course, this would result in a competition or section of type:
    - **Daytime:** When that takes place entirely in daylight.
    - **Nighttime:** When that takes place entirely at night.
    - **Mixed:** When that combines day and night stages.
  3. According to the check controls visit order, it will be the type of competition or section:
    - **Linear:** When the controls will be visited in the order determined by course planner.
    - **Free order (score):** When participants are free to choose the order in which participants will visit the controls controls.
  4. According to the course divisions in complete adventure event it could be:
    - **In a single stage (NON -STOP):** When the race develops without interruption time between the start and finish, deciding each team when and where it rests.
    - **In several stages (STAGES):** When the race divided into several fragments or stages, including half a period of interruption non-



competitive time, which allows free supply, recovery and the rest of the teams.

#### **Article 66**      **Begginers and Promotional courses**

1. For promotional courses classes consist of a small itinerary with mandatory controls, low physical and smooth techniques; those that may be added a number of sections, skill tests, and additional controls optional.
2. In these promotional courses, skill test will be testimonial and always optional prevailing aspects relating to control and safety of participants about competitions. It shall be only the first contact and introduction to the discipline. Its implementation should be supervised at all times by experts who will assist and provide the needed elements to duplicate the usual security measures.
3. For the competition classes the courses will be adequate to the level of the participants (amateur, elite and professional) and the competition area; It is divided in sections, special test and intermediate inspections, progressing all teams with complete autonomy. At the national events the course will have important physical demands and significant technical difficulties.
4. In these competition courses the skill test will be located where there is a difficulty for the exceptional natural development of a sport. Be avoided wherever possible special obstacles which introduce evidence irrelevant, only for giving more variety to the event. Entering an adventure test must have a logical reason, conceived from the real barriers present on the ground. This

approach should be followed much more strictly as more demanding class, the relevance or the competition area.

#### **Article 67**      **Duration and modalities**

1. In the competition adventure tests, to be considered as such, their adventure trail should have a minimum of 4 hours and shall be composed of at least 4 disciplines, sections and skill test of different types of sports.
2. For a route can be divided into stages, must be a multiple of 6 hours duration for each division (+6 h. => 2 stages; +12h. => 3 stages...) being the minimum time allowed by stage 4 hours.

#### **Article 68**      **Competition timetable valuation**

1. Races schedules will be calculated based on actual performance sport route at the same level and class, in the same order and under the same conditions as shall be provided for the event. For these purposes, require that the organisation has a team of adventure racing with enough preparation.
2. The schedules to reach the controls is estimated as average time planned for the 3 best teams.

#### **Article 69**      **Bonus and penalties calculation**

1. If one leg of the course is optional will be scored to the all teams that performed, on the contrary, if the section is mandatory will be penalized who do not perform.

2. These bonuses or penalties should be proportionate to the time duration of the legs. If the criteria are not established for some higher standard, the need to be established by the course setter, having count the whole course and the objectives of the event.
3. Two legs of a course having the same duration, should also have the same bonus or penalty. There shall be no discrimination by not being different disciplines.
4. Bonuses may be established in time or in points. The bonus criteria should be adjusted so that the balance between [bonus-time spent] will be favourable for the majority of the teams that have done the leg.
5. Penalties may be established in time or in points. The penalty criteria should ensure that teams do not perform the required sections are always behind the teams that if they did it.

## **CHAPTER XII. COURSE SETTER. GOLDEN RULES**

### **Article 70**      **Course setter. Golden rules**

1. The course setter should always have in mind the following principles:
  - The adventure racing is a competition based on orienteering, so you should give priority route choice in each of the sections and be able to apply orienteering techniques for long distances.
  - The unique character of adventure racing as an adventure event.
  - Following the competition rules (fair play).
  - The fun runners with a safe and exciting competition.
  - The wildlife and environment protection.
  - The needs of the spectators and press.

### **Article 71**      **Singular feature. Adventure**

1. Each sport modality has its own character. The adventure racing character is that of a multidisciplinary team whose only limits are marked by “start, finish and between a great adventure, based on information we get from the maps”. The course setter has the freedom to plan your routes, to combine the disciplines, to choose the competition area and route along which to impose the duration and the difficulty of doing it day or night, with or without breaks, without limitations on ways to do it.
2. Adventure racing is much more than a team competition, long duration race, without rest or aid, which takes place at different and unknown lands, in wilderness terrain. It is a team or personal challenge, where the experience of the last classified may be as or more intense than the first.

### **Article 72**      **Fair play**

1. Fair play is a basic requirement in a competitive sport. Unless great care is taken when all steps in the process of course setting, luck can easily become a significant factor throughout the competition. The course setter must consider all factors to ensure the competition is a fair play for all competitors face the same challenges in every part of the race.

### **Article 73**      **Safe and exciting competition**

1. The popularity of adventure racing can only be improved if competitors are satisfied with the races offered. The adventure spirit

must spread the route from the start to finish, looking spectacular landscapes full of emotions and situations. But the excitement and fun can only be achieved if the risk is controlled. The course care is necessary to ensure that the route is suitable not only in terms of duration, physical and technical requirements, but also in terms of security. It is particularly important that each course meets the level of the competitors will do it.

#### **Article 74**      **Wild life and environment respect**

1. The environment is sensitive: wildlife can be altered and damaged soil and vegetation if the land is heavily used. The environment also includes people living in competition areas, walls, fences, cultivated land, buildings and other structures. You can find routes that avoid interference with sensitive areas without damage. Experience and research have shown that even great adventure racing events can be arranged in sensitive areas without causing permanent damage if proper precautions are taken and the races are well designed, therefore, it is very important that the course setter to ensure the access to the competition field all sensitive areas are protected in advance.

#### **Article 75**      **Spectators and press**

1. The need to provide a right view of adventure racing (safe and exciting) to be one of the continuing the course setter concerns. With the courses he should try to achieve, by all means, give to press and spectators the chance to follow as closely as possible the

progress of the competition without compromising its spectacularity and fair play.

### **CHAPTER XIII. COURSE SETTING. MAIN PRINCIPLES**

#### **Article 76**      **The aim of course setting**

1. The purpose of a good course setter is to give the competitors run correctly designed for the skills that can be expected from each class. The course must evaluate both the technical skill and the speed of equipment for every test and sections that compromise it, however the speed must be decisive.
2. All Adventure racing official events will be set the courses according these principles. It also should serve as guidelines for setting other similar events.

#### **Article 77**      **Application rules**

1. In addition to the above in this regulation, shall follow the technical specifications for the orienteering course setting and also standards published by FEDO about it.
2. As well as regulations or rules issued by the competent bodies or federations, which affect the security for each of the disciplines involved. These rules shall come specified in the supplementary regulations of each Adventure racing event.

#### **Article 78**      **Difficulties and requirements**

1. Its topography, vegetation and natural obstacles that mark natural barriers should be the true appeal and difficulties of the

sections and skill test. Terrain will be used in its natural state, to bring upon them various disciplines, sections and skill test of each competition, always in a respectful and compatible way.

2. The courses will be a significant physical and psychological wear throughout the event. The safety of participants is a crucial requirement for setting the courses. The course will be designed so that technical risk will be reduced stretches from the middle of the event.
3. The sections and special tests will be designed with low to technical difficulties that may be performed by all competitors, although the team members have greater fitness and technique should come out ahead on race.
4. The sections are designed so that the choice of routes are real and varied, which cast doubt on the decision of each team in choosing the ideal route for the teams showing high orienteering level should come out ahead on race.

#### **Article 79**      **Start and finish Areas**

1. For start and finish areas will be selected large areas, capable of hosting large audience and media, without obstacles for competition. Start and finish at urban environments facilitate the diffusion and understanding of this activity and promote the interest of sponsors.

#### **Article 80**      **Start system**

1. The start system for the teams may be:
  - **Mass start** : When all competitors the same class start the competition simultaneously.

- **Interval start** : When teams begin the race individually and keeping the same interval of time between consecutive starts.
  - **Chase start**: When teams starts individually, separated by an interval determined by previous results.
2. As general rule the start system will be mass start.
  3. It will be compulsory neutralized start when it will be at urban areas, roads or communication ways open traffic, rural ways with agricultural livestock.
  4. The point where the race starts after the stretch neutralized will be marked on the ground through a banner or a tag having without clamp and marked on the map as triangle
  5. In case of mass start, the first section will have a way long and demanding enough to produce the natural dispersment of teams. It should be avoided technical orienteering legs which are favourable to follower teams. Avoid also the narrow or compromised itineraries which are not permitted overtaking comfortably.

#### **Article 81**      **Finish**

1. At least the final part of the leg which leads to the finish line marked out and needs to be mandatory. In the spirit of promotion the sport spectacle, It could be designed a small course marked to public enjoy. The last race meters before the finish line needs to be as straight and as broad as possible.

#### **Article 82**      **Legs of race**

1. The main function of legs, except in the special orienteering sections, is basically to lead the teams through the routes provided by the

course setter and secondarily to provide the competitor implementation of orienteering skills choosing the most profitable routes.

2. Inside a race should be offer different types of legs. Long and demanding legs, short and intense, extensive and fast, with and without route choices to force competitors to use a wide range of techniques and race speed. Having alternative routes force to participants to use the map to interpret the terrain and get its own conclusions. The route choices allow teams think independently and separately in the field, therefore minimiz the potential followings between teams.
3. As a general rule is able easy legs which through pass natural landscapes and hard legs which through pass urban areas and high technical level. It also prefer the original sections with artificial difficulties.
4. Equality legs. No section should contain routes or legs which offer clearly an advantage or disadvantage that can not be deducted reading the map made by competitor under race pression. It should be avoided legs that encourage competitors to cross forbidden or dangerous areas.

### **Article 83**      **Types of checkpoints**

1. The main function of a checkpoint is to mark the beginning and end of a leg, section or skill test. Sometimes you need to use controls with other specific purposes, eg to direct competitors off-limits or dangerous or fprbidden zones. The controls also serve as points for supplies, media and spectators.

2. Depending on your role with the crossing points or controls route, these may be:
  - Control start (Triangle on the map)
  - Check controls required (CR) (Circle continued)
  - Optional control points (OP) (Dash circle)
  - Assistance Points (AP) (Overlapping circle and triangle)
  - Neutralization Points (NP) (Fill half circle)
  - Special Test Point (SP) (Square)
  - Finish (Double circle)
3. The checkpoints, whatever type of control, they are placed in great details of the land, clear and easily accessible, and the markers will be clear and visible from any natural direction of arrival. It should avoid all those sites that may lead to tracking failure by vision default of control. No case should be hidden the controls and have the luck influences, the competitors who arrive to right feature need to find the control without wasting time looking for it.
4. The controls are placed on the nature trail running from competitors. Controls may be placed just outside the nature trail where there is clear risk of theft or where the characteristic details is posted. Will avoid those sites where individual visit one of the competitors can lead to a significant advantage for the team. Also should avoid the sites that give rise to the effect “acute angle” where teams that go to control benefits of viewing the exit way to the teams ahead.
5. Under no circumstances Should have excessive abuse to intermediate points. Sense to have closely spaced points when doing so try to avoid transit through dangerous areas or environmentally sensitive forbidden. Intermediate points also can

be used to avoid out of rules behaviour. Even when there are clearly advantageous routes that cannot be seen from the map information. In this case, it is preferable to sign the fact on the map and mark out the passage on the ground without time control.

#### **Article 84**      **Assistance controls**

1. To facilitate the attendance is recommended design routes such as:
  - **Star shape**, When is not planned the assistance services. It establishes a single common area for all sections.
  - **Daisy shape**, When the start-finish area match. To avoid large displacements, assistance move in a circle much smaller than competitors.
  - **On line**, when the start and finish are different. It uses a central way of communication for the movement of assistance and the sections goes forward and back each side of way axis.  
(see figures)
2. The route between assistance points should be as short as possible. The travel time between points of support for vehicles will be at least 50% lower than the expected time for section.
3. for very short sections, to estimate the travel time of the assistance vehicles must add a sufficient margin for the logistics assistance, depending on its complexity. If it is too rushed, you can choose to enlarge section or combine it with the next. In a combined section competitors will have to transport, from the beginning, all equipment necessary for both.
4. For assistance points will be chosen areas easily accessible by car, and if possible in places frequented by the public. The space should

be sufficient for all vehicles to park properly and assistance to develop its work in good conditions.

5. When special circumstances can not be guaranteed assistance in the desired conditions, it is allowed entry new assistance points only with aim of deposit or collect the equipment of competitors.
6. At the assistance points there will be two checkpoints of time. One will be the natural route before reach assistance area, and the other in the natural exit route after leaving the assistance area.

#### **Article 85**      **Neutralization controls**

1. It will make sense neutralization points there where are planned review of compulsory equipment and it will be expected a crowd area; also when no route choice but pass through open areas to traffic connections or livestock, or when the speed can be a risk in this route. In these case there will be a time checkcontrol at the beginning and at the end of the neutralize section.
2. In these sections should inform the teams of rules and rights to be respected.

#### **Article 86**      **Favour control**

1. The advantageous passes will be placed where exists favourable areas to cross large obstacles which avoid the progression of teams on route.

### **Article 87**      **Compulsory routes and Forbidden areas**

1. It will make sense to point out mandatory routes or forbidden, compulsory or forbidden passes and restricted areas when it becomes to thereby prevent the participants passing through dangerous, private or protected areas.
2. These itinerary, passes or areas will be marked on map, completely. If necessary, will also be delimited in the ground.
3. The courses must be designed so that the risk for any teams could gain advantage of these rule uncomplish will be minimum.

### **Article 88**      **Crossing traffic ways**

1. It will try to prevent the ttransit route on roads, open to traffic, and when it can not be avoided, should have the appropiatte permission in accordance with the general rules of circulation.
2. If crossing points shall be established mandatory step, marked on the map and marked on the ground. It will put a driver, law agent officers or civil protection if necessary.
3. Any crossover point where the participants can run high speed will be marked with danger signs on the map and/ or the ground. If necessary shall be one control to force competitors to stop.

### **Article 89**      **Controls. Physic features**

1. The checkcontrols should be placed in the natural points of passage, or very close to them, and should easily reach them. Each control marked on the map will be clearly marked on the ground and will

be equipped with the necessary equipment for the teams to certify its path.

2. The checkcontrol should be equipped with a stand, flag and manual punching controls system. Numbering the control codes shal be account the rules for foot orienteering.
3. All controls that are likely to disappear during the test will be monitored. Those who do not have surveillance must use a backup system (small biodegradable papers with controls number or any kind of tapping)
4. At the neutralization points, assistance points and special test, necessarrily exist at least one assistant advisor for each control. If it is perform other tasks at that point there should be organisation staff to serve them (changing maps, supplies, material control, safety...)
5. To test the competitor pass, there will be a sufficient number of punching instruments signed around the control. With the Event advisor permission could be an auxiliary advisor or organisation staff.

### **Article 90**      **Roadbook**

1. The roadbook is an information table in which will make a symbolic description of the route. The codes will be standard according to the rules.
2. The roadbook must include the following information:
  - On stage: stage order, length, accumulated slope (positive and negative) and running time (start time, duration, Closing time).

- For sections: section order and type, length, accumulates slope (positive and negative), binding material and time race (start time, duration, Closing time).
  - For each check point: order code, place of location, type, bonus, penalty, time passing, cutting and sealing (if it exists) and optionally water or radiocontrol
  - For sepecial test: type, difficulty, safety, equipment, passing times, cutting or closing times.
3. For its preparation will follow the rules for the description and Roadbooks approves by FEDO.
  4. The controls description used in O-foot test will be noticed on roadbook. If It was followed correctly the route rules should not be necessary at any time to locate the control point or the mark. This type of description must be used in the sections or specials test with orienteering specific maps.

#### **Article 91**      **Printing course on map**

1. The course will be drawn on the map according to international specifications for orienteering maps (ISOM), with special courses relating to Adventure Racing attached by Appendix VI.

#### **Article 92**      **Modalities**

1. For this regulation purposes, only will have effects the sports activities which with standard and official competitions and that do not require motorized elements for its realization.
2. Freedom in designing a course is and should be an essential feature of Adventure Racing. Consequently it can be fitted in any

sports activity likely to develop in the nature. While this does not require a permanent action on environment and compatible with it.

3. Under no circumstances can standardize the type, quantity or order of the disciplines that may be present in the course.

#### **Article 93**      **Sections**

1. Sections will be considered all set of consecutive legs which will be done with the same means of displacing . All sections will be limited by an exit point and another arrival. The end of a section and the beginning of the next will be bounded by an assistance point.
2. The section name should refer to the discipline involved. This may also include more concrete descriptions that allow technical and physical characteristics of the section, including: Mountain biking, swimming with fins, canoe race in mountain waters.
3. The course of a normal section should have a low technical difficulty, so that all teams can complete it without the need the need for for special technical skills. While the teams can complete it without have high physical and technical skills. While the teams have more physical and technical condition should come out ahead.

#### **Article 94**      **Special sections**

1. Special sections will be refered to all those sections that mainain a significant technical difficulty for most of its length requires the use the specific techniques to be overcome successfully.
2. the special qualification implies a greater technical difficulty in the modalities, it is not necessary to introduce various adjectives to add the name of modality that would be used in a normal section.



3. The route of a special section will maintain a significant technical difficulty in at least 50% of the duration, but that is an obstacle to its implementation by several teams. While those who have greater technical skills should come clearly benefit.
4. Score designed sections, always be defined as special sections. The beacons can be optional or mandatory, and have assigned a bonus or penalty, following the general criteria established.

#### **Article 95**      **Special test**

1. Special test will be called at that point difficulties or obstacles to be overcome by a specific discipline, and will always take place around the same point.
2. Similarly, the special word implies a certain technical difficulties, it is not necessary to name with adjectives for it.
3. The special test will involve a technical difficulty in keeping the level of class, without it being an impediment to its implementation by several teams. While those who have greater technical skills should come out clearly benefit.
4. When the special test requires a time table for its implementation, this must clearly marked on the ground. It is forbidden use verbal cues or instructions to guide the teams through the itinerary.
5. The itinerary of a particular test should be the same as competitors. However, course setter test should be designed special ways to that produces the minimum possible cautions. This can be chance to have optional routes and levels of difficulty.
6. Special test with optional parts (e.g. ropes, climbing vertical choices) can be mounted on multiple lines. If mandatory testing,

the teams must perform at least one of its options. Each line may have different levels of assessment depending on their characteristics. Each one must bonuses or penalizes according to time it takes to do it, and not the technical difficulties.

7. Shooting target (e.g. archery) must bonus or penalty depending on the time it takes to hit the target. To this end, establish a target (target or other object) and take the time it takes each of the team members to hit it. These test may have different designs, such as to several targets at different distances, arrange them in a forest circuit or use a biathlon. The long preparation, implementation, exchange of competitor, and so on. It be counted as a part of special test time.

*(e.g.1) Instead of scoring depending on the aim (red 1min. blue 2 min. 3 min. Yellow...) one of these options proposed here is to be imposed such as having to get accumulate points (20, 30,...) to be passed the test. In this way the team should be shooting arrows until you accumulate the points... The most skilled team take less time.*

*(e.g.2) Another option proposed is the type biathlon: If a team shoots the arrows to shoot and not have to get points... is liable to be set to do something alternative, such as fetching as many markers as points missing or run round an ...enclosure field etc....*

*This will prevent different organisations give different score to same difficulty. The way proposed, the importance of shooting test is proportional to the duration. If you want to give more importance... the test will be designed so that the riders have to spend more time pulling...*

*Using time as a measure of evaluation of the evidence we avoid any kind of intentional discrimination between modalities.*

#### **Article 96**      **Technical difficulties**

1. The Adventure racing course will be overcome by all participants under all kinds of conditions under which the test is held. The route choice of each section and special test will take in account security as the first requirement. Should this not be sufficiently guaranteed, the section or the special test must be dismissed.
2. The course setting team must assess on the terrain the technical difficulties of each section or special test to ensure that they adapt to participants' level.
3. Also, you should seek measures and safety standards related that may be granted by other entities or federations in related sports for this Adventure Racing discipline. Must adapt to test situation and define the progression protocols for participants to ensure the improvement of difficulties with minimal risk. As well as provide a list of mandatory security and necessary equipment to pass the test.
4. When the sections or special test behave high rate of risk (climbing, caving, canyoning safety equipment), It shall provide double security measures during the progression.
5. The track team should assess the influence that can be changing weather conditions (storm, fog, temperature...) on safety testing. At the event will must define maximum allowable variation levels above which would compromise the security of the participants and define the action protocols to ensure their integrity.

## **The competition rules**

### **CHAPTER XIV. PARTICIPATION REQUIREMENTS**

#### **Article 97**      **Main requirements**

1. The main requirements for participation at Adventure racing events are:
  - To be regularly entered in the competition.
  - Be an adult person and have the national Federation (FEDO) licence of Adventure Racing in the present season.
  - To have the technical and physical capabilities sufficient to meet these tests.

- To have not any disciplinary measure or sanction that do not permit participate.

#### **Article 98**      **Participation conditions**

1. All competitors must participate at will and initiative, being aware of the characteristics and risk inherent in this modality of sport.
2. The runner's responsibility assist with the specific preparation for each event, keeping fit and general physical health, and without suffering illness, physical problem or injury that might be aggravated because of their participation.
3. If during the test, suffered some kind of incident that could seriously damage your health or pose a risk to their physical integrity, so you must make it to know to the organization as soon as possible.
4. The responsibility of the competitors is train to have enough variety of physical and technical skills and resources for survival and for their own safety in the different modalities and special test of each event. Similarly, sports equipment and have enough safety of keeping and maintaining using it properly.
5. Competitor have a duty to dominate and the obligation to comply with the safety standards and protocols tofor each especiality involved, as well as maintain responsible behaviour as not increase greatly the risk to their safety.
6. During the test all participants have an obligation to avoid harming the environment, meaning all elements of the field of competition and keep out of private areas, and reforestation areas forbidden.
7. The organisation must have written evidence of having informed the participants of these terms and conditions.

#### **Article 99**      **Physical and technical requirements**

1. For this regulation purposes may participate in the competition classes only those adults who have a good fitness and master the basic techniques of security in any sports in which they participate. By security reasons may not conduct or participate in those sections or special test for which they are unprepared.
2. It be possible participate in the promotional classes or beginners those adults, not ordinarily engaged in the practice of adventure sports having a physical condition and resources of survival sufficient to overcome the length of the trail walk.
3. The organization will provide the necessary information on the course to that participants can asses their fitness level and their resources regarding the characteristics of the event.
4. In the official and no adapted events is forbidden under aged and also the persons who have any disability level physical or mental that in not allow them control their own security in the sections or special tests.

#### **Article 100**      **Spanish Federation Adventure racing licence**

1. The adventure racing FEDO licence is the document that certifies the assignment of competitors to this mode and allows actively intervene in the social life of FEDO and to participate in official competitions organized it, and any other rights arising from federation rules and the current law.

2. In official testing athletes may participate only in the possession on the same day of event the corresponding FEDO licence of Adventure racing.
3. The FEDO annually establish the procedures, fees and types of licences including adventure racing licences, which include a sports insurance covering the risks inherent in their disciplines, both in competition and in training according to the law.

## **CHAPTER XV. TEAM COMPOSITION**

### **Article 101 Team composition**

1. An adventure racing team will consist of one delegate, coach, captain, several competitors and several assists, helping the group to benefit all members.
2. There may be only one delegate, coach and team captain officially. Assists substitutes and competitors will be required only in those competition that require it.
3. Delegate functions, training and assistance can be accumulated in the same participant. The roles of trainer, substitute competitor and assistance also are accumulative.
4. A competitor can only be part of a team and a class in the same competition. No part of the team can perform both functions of Advisor, course setter, control or bearing in the same event.

### **Article 102 Number of competitors**

1. The organisation of adventure racing event set the number of competitors by team that will be required to participate in the event and the minimum will be two participants.
2. As a general rule, it is recommended that the competitors are organized for teams of 3 competitors and one assistance-relay competitor.
3. The annual standards may set for official national competitions.

### **Article 103 Definition. Adventure racers**

1. The adventure racers are competitors or members competing in the courses and they can be regular or alternate participants.
2. Competitors are responsible to go prepared to the test, good general physical health, to have an acceptable range of technical skills and resources for survival, as well as to have approved the sports equipment, care for their health and learn to use safely.

### **Article 104 Captain of a team**

1. The team captain is a competitor with the authority to present the team in the field of competition. Shall be appointed by mutual agreement among its members.
2. The captain figure is mandatory and may only be represented by a competitor who is in race. In case of abandon or substitution is allowed to transfer the captain's affairs to another competitor of his own team.

#### **Article 105** Assistance

1. The Assistance to the team members are providing technical support, tactical or logistical, fellow competitors during the development of the event.
2. His job is to prepare and transfer the material to a logistics team to the next service point, supply and liquid refreshment his team companions to assist in the process of change of section, as well as, remove all materials and elements used in this process.

#### **Article 106** Team delegate

1. The team delegate is a person authorized to represent the team, in front of judges and the organisation, outside the field of competition.
2. It is responsible for discipline of members of his team, accreditations, all documentation, attendance at meetings and be at time to review the equipment at the start.
3. In the absence of the delegate, is the coach or team captain who must assume their duties.

#### **Article 107** Team trainer

1. The coach is the official responsible for the technical preparation and the management team and its components during competition. This work can only take place at the start and the finish and at the assistance areas.

2. The coach is responsible for verifying that level of physical and technical capabilities of the team components be enough to participate in the Adventure racing event.
3. In the absence of a coach, the delegate or team captain is the right person who should take that functions.

### **Chapter XVI. REGISTRATION PROCESSING**

#### **Article 108** Entries

1. Teams are responsible for registering in the category which corresponds to their level and not another. If team have doubts will enter a low category expected.
2. The entries in each event will be submitted in accordance with the instructions given by organization.
3. The minimum details to be provided by the teams will be: name of team, contact details, number of e-card, and provisional names of participants.
4. It will be necessary have the final list of components until deadline. The team components details will be: name, surname, sex, date of birth, licence number and team functions (delegate, coach, captain, competitor, substitutes or assistants).

#### **Article 109** Period and Fees

1. Deadline and entry fees will be reflected clearly in the newsletters of each event.

2. Each federation or club and each team is responsible for doing the registration procedures and pay the fees within the deadlines.
3. The organisation may exclude from the event those participants who have not paid the registration fees within the deadlines.
4. Payments made after deadline, if accepted, may have additional charge.
5. Federations may set common standards in these areas for the official competitors inside their competences.

#### **Article 110**    **Entry rights**

1. Teams that have completed their registration and paid fees before the deadlines, they will have the following rights:
  - A fair competition in an atmosphere of sportship and fair play, under this regulation.
  - To receive within the deadlines, information and specific rules of the competition.
  - To be informed punctually and accurately of any changes affecting their aspirations and their participation in the Adventure racing event.
  - The documentation, bib numbers, maps and the other travel related items.
  - The use of sports equipment provided by the organiser.
  - An objective technical information and a safe course.
  - To be informed about their results and the other teams results.
  - To make a protests or complaints
  - To receive all services included with entry fees.

- To refund of fees, in case of cancellation or suspension of the event, and compensation in case of fraud.

#### **Article 111**    **Returns**

1. The organization shall determine the deadline periods and rates of return quotas according to the law.
2. If the event is suspended for reasons attributable to the organiser, shall be obligation to refund a full of fees. Even when be only part of these reasons to the organisation, the refund will be proportional to degree of suspension of the event.
3. If the event or part of the event is suspended for reasons not attributable to the organiser, may retain a small part of registration to cover cost of organisation to date.

#### **Article 112**    **Last minute changes**

1. Once it has reveled the secret information about the course, are not allowed last minute changes in the team composition. Unless sickness of a team member certified by medical services always have proof the new component have all requirements for participation.

## CHAPTER XVII. SPORT EQUIPMENT

### Article 113 Advisable Equipment

1. **The mean of transport is compulsory.** All other equipment related with transportation for each section or special test will be considered optional, except those who expressly stated as mandatory or forbidden.
2. The organisation provides a list of materials or equipment whose use can be an advantage, athletically speaking, for the progression on terrain and with the event conditions. It will be optional wear or use it and is not subject to any review.
3. Unless otherwise specified, the teams may use the sports equipment they deem most appropriate for the sections and the special test.

### Article 114 Forbidden equipment

1. The organisation will provide the material and terms of use or ownership is not allowed during competition or section. It will only be subject to discretionary review and sanction that which is expressly prohibited.

### Article 115 Complusory equipment

1. The organisation will provide the list of **mandatory outfit**, specific for each section and special test. Depending on the risks that might attend a predictable way.

2. The organisation will provide the list of **mandatory emergency outfit**, for all the Adventure racing event. It is compulsory to take it complete, in perfect condition and in a waterproof bag, and can only be used in an emergency situation.
3. The outfit required will be reviewed throughout the event.

### Article 116 Complusory security equipment

1. The organisation will provide the list of mandatory safety equipment necessary for the progression of each section and or special test. Any safety equipment that is used will be approved. **Carry and use will be mandatory, and it will be forbidden progress without this equipment.**
2. Review will be mandatory before each special test or special section. The lack of any of these items will impede start the race.

## CHAPTER XVIII. THE START AREA

### Article 117 Technical meeting. Briefing

1. Before the start, with enough time before, the organiser will arrange a technical meeting to report the details of the course, which may be attended by representatives members of the teams.
2. All the technical details about course, maps and another information may be disclosed secret in it. At least it will be appropriate to the next stage or sections is going to compete. Teams, through his representative, shall have the opportunity to answer your doubts or questions.

3. Delegates are responsible for collecting the information provided for competition: Bib numbers, control cards, bulletins, schedules, technical information, last minute weather forecast... They should have been delivered before the beginning of technical meeting.

#### **Article 118** Previous Equipment reviews and techniques

1. It is the responsibility of the teams demonstrate that they have provided all the materials and equipment required for the competition, in perfect condition of use to participate in the event.
2. If it was considered appropriate, may also require that the equipment components in a practical way to demonstrate their dominance over some techniques specific to each specialty. This specially recommended when the teams will progress without supervision.
3. The organisation will report the time and place where you can spend the prior review of material or equipment. The team is not present or does not pass this review may not take the start.
4. These reviews and inspections will be done in the presence of advisors and security advisors according to security controls with emergency supplies need to be sealed.

#### **Article 119** Punching control system

1. All controls will have a punch control system from those approved by FEDO and IOF (Appendix III).
2. When using normal control cards, These will be delivered before the technical meeting of each stage or at least one before the first start. The card can not be split into parts.

3. When using electronic timing systems, competitors will have the opportunity to practice with the chips at the event center. As well as, check, clear the memory of the electronic chip.

#### **Article 120** Start times

1. The teams start times will be assigned by organisation when not mass start will be assigned. In this case the start times list will be published the day before the event or delivered to delegates' teams in the technical meeting.
2. It is the team responsibility be present in the starting area with enough time to arrange the logistics, warming up and to make the necessary checks and take the start at assigned time.

#### **Article 121** Starts system

1. The teams will be entering with start instructions, the following guidelines that the organisation recommend as appropriate (Check the control system, giving maps, review of material in this section...).
2. Once inside the start area the teams will be allowed to leave it or move the start line towards the beginning of the race.
3. When choosing the mass start system, the starter over loudspeakers to inform the teams of time remaining to start when missing 15-5-2-1 minutes. And 5 seconds before the start. When one minute left the tape will be removed.
4. When the mass start will be neutralized, the real start will be released. The teams will start together following the route and escorted by organisation. It is forbidden left the group. When the



front escort increase the speed and turn away from the route will be , teams can begin to act freely.

5. When the start system will be timed against the clock it will try to start all teams same classes at time and the same club or Federation teams will not start at time or consecutively. The main interval will be 2 minutes.
6. The events where have a previous or qualifying results, the start order to the final will be reverse order to the results of qualifiers, the best team will be start last position. If it is a tie qualification, the position will be drawn between then.
7. The chasing start the start interval will be provide by the classifications in different stages or previous results.

#### **Article 122 Start Delays**

1. **The official time of the race** will be marked by event advisor , while the running time is measured as relative time. The start time will be 00:00:00
2. If the race have a delay in the scheduled start, all start times will be delayed to the same time, so that race times are preserved.
3. The team who arrives late at the start, for reasons attributable to them , it will be allowed to start when it considers the organisation, providing the start open, just considering the influence on the other teams. However, the team time will be counted from the moment assigned at the first start time.
4. The team who arrives late at the start, for reasons attributable to organisation will be assigned a new start time for start to intervals, or discount the time delayed for the mass start.

#### **Article 123 Start point**

1. The start point will be the exactly place where will start the course, and will be indicated on the map with a triangle simbol.
2. If the start point does not match the place where is located the start area, then the itinerary will be tapped and compulsory route to follow. The start point will sign with a banner, indication or control without punching system.

### **CHAPTER XIX. COMPETITION DEVELOPMENT**

#### **Article 124 Team's main liabilities**

1. During development of a competition will be not allowed on the route involving other persons who are not components of the team registered. This will consider as external aid.
2. All team members are required to know the rules and special rules for the competition for itself, to follow stric rules and safety protocols established during all the course, and team memmbers need to respect the decisions of event advisor's during the event.
3. All should be accredited to perform the activity or the function that is peculiar to them, and in possession of their respective licenses, which will be able to judges and the organisation if required.
4. The delegates, coaches, substitutes and substitute competitors only could intervene at the assistance point. It is forbidden to provide assistance or give instructions to competitors along the course outside the assistance points.

5. The delegates, coaches, substitutes and captains are required to ensure that their teams to compete in atmosphere of fairness and maximum correctness. It care should be saved at any time. The regard due to federative authorities, advisors, organisers, participants and present public.

#### **Article 125**    **Behaviour rules**

1. After taking the start, the teams will progress on terrain managing their strength, nutrition and rest, so they can complete the course in the shortest time possible. The main source of information about the course will be the map.
2. The teams will progress in complete autonomy, using the means of transportation and materials provided, and keeping the respect for the natural environment and local rights. Foreign aid is forbidden outside the assistance points.
3. Teams must pass, step to step, the sections and the special tests following the mandatory standards and established security protocols.
4. Teams must pass and check their compulsory checkcontrols on the course, in the correct order fixed by organisers.
5. The route choice between controls is free. It will also be free visit the optional control points, as well as, carrying out the optional special test.
6. For safety reasons, teams should progress together at all times. The progression alone is forbidden.
7. It will be allowed to use any material or authorised equipment or equipment that is not expressly forbidden by the special rules, regulations or law.
8. It is forbidden the abandonment of any material or team equipment, as well as use any motorised transport during the course time.
9. Competitors must follow all the routes marked as mandatory route. It will be forbidden use other passing or alternative routes different than specified routes.
10. Competitors may not enter or cross, or use the routes or areas which are marked as forbidden.
11. It will be also forbidden to transit on private property, crops and roads open to traffic. All these will be forbidden unless specified otherwise.
12. On neutralised race, The teams must be aware that the sections are not competitive legs. They should respect the other rights and behave according to the rules that apply. The time it takes to make the route will be deducted from the result time.
13. Participants will have an unlimited time to make the journey. However, some sections may have limited time on organisational issues (closing time) or security issues (qualifying time).
14. Vehicles may be used to skip sections, unless expressly forbidden by advisors.
15. It is mandatory for each participant to pass through finish line even if the team have been retired for the rescue and safety team information.
16. The team who have less time at the finish line will be the winner.

#### **Article 126**    **Progression alone**

1. We understand as Progression alone this situation in which a competitor of a team moves alone on the field in order to solve or benefit any competitive situation.
2. The progression alone is forbidden because is a potential risk for the participant in case of suffer an accident, specially on rough terrain or adverse weather conditions.
3. The team which progress its members alone will be disqualified.

#### **Article 127**    **Splitted team**

1. To understand the term **splitted team**, it will be when their components have lost visual contact with each other and this contact will not recover naturally in less 1 minute.
2. To be considered “separate team” in a given context where it should not result in risk or obvious advantage for teams. The event advisor will do a determination depending on the risks and circumstances.
3. The progression in separate teams will be a sports infringement.

#### **Article 128**    **Punching control**

1. All the course checkcontrols will be equipped with a punching control system as stipulated by this rules. Even if considered necessary may be available for monitoring persons or advisers.
2. Unless, otherwise specified, the entire team must pass through checkpoints and chips to be considered valid.

3. Competitors shall refrain from asking a personal information falling within the controls to get an advantage over other competitors. It is expressly prohibited questions related to orienteering.
4. Advisors or controllers may give some indication would be in benefit of the safety of participants. When this indications are provided will be extended to all teams equally.

#### **Article 129**    **Control pass registration**

1. The control card or electronic card is an element that teams can use to show they have visited all the controls.
2. Competitors are responsible for carrying the card at any time assigned to keep it in good conditions and properly sign on each control, whatever the established system. They are also responsible for overseeing the operation when each competitor signed.
3. A team which lacks a control card or not identifiable, may not be as a valid unless it clearly demonstrates that the lack of such control is not attributable to the same competitor (see apendix III).
4. Competitors who do not give or lose the control card to the organisation, omit any mark or visit the controls in the wrong order will be disqualify or penalised according to the rule.
5. Advisors are entitled to request control cards, to verify and/or sign with them at any time of the competition.

#### **Article 130**    **Controls of assistance**

1. In the points of assistance may be one or time controls. One will be the natural course of entering teams before reaching the assistance, and the other in the natural exit route after leaving the service area.

2. Teams must sign at the enter and exit.
3. Those controls of assistance that are planned will be an electronic download of electronic chip. This action will be done by following the advisors' instructions, the time will be neutralized and position marked as arrival order.

**Article 131 Assistance for teams**

1. The assistance tasks during the course may be undertaken by the organisation, teams or both. It is the organisation who will determine previewing the routes and transportation possibilities.
2. When the organisation is taking on this role, it will necessary specify clearly to the competitors as it will occur and will be required to dispose of the containers and transportation needed to move all material necessary for the runners.
3. When are the teams who perform this function, will be entirely responsible for having the means of transport (vehicles, containers, tools...etc) and the movement between points of assistance, assuming all the consequences that may arise.

**Article 132 Competitor's relay**

1. Substitute competitors may only to relay their team members which are running at the assistance points.
2. Advisors will check the identity of competitors at any time.

**Article 133 Compulsory route and optional route**

1. It will be understood as a mandatory course that part of the course (sections, legs, special test...) in which is essential to have a chance of complete victory. The team who do not complete will be penalized or disqualified, predetermined before.
2. It will be understood as optional course that part on the route where need to complete to have any chance of victory, but any team who do it can make an advantage.
3. Special test will be mandatory optional parts. If the test is considered mandatory it will choose each team, at least, one of the options that exists. Whoever do not make mandatory special test will be penalized. Corresponding to minor option.
4. The sections are designed to score, the teams will decide the order in which they will visit the controls. The controls could be optional or compulsory, and have time assigned, unused or penalized according to general criteria established.
5. When the template score is mandatory and has no mandatory controls, the equipment must perform at least one control of all control established.

**Article 134 Special Tests and sections**

1. The participants are entirely responsible for doing the sections or special test in compliance with the protocols of progression under the security standards established and to have the properly use the safety equipment required.
2. Unless otherwise specified, the team must to pass independently to complete each test or special test to valid each one.

3. The teams shall not seek supervision or help from the advisors or security manager. Foreign aid will result as disqualification.
4. Teams that do not meet the established standards, or teams do not demonstrate mastery in progression protocols must finish the special test or section.
5. If that teams did not stop, even at the advisor's request may be expelled from the competition.

#### **Article 135**    **Equipment reviews**

1. Teams are required to carry at all times the compulsory material established and show it if required. In addition, be used , unmodified all elements included all identificative elements as bib number, electronic chip, etc..
2. The organisation may enable distinct areas, where the teams have to pass the review of teams' material or equipment. The check will be neutralized in time and in the presence of auxiliary advisor who certifies the review.
3. This verification may be made at any time during the competition without prior notice. The lack of any element will result as corresponding sanction.

#### **Article 136**    **Emergencies**

1. An emergency situation will understand that race situation which participants are serious risk of physical integrity of any team member and need to be assisted (stroke, hypothermia, ...). this situation will be made known to the organisation as soon as possible.

2. This situation will be made known to the organisation as soon as possible. It can be used all sports elements needed, included emergency equipment to help and solve the aid situation.
3. The aid between teams is voluntary, except in emergency situations is mandatory.
4. the event advisors and medical team, viewing the situation, they decide whether or not continue the race a team.

#### **Article 137**    **Incidents**

1. All teams must have equal opportunities to qualify for the victory.
2. If any error or unforeseen circumstance was affected the normal development of the competition (lost control, a map mistake, cancelation of special test...) Te team or teams affected will be informed before it could have an effect on their results or strategies.
3. If organisation can not warn or avoid the incident before the fact takes effects and affects the results, then this section, leg or test shoul be invalidated for overall results.

### **CHAPTER XX. COMPETITION TIME TABLE**

#### **Article 138**    **Race Timetable**

1. The race timetables are defined the competition times of the course: start time, time sections, cutting times, closing section times. All these times will be set by the organisation.

2. Race schedules, once started the competition, can not be modified under no circumstances.
3. If due external circumstances would alter the race schedule, all teams will be informed before. It could affect the teams' strategies and need to do it before the changes will be valid. Otherwise it will invalidate the portion of the course were affected.

#### **Article 139**      **Cutting times**

1. The cutting time interval is the time interval within which is forbidden to start or continue the progression in the section, or special test affected (dark zone). Only must be imposed for security reasons.
2. Teams involved in sections or test with cutting times may or may not remain neutralized in the corresponding control according to the particular standard rules for the event.
3. However, it could continue with another part of the course while this does not involve a rules infraction.

#### **Article 140**      **Closing times**

1. The closing time is the deadline beyond which it is not valid a part of the course to be affected. During the race the closing time set to a point, always indicate time at which you can not go to the controls of the section or continue the race. It must be entered teams related in these closing time in which point they can restart the course or the alternative course. From this closing time and once all teams arrived to this point or having certainty of the withdrawal or abandonment of those who have not passed, the organisation may

begin dismantling the logistic s in previous section (controls, special test, finish...etc.)

2. Those Teams arrived after the closing time of a control can not start the section, certify the pass or to do the special test for each default team. The controls out of closing time will be invalid if specifically is written on briefing or roadbook.
3. Unless otherwise expressly forbidden by advisors, teams can use vehicles to skip sections and go to another part of the route. May not start at the next section until oraganization will permit this start. In any case, this will result as sports infraction.
4. Closing hours **will be amply large**, allowing the majority of teams can complete the course.
5. Finish closing time is only one time without justification. All others needs to be justified.

#### **Article 141**      **Race time**

1. **Race time** is the total time available to teams to complete the course. This time is set by the organisation and must be equal for all. In the mass start will mediate between dthe hours of sunrise and closing target.
2. If a team will arrive after the closing time for an orgonation mistake and it will guess a competition injustice over other teams, They will have right to enlarge the closing time until to finish the closing time.
3. The effective time to each team will be result of discount, the running time, disables and competition injustice suffered during the course.

#### **Article 142**    **Special test Closing**

1. The special test will close at the scheduled time and no team may do it after from that time. However, all team that has been competition injustice because race time is entitled to have an particular extension equal to that time.
2. If for safety or other reasons could not extend the special test time and this is significantly affected the overall ranking, the test should be invalidated.
3. Teams that did the special test out of time will not be able to score this test. If the error is attributable to organiser, it will subtract the the time spent. If the error is the team it will not be deducted, in spite of advisor's word.
4. Whenever any circumstances compromise the safety of participants, competition, sections, or special test are affected will be suspended while its features do not return to the security level required.
5. With the same criterion act if, at same point, physical performance, technical or emotional one of the participants is donw the point of jeopardizing their own safety or the performance of the team during a special test.

### **CHAPTER XXI. THE FINISH AREA**

#### **Article 143**    **Finish**

1. The finish is where the course ends and when time stops. The competition will end for a team when all its members have crossed the finish line.

2. It is compulsory to cross the finish line, whether or not the team has completed the competition, so that the organiser can be informed of the fact and to clear the finger sticks and check the passing times.
3. The organisation will have an enclosure behind the finish area where the teams' results can be displayed and it will be done the right check out.

#### **Article 144**    **Out of control**

1. It is the teams' responsibility to know and to control at all times their own effective race time (asking the controller about each neutralization, by using their own stopwatches, etc...)
2. The teams will arrive out of control when they have surpassed the effective race time they are entitled to when passing through the finish.
3. The teams that arrive out of control will lose all the points of the sections they are disputing at that time.

#### **Article 145**    **Timekeeping**

1. The official timekeeping will be the one established by the timekeeping controllers. So that confusion can be prevented, all the cutting, closing, claiming times, etc... will relatively refer to the competition time. The stopwatch's time 0:00:00 will coincide with the start of the race.
2. When manual timekeeping is used, the .... when the body of the last participant crosses the finish line.

3. If electronic timekeeping systems are used, the finish time will be registered when all the participants have crossed the finish line and once the person responsible for the team has made use of the system at the finish line.

## **CHAPTER XXII. BONUSES AND PENALTIES**

### **Article 146**      **Optional controls with bonuses**

1. To run an optional stage section or special event is voluntary and will result in a bonus.
2. The teams will be granted with a bonus or penalty in proportion with the time estimated by the organiser for the section or special event, or with points, proportionate to the time estimated to run the stage section or special event.
3. The optional sections will be run only in the sequence decided on by the organisation. The only sections that will grant bonuses are those that have been contemplated as optional sections by the organisation. The other alternatives or intermediate cuts will not be granted any bonuses.

### **Article 147**      **Compulsory controls with penalties**

1. Do not run a compulsory section or special event is inexcusable and will result in a penalty or disqualification, which is to be determined.

2. The penalties can be applied in time or in points.

### **Article 148**      **Readjustment of time estimation for each leg**

1. If the duration of the sections were not estimated correctly or, if during the competition, whatever external circumstance (fog, snowfall, swell, volume of flow of waters...) should substantially modify the estimated times, the Event Adviser can use the times of the 3 best teams (maximum of 3) to determine the new time estimation and consequently adjust the penalties and bonuses to the new reality.

## **CHAPTER XXIII. ABOUT INFRACTIONS AND SANCTIONS**

### **Article 149**      **Types of infractions during competition**

1. Independently of the disciplinary measures that could be adopted in the future, and according to their importance, the infractions that have had any influence on the sports results or that affect security must be resolved during the competition.
2. To these effects, these infractions are classified into two types: sports infractions and security infractions.
3. All failure to comply with the norms of the event and the rules of the competition, or the disobedience of the controllers' indications, that do not result in any risk for the physical integrity of the participants, should they have influence on the results or not, will be considered **sports infractions**.
4. Any breach or disobedience of the norms, protocols or security indications, with the resulting risk for the physical integrity of the



participants, should they have influence on the results or not, will be considered **security infractions**.

#### **Article 150 Penalties for sport rules infractions and their imposition**

1. The notice of the non-fulfilment of a sport norm, **if the infraction is only beginning and its cause is rectified *in situ***, will be considered a warning and will not suppose a penalty. Future warnings regarding the same norm will be considered recidivisms and will then be considered infractions.
2. Penalties:
  - First infraction of a sports rule will result in a penalty time of 1 hour, or its equivalent in points.
  - Second infraction of the same sport rule or the accumulation of 3 infractions will result in penalty time of 10 hours, or its equivalent in points.
  - Third infraction of the same sport rule or the accumulation of 5 infractions will result in disqualification.
  - Outside assistance or the infringement of something particularly forbidden will result in disqualification.
3. The **imposition** of these penalties will be effective at the end of each stage, once all the facts have been verified. And they will be effective, without prejudice of others that could later be imposed on the team, in view of these conducts and circumstances.

#### **Article 151 Penalties for security rules infractions and their imposition**

1. The notice of the non-fulfilment of a security norm or protocol, **if the infraction is only beginning**, will be considered a warning and will not suppose a penalty. The team that has been admonished

will not be permitted to continue to progress unless **the cause is previously rectified**.

2. Penalties:
  - The impossibility of rectifying the cause will entail (1) the impossibility of beginning the section or special event (2) the withdrawal of the section or special event, if at all possible, without any assistance.
    - To progress not fulfilling the security norms or protocols, as well as the rescue of a team in trouble will lead to disqualification.
    - The repetition of infractions to the security norms and the defiance of the Security Controllers' indications will result in, apart from disqualification, the expulsion of the competition losing all rights.
3. The **imposition** of these penalties will be effective at the end of each stage, once all the facts have been verified. And they will be effective, without prejudice of others that could later be imposed on the team, in view of these conducts and circumstances.

Examples on how to interpret the norms and apply the penalties:

- BEFORE THE START: All the duties, responsibilities, obligations, requirements, etc.... expressed in the participation chapter (data of participants, licence, equipment, fees, frauds, replacements, check-ups, start times, start protocols,...) **====>IF THESE CONDITIONS ARE NOT FULFILLED ====> it will implicate NOT STARTING THE COMPETITION**
- DURING THE RUNNING OF THE COURSE: all that is the teams' responsibility, must have, to have to, can or cannot do, to achieve, compulsory, etc.... **====>IF THIS IS NOT ACHIEVED ====> it will implicate A SPORT INFRACTION**. It is possible that the failure to comply with norms could cause other derived infractions. e.g.

Change a participant for one who is not member of the team: for non compliance with the participation requirements disqualification... Because that is also an impersonation, it will result in disciplinary sanctions. The team could also be punished by not allowing it to compete at any time for the rest of the season.

Pass only one member through a control. The others can be seen but are far away = 1 penalty for a separated team + penalization because a control is not valid if all the members of a team do not pass through it together.

Not carry the emergency equipment = a penalty for each one of the missing elements; if more than 3 are missing ==> disqualification

- All that is stated as expressly forbidden in norms or in laws, all that is marked "for security" ==> IF THIS IS NOT FULFILLED ==> it will implicate A SECURITY INFRACTION ==> disqualification

e.g. to run a BTT section riding the bicycle without a helmet. If it is a security protocol, it will lead to disqualification... Cases: if it is at the beginning of a section, the team can turn back pushing the bicycle until it reaches the assistance area and collects the helmet there. If the team cannot obtain a helmet, it can continue and finish the section while pushing the bicycle.

- To assist away from the assistance areas, help from the organisation, help from other people, help from controllers or from judges, etc.... ==> IF THIS HAPPENS ==> DISQUALIFICATION .....except the help between teams.

## CHAPTER XXIV. EVENT ADVISER'S INTERVENTION

### Article 152 Sports authority

1. The Event Adviser is the sports authority unique and not open to appeal, in the technical aspect, to interpret and apply the rules

during the competition. Directors as well as athletes, trainers, auxiliary staff, delegates and other participants must comply with his decisions.

2. The Adventure Adventure Racing is a strategic sport. To safeguard this philosophy, the judges will permit any strategy or sport conduct that is not contrary to laws, norms or rules, and that does not damage the spirit of fair play.

### Article 153 Action in view of sport infractions

1. If a Controller is able to establish that a team is breaking the rules, he must draft a statement of the infraction. If the team can hear him, he will advise them that they are breaking the rule in question. He will note the warning, the broken rule, the team and the time of the incident.
2. The team that receives the warning must correct its attitude, its conduct or the cause of the incident as soon as possible. If the team claims that it does not know the rule, the Controller will inform them of the said rule and of the consequences of its infringement. He will also note this incident.
3. If the team should continue in its attitude or if it does not correct the cause after the warning, the Controller will draft a statement of the infraction, of the infringed rule, of the team and the time of the incident. If it can be known to the team at the same time, he will read the draft to them.
4. The teams, in principle, should not worry about these notes, and will continue to run the course as they wish.
5. The Event Adviser, at the end of the stage, will study the different statements, and if he considers them sports infractions, he will apply the appropriate penalties.

6. If the organisation and the Event Adviser have no problem, the disqualified teams can start the next stage, taking care not to interfere with any of the other teams.

#### **Article 154**      **Intervention regarding security infractions**

1. No team will keep on progressing in a section or special event if it does not obey the norms or the security protocols. Only those rules that clearly indicate it will be considered security standards. Notwithstanding, whatever security prohibition stipulated in legal norms will have that consideration, even if not so specified.
2. If the Auxiliary Security Controller is able to establish that a team is disobeying the security standards or the security protocol, he must stop the team's progression and give them notice of the fact.
3. The team that has been warned by the Auxiliary Security Controller must desist from advancing until it corrects its attitude, its conduct or the cause that has led to the warning. If the team claims that it does not know the rule, it must abandon the section or the special event.
4. There is no limited time to solve the matter, except for the closing time of the competition, section or event. In any case the team must permit access to the other teams while the situation is cleared, without any neutralization rights.
5. If the team cannot resolve the situation on its own, it will be rescued and a statement will be drafted explaining the facts. The rescue of a team, as well as any other external assistance, will lead to its disqualification.
6. If the team should keep on progressing without correcting its attitude or the cause of the problem, the Auxiliary Security Controller will draft a statement of the infraction, of the team and the time of the incident. He will then tell them that they must abandon the section or the special event.

7. Once the infraction is noted, it will be impossible to correct the situation. The team must stop progressing in the section or in the special event involved and leave the course by the established entrance or wherever they are told to do so.
8. In the team does not cease on its insistence or if it holds up the evolution of the event or the labour of the Auxiliary Security Controller, putting themselves or third parties in danger, the Controller will warn them that they could be forced to abandon the competition to all effects.
9. If, in spite of the warning, the team does not cease on its insistence, the Auxiliary Security Adviser will draft a statement of the facts. The expulsion of a team from the competition, apart from its automatic disqualification, will also lead to the loss of all the rights derived from its participation.

## **CHAPTER XXV. RESULTS. COMPLAINTS AND PROTESTS**

#### **Article 155**      **Results**

1. Results must show in detail each and every of the times, bonuses, penalties and the partial neutralizations that the teams have suffered along the course.
2. As soon as a team crosses the finish line, they will be given a copy of their results so that they can check the accuracy of the data.
3. Also, the results must be displayed at the arrival area, so that teams, media and the public can be easily consult them
4. The teams must revise the results and communicate any pertinent observation as soon as possible.

#### **Article 156**    **Team and class results**

1. The qualifications will be given by classes and will reflect the results of the participating teams put in order of times, lower to higher or in order of points, higher to lower, taking into account the neutralizations, penalties and bonuses. If two or more teams have the same elapsed time, they will be given the same placing in the results, and the placing or placings following the tie will not be used.
2. The teams that, for whatever circumstance, have not totally completed the compulsory run of the course, will always be qualified behind those that have completed it. Next will appear the teams who have finished with only part of their components; and last, the disqualified teams.
3. The provisional qualifications will be displayed 1 hour before the prize-giving ceremony to permit comments and claims.
4. The provisional qualifications will be declared final once all claims have been attended and resolved. They must be published in the established media, no later than the day after the event.

#### **Article 157**    **Complaints**

1. Complaints can be lodged regarding the non-compliance with the rules, the organisation's guidelines, or the decisions of the Auxiliary Controllers. Complaints may be lodged by the delegates or the team captains.
2. All complaints will be addressed as soon as possible in oral or written form to the organisers or to the Auxiliary Controllers. The complaints will be studied by these authorities who will immediately inform of their decision to the person or persons who made the complaint.

3. There is no fee for a complaint.
4. A time limit may be set to present complaint. The complaints received within this time limit will be studied if they contain special circumstances that have been explained in the complaint.

#### **Article 158**    **Protests**

1. A protest can be raised against decisions adopted by the organisation or the Auxiliary Controllers. The protests can be processed by delegates or team captains.
2. The protests will be presented in writing to the Event Adviser, no later than one hour after receiving the organiser's decision regarding a complaint.
3. There is no fee for a protest.

#### **Article 159**    **Technical jury**

1. The Technical Jury is the competent body appointed to resolve the protests that affect the results of the competition.
2. Before the competition begins, the Event Adviser will name the members that will sit on this Jury.
3. The Technical Jury shall consist of 5 members: the Event Adviser, who will be its Chairman, with voice and vote, 4 trainers or the captains of teams with the highest category, appointed by the Event Adviser, with voice and vote. Also a representative of the organisation will attend, with voice but no vote.
4. The Jury will deliberate only if all its members are present. In urgent cases, provisional decisions can be made if the majority of the Jury agrees to accept that particular decision.
5. If it can be proven that one member of the Jury is partial or if he is unfit to perform his duties, the Event Adviser will name a substitute.

6. As a result of the decision taken regarding the protest, the Jury will inform the organiser and will also communicate its decision to the FEDO organism competent in the matter.
7. The decisions of the Technical Jury will be known immediately, in writing if possible, to the person or team who has raised the protest.
8. Against the decision taken by the Technical Jury, an appeal can be filed before the FEDO Competition Committee, within 48 hours.

#### **Article 160**      **Competition Committee**

1. The Competition Committee is the competent body to resolve the appeals that affect the competition's results. It can impose or lift penalties, endorse or overturn adopted decisions and the results, in accordance with these Rules.
2. The Competition Committee is formed by the FEDO Technical Director, or in his place by the person he has named, and another 2 members, named by the FEDO Technical Management, from among the directors of the regional Federations or Delegations not implicated in the matter to be discussed.
3. An appeal against the decisions taken by the Technical Jury during the competition will be filed before the FEDO Competition Committee.
4. It can be filed by the teams' delegates, by participants in the event, by the Event Adviser and by auxiliary staff, regional clubs or federations.
5. It must be submitted in writing, no later than 48 hours after the Technical Jury's decision before the FEDO secretariat.
6. There is no fee for an appeal.
7. The decisions taken regarding an appeal are final.

#### **Original Document:**

Spanish Orienteering Federation **F.E.D.O.**

<http://Adventure.Racings.fedo.org/documentos11/normativa11/ReglamentoAdventureRacing2011definitivo.pdf>

#### **Translation Team:**

Professional translation (spa-eng-fre) : Michele Pilon Parent **CANADA**  
[mpilonparent@gmail.com](mailto:mpilonparent@gmail.com)

Technical review (IOF Foot Event Advisor): José Barberá Verdugo **SPAIN**  
[jobarver@gmail.com](mailto:jobarver@gmail.com)

## Appendix I. Declaration form including the conditions for participation in Spanish competitions.

### Guideline 1. Contents of the declaration form

1. We know and completely accept the Rules of the Adventure Adventure Racing of the Spanish Orienteering Federation, the Standards of the Spanish League of Adventure Adventure Racings of the year \_\_\_\_ and the Particular Rules of the Adventure Racing \_\_\_\_\_.
2. We understand that this type of competitions, evolving in a natural environment, in areas of difficult control and access, implicitly involves an additional risk for the participants. Therefore, we take part in it voluntarily and at our own initiative, being conscious of and assuming the risks and consequences that our participation in this event implies.
3. We have the required preparation for this competition, we are in good health, we do not suffer any illness, physical defect nor any injury that could get worse due to our participation. During the event, if we suffer any type of incident that could seriously damage our health or imply a high risk to our physical integrity, we will make it known to the organisation as soon as possible.
4. We possess a sufficient variety of physical capacities, technical skills and survival resources that will ensure our own safety in the different disciplines and special events of this competition, under the conditions of autonomy under which it takes place. Also, we dispose of the sporting and security equipment required for the different disciplines in which we will take part; it is in

working order, accredited, and we know how to use it properly.

5. We know and master the security protocols specified for each of the disciplines in which we take part, and we undertake to comply with the established safety standards; as well as to maintain a responsible behavior so as not to increase the risks to our physical integrity.
6. We undertake to follow the stated general guidelines for the respect of the natural environment.
7. We authorize the Spanish Orienteering Federation and, by extension, the organisation to use any photograph, film or recording that is taken, while it exclusively pertains to our participation in this event.

### Guideline 2. Environmental Main Rules

- Use a minimum number of vehicles and park in authorized areas.
- Drive safely on tracks and roads open to traffic.
- Drive slowly when people, animals or other vehicles are present.
- Not alter the process or the natural functioning of the ecological systems.
- Not spoil the biotic, geological, cultural resources or, generally those of the landscape.
- Elude or not enter areas that are environment sensitive.
- Not walk in rivers when it can be done on the shore.
- Swim where it is possible in order not to stir the bottom of the riverbeds.
- Perform physiological needs in the right places, or in any case, not in the water nor near crossing points nor meeting places, nor in rocky areas.

- Not use soaps or detergents in the fountains nor in the waterbeds.
- Not light any fire nor provoke situations that could cause a fire hazard.
- Not use or install any type of structure or element that would permanently damage the terrain.
- Do not spill or leave behind objects or liquids or solid waste outside the authorized areas.
- To gather and remove all the elements and waste produced in the assistance areas, the start or finish.
- Do not leave behind any equipment, food wrappers or food used during the competition.
- Proceed from course start to finish making as little noise as possible.
- Do not disturb the peace of the surroundings nor that of the domestic or wild animals.
- Respect the rural area, the local rights and habits.
- Leave the gates, grates, chains or anything similar in the same condition as it was when found.
- Do not invade any private or out-of-bounds property along the course.
- Limit the use of artificial lighting and sound devices to the basic necessities of organisation, progress, safety and emergency, especially within the boundaries of protected natural areas.

## **Appendix II. Contents of the Information Bulletins for national events.**

### **Guideline 1. Contents of Bulletin 1**

1. Within 2 months after being notified that the Adventure Racing will take place, a Website must be in use giving preliminary information that must, at least, include:
  - Name of the competition. location and dates on which it will take place.
  - General description regarding the evolution of a Adventure Racing competition (teams, courses, disciplines, assistance, maps, endurance, navigation and survival conditions...)
  - Types and characteristics of the competitions that are included. Restrictions as to participation.
  - Whatever available technical information referring to the course.
  - Links and the possibility to download the Official Rules of the Adventure Adventure Racing and the Annual Standards if they have already been approved.
  - Tourist information regarding the area and the province where the event will take place.
  - Website, email, postal address, telephone and fax numbers where information can be obtained.
  - Confirmed organisers and sponsors. Name of the Director, the Event Adviser, if they have already been named.

### **Guideline 2. Contents of Bulletin 2**

1. At least 4 months prior to the beginning of the event, the following information must have been added:
  - All the information given in Bulletin n° 1, updated.
  - Programme of the events. Notes on competition clothing if deemed necessary.
  - First advance of the particular rules: sections and special events that are part of the course, the necessary equipment, equipment given out by the organisation, assistences, relays.
  - Those technical data that are known concerning the course: disciplines, estimated schedules...
  - Models and functioning of any new element or security standard that will be used.
  - General map of the accesses to the competition centre.
  - Information about transportation from the airports, train or bus stations that are near the competition area.
  - Registration and accommodation forms, if deemed necessary. Fees and charges.
  - Latest date and address for registration. Latest date and data for payment of the entry fees.
  - Accommodation and food available for the teams during the event.
  - Latest date for accommodation reservations for the organisers.
  - Address, telephone/fax numbers, email of the person responsible for the media.
  - Address where the media and the representatives of the federations can register.

### **Guideline 3. Contents of Bulletin 3**

1. 45 days prior to the Adventure Racing, the following information must have been added:
  - All the information of Bulletin 2, with all the news and updates.
  - Particular Rules of the Adventure Racing, including a generic sketch of the structure and details of the course (sections and order, lengths, uneven terrain, special events and specific standards, security gear, scale and contour interval of the maps, crossing and closing timetables, bonuses, penalties, neutralizations, assistences, rankings, claims...).
  - Rules and name of the hosting Federation, standards and security protocols that will be applied in each of the sections and special events included in the Adventure Racing.
  - General information regarding the different terrains through which the participants will run, climate and meteorology.
  - Schedules and meeting place for briefings.
  - Any permitted deviations from the rules.
  - Place and latest date for complaints.
  - Form and latest date for sending the data regarding the team members.
  - Summary of the entries already received.
  - Detailed programme of the event, including timetable and latest dates for final registrations.
  - Address, telephone/fax numbers, email of the competition's office.
  - Plans and schedules of public transport from airports and train / bus stations.



- Details regarding accommodation and food.

**Guideline 4. Contents of Bulletin 4**

- 1 The Official Bulletin of the competition will be the last one published and will contain complete information about the event. It will be sent to all teams at least 48 hours prior to the event and a copy will be given on arrival to the competitors and will include:
  - All the information contained in the previous bulletins that is considered necessary for the evolution of the event.
  - Whatever last-minute modification affecting the competition, if, as always, it has previously been authorized.
  - Definite programme and special standards relating to the event. Anti-doping control.
  - Final Particular Rules for the Adventure Racing.
  - Names of the members of the Technical Jury and the Federation or club they belong to.

## Appendix III. Approved Punching Systems

**Guideline 5. Authorized systems**

- The Rules determine that the only punching systems that can be used are those approved by FEDO and the IOF.
- The only approved punching systems automatically approved are the traditional punching system and the electronic timing control punching system EMIT and the SportIdent system. The competitors must have had the opportunity to make use of them previously.
- As to what concerns the **traditional finger stick system**, the control card must be of resistant material and not exceed 10 cm x 20cm in size. Each box must measure 18 mm on its side and three of these boxes must clearly be marked as reserve boxes.
- As to the **EMIT system**, the label attached to the electronic card of each competitor as a backup system must be able to tolerate the race's most difficult conditions, including immersion in water. It is the runner's responsibility to assure that the backup label is also punched so that it can later be checked in case the electronic punching fails.
- As to the **SportIdent system**, an alternate unit must be installed at every control, whether it is another station or a classic finger stick. It is the competitor's responsibility to assure that the electronic punching has been recorded, not removing the finger stick until the checking unit beeps or flashes, and only in the case that the checking unit doesn't register the

electronic punching, the competitor can use the back-up memory.

**Guideline 6. Verifying control passings**

- 1 The control card, electronic or otherwise, must clearly show that all controls have been visited.
- 2 A runner with a control punch missing or unidentifiable shall be disqualified unless it can be established with certainty that the punch missing or unidentifiable is not the runner's fault and that the runner visited the control.
- 3 When these exceptional circumstances occur, other evidences can be used to demonstrate that the runner did visit the control, such as cameras, controllers at the checkpoints, or the reading of the marker's memory. In all other circumstances, it will not be feasible to establish with certainty that the runner visited the control.
- 4 The use of any other system will require the IOF's approval, or that of the FEDO.
  - In exceptional circumstances other proof can be used to demonstrate that the competitor has visited the control, such as the testimony of any controller, T.V. cameras or the reading of the control unit. If other proof is not accepted, the competitor will be disqualified.
- 5 In case of using the SportIdent system, this standard means:
  - If a unit (base) is not in working order, the competitor must punch the given reserve box and will be disqualified if it isn't punched.
  - If a competitor punches with his electronic card too fast and doesn't wait for the acoustic signal or the unit's light, the card will not show the punching of that control, which

will mean disqualification. (Even if the base has registered the runner's card number).

- 6 The following mistakes on the part of a competitor will be accepted: punching outside the correct box or missing a box, always taking into account that all marks can correctly be identified. A competitor who tries to gain advantage by using a false or vague mark could be disqualified.
  - In exceptional circumstances other proof can be used to demonstrate that the competitor has visited the control, such as the testimony of any controller, T.V. cameras or the reading of the control unit. If any other proof is not accepted as valid, the competitor will be disqualified.

## Appendix IV. The Leibnitz Convention

- 1 We, the members of the IOF, attending the 20<sup>th</sup> IOF General Assembly in Leibnitz, Austria, on the 4 August 2000, hereby declare that: "It is of decisive importance to raise the profile of the sport to further the spread of orienteering to more people and new areas, and to get orienteering into the Olympic Games.
- 2 The main vehicles to achieve this are:
  - To organize attractive and exciting orienteering events, which are of high quality for competitors, officials, media, spectators, sponsors and external partners.
  - To make IOF events attractive for television and Internet.
- 3 We shall aim:
  - To increase the visibility of our sport by organising our events closer to where people are.
  - To make our event centres more attractive, by giving increased attention to the design and quality of installations.
  - To improve the event centre atmosphere, and the excitement, by having both start and finish at the centre.
  - To increase television and other media coverage by ensuring that our events provide more and better opportunities for producing thrilling sports programmes.
  - To improve media service by better catering for the needs of media representatives (in terms of communication facilities, access to runners at start/

finish and in the forest, continuous intermediate time information, food and beverages, etc.)

- To pay more attention to promoting our sponsors and external partners in connection with our IOF events.

We, the members of the IOF expect that these measures shall be considered by all future organisers of IOF events.

## Appendix V. IOF Resolution on environmental good practices

1. On its meetings from 12 to 14 April 1996, the International Orienteering Federation, acknowledging the importance of maintaining the environmentally-friendly nature of orienteering and in accordance with the GAISF Resolution on the Environment of 26 October 1995, adopted the following principles:
  - To continue to be aware of the need to preserve a healthy environment and to integrate this principle into the fundamental conduct of orienteering.
  - To ensure that the rules of competition and best practice in the organisation of events are consistent with the principle of respect for the environment and the protection of flora and fauna.
  - To cooperate with landowners, government authorities and environmental organisations so that best practice can be defined.
  - To take particular care to observe local regulations for environmental protection, to maintain the litter-free nature of orienteering and to take proper measures to avoid pollution.
  - To include environmental good practice in the education and training of orienteers and officials.
  - To heighten the regional federations' awareness of worldwide environmental problems so that they may adopt, apply and popularise principles to safeguard orienteering's sensitive use of the countryside.

- To recommend that the regional federations prepare environmental good practice guidelines specific to their own countries.

## Appendix VI. Course planning. Additional specifications of Adventure Adventure Racing events

(Symbols are not at scale. They have been reduced to fit the drawing.)

1. The printing of Adventure Racing courses must adjust to the IOSM specification, increased a 150% in size, and additional guidelines that are pointed out here *(that is, those marked in red in the text of definitions)*.
2. The printing of the courses of the specific orienteering sections must strictly adjust themselves to the specifications established by the ISOM standards (IOF) relating to them.

(ADD COURSE SYMBOLS AS IMAGE NOT SCALED)

see spanish versión.

**701 Start:** The stage's start as well as that of the section is shown by an equilateral triangle, one of its vertexes pointing in the direction of the first control. The centre of the triangle shows the precise position of the start point.

**721 Finish and Start of Section (Transition):** There where the finish of a section and the start of the next one overlap, the superposition of triangle and circle will be used.

**702 Compulsory control point:** The control points are shown with circles drawn with a solid line and sections of the circles should be omitted to leave important details showing. The centre of the circle shows the precise position of the control.

**703 Control number:** It will be oriented to the north and be placed close to the control point circle, whether it is optional or mandatory, in such a way that it does not obscure important details. In case various PC'S or PE's of the same type are in the same place and with few metres separating them, only a circle or a square will show, with the number of the PC'S or PE's they represent on the side, in the correct order in which they must be punched.

**704 Mandatory leg line:** The controls that are to be visited in order will be joined by a straight solid line. Sections of lines could be omitted to leave important detail showing.

**722 Optional control:** It is shown by a circle with sections omitted.

**724 Optional leg line:** It is shown with a straight dash line. When the order of the controls is free (score), no line will show.

**725 Mandatory special event:** It is shown by a square drawn with a solid line and it will be oriented to the north. Sections of the squares should be omitted to leave important details showing and its centre shows the precise position of the marker.

**726 Optional special event:** It is shown with a dash line. That the event is optional does not imply that the control also is optional.

**705 Mandatory marked route:** When the route is mapped and it is mandatory to follow it, it will be shown by a dashed line following the established itinerary.

**706 Finish:** It is shown by two concentric circles.

**709 Out-of-bounds area:** An out-of-bounds area that cannot be used by the competitors is shown with vertical stripes.

**707 Uncrossable boundary:** Solid line= limit tapped continuously      Dash line = discontinuously tapped      No line = not tapped.

**708 Crossing point:** A crossing point through or over a wall or fence, or across a road or railway or through a tunnel is drawn on the map with two lines curving outwards. If the leg line goes through them, the crossing is mandatory. If not, it will be optional.

**710 Dangerous terrain:** An area presenting danger to the competitor is shown with cross-hatched diagonal lines.

**711 Forbidden route:** A route that is out-of-bounds is shown with crosses.

**727 Neutralization control:** When it is previewed to have a neutralized itinerary, its start and finish will be shown by a half-filled circle, direction neutralized itinerary and whose centre coincides with the neutralization control.

**(Note):**

There can exist various special cases where one or more symbols are found in the same place, or with few metres between them. In these cases, one of these two solutions can be chosen, taking into consideration which of the two, in each particular case, better explains the situation:

1. Place the superimposed or circumscribed controls, if they are identified correctly, with the number of the symbols they represent on the side, in the correct order in which they must be punched.
2. Place one and only symbol with the number of the symbols they represent on the side, in the correct order in which they must be punched.

It will be the shared responsibility of the Adventure Racing's organisation and that of the Event Adviser to decide the best option in each particular case.

In any case, the peculiarity of the situation must necessarily and correctly be exposed in the road-book as well as during the technical meeting.

**(ADD COURSE SYMBOLS AS IMAGE NOT SCALED)**

**see spanish versión.**

## Appendix VII. Recommendations to determine the compulsory equipment

### Guideline 1. Requirements to determine the compulsory equipment

1. In order to prevent risk factors during the competition due to the lack of equipment or due to excess baggage, to be able to establish what equipment is compulsory, these two requirements must be fulfilled:
  - **That it prevents risks**, real or potential, to the physical integrity of the participants. To be able to establish an equipment as compulsory, first we must determine what risks we want to prevent. *(A waterproof pouch prevents the risk of water damage. But this is applicable only to security or emergency equipment (e.g. telephone) but not to the rest. A waterproof pouch for maps prevents them from being damaged by water. What risk is that for the physical integrity of the participants?)*
  - **That it makes sense** in the conditions under which the event will take place. It is evident that many elements are used to prevent risks, but it is also evident that they are useless if the possible risk conditions are not present in the event (e.g. crampons if there is no snow or life-jackets if there is no water).
2. **In a course what is to be considered as compulsory** is all equipment that is reasonably necessary to prevent physical injury derived from the dangers that exist along the course (real risks) or those that could exist

if the weather or security conditions change or if the personal circumstances of the team also change (potential risks). **The equipment will only be established as compulsory for the sections or special events** in which the risks are present.

3. According to the purpose, the compulsory equipment will be classified as follows:
  - **Prevention equipment:** the one that the competitors **must carry** to prevent potential risks (probable changes in security conditions). *(In winter, in the mountain... although there is no ice on the logical itinerary or there exists the possibility of easily avoiding it, crampons or/and axes can be considered as prevention equipment).*
  - **Security equipment:** the one that the competitors **must necessarily** use to progress in an area where definite risks are present.

### Examples:

Compulsory equipment	Risks it prevents	Sections	Type
Compass (1) (2)	General disorientation due to fog or at night	Snow, desert, open seas, jungle	Prev.
Climbing Harness (1 x P)	Falls	Vertical techniques	Sec.
Ropes (1) (2)	Falls	Vertical techniques	Sec.
Crampons (1 x P)	Falls	Compact snow	Prev.
Crampons (1 x P)	Falls	Ice	Prev.
Neoprene (1 x P)	Hypothermia	Hot waters	Prev.
Neoprene (1 x P)	Hypothermia	Cold waters	Sec.
Helmet (1 x P)	Falls	BTT, whitewaters, vertical techniques	Sec.
Sunscreens (1)	Sun burns	Snow	Prev.
UVA Sunglasses (1 x P)	Eye burns	Snow	Prev.
UVA Sunglasses (1 x P)	Eye burns	Snow (+ 2h.)	Sec.
Headlamps (1 x P)	Falls due to bad visibility	Overnight	
Headlamps (1 x P)	Falls	Overnight+ uneven terrain	

(N) Number of elements for low exposure to this risk.

(N) Number of elements for lengthy or high exposure to a risk.

(N x P) Number of elements per person who will take part in the section.

### Guideline 2. First Aid Kit

1. The **First Aid Kit** is a special item of the prevention equipment, and it must be carried in a waterproof pouch throughout the whole course.
2. Its use is authorized only to remedy an emergency situation in which the physical integrity of the team as a whole or if/when any of its members is in grave danger and needs help (accident, hypothermia, track blocked).
3. The organisation will elaborate a list of the compulsory equipment that must be found in a first aid kit:

First Aid Kit	Recommendations of use
Bandages (±2,5m)	Immobilizations, fastenings
Compresses or dressings (5)	Cuts, bleeding, lacerations
Elastic bandage (±2,5m)	Cuts, bleeding, lacerations
Antiseptics (± 50ml)	Disinfectant
Pain relievers (4) + Anti-inflammatory (4)	Pain relief , swelling control
Emergency blanket (1) (1 x P)	Hypothermia, protection from the sun
Flashlight with new batteries (1) (2)	Signaling at night
Whistle (1) (2)	Signaling during the day and at night
Operating cellular phone, turned off, with pin number written on the outside and numbers of the organisation in its agenda	Emergency calls
Energetic rations (=200 gr. of energetic food (1) (1 x P)	Acute weakness
Equipment to be included only in the case the circumstances require it and/or the participants go through “savage” areas for a length of time	
Utility knife (1)	Tweezers, cuts, ropes...
Matches (5) or a lighter (1)	To produce heat
Emergency flares (1) (2)	Signals in covered areas, passes, open seas
Antihistamines (4) (individual cases)	Allergies, rashes
ORS (Oral Rehydration salt / solution)	Diarrhoea and severe dehydration
Ointment or antidote insect bites	Irritations and poisons
(N) (N) Quantity to include depending on the amount of estimated risk	

### Guideline 3. First Aid

- Bandages:** useful for securing dressings or elastic bandages; as well as to secure the injured area applying it directly on the skin. There are hypoallergenic bandages for ultra-sensitive people.
- Antiseptics:** these are substances used to prevent infection, avoiding that germs enter the wounds. Povidone iodine is the antiseptic most frequently used, it is found in cream, lotion and soap. It is used to clean and disinfect wounds.
- Analgesics-Antipyretics:** used to reduce or eliminate pain or to lower fever, for example in a fracture or an infection. The most popular are aspirin or paracetamol tablets
- Topical anti-inflammatories:** used to control the inflammation process that our own body develops as a defence mechanism against an aggressive factor, for example as bruises, fractures, or falls.
- Gauze pads:** They come in sterile packages (5 x 5 cm or 10 x 10 cm). They are used to cover wounds or to stop bleeding.
- Dressings:** They come in different sizes, are used to cover the wounds once disinfected. There are specially-shaped dressings for eyes.
- Elastic bands:** There must be elastic bands in different sizes. They are used to bandage the limbs and to secure the dressings on wounds.
- Antihistamines:** to control the symptoms of an allergic reaction. The allergic reaction is an individual’s reaction in the presence of an external factor. They will be compulsory for the teams where some of the members are predisposed or if there are external factors that could affect them all.
- Ointment for insect stings:** for relief of the symptoms of insect bites, If there exists a risk for this type of incident or if any of the team members are especially sensitive to them.



10. **ORS (Oral Rehydration Salt or Solution):** useful in cases of intense diarrhoeas, so as to avoid possible complications. Also useful in cases of severe burns or haemorrhages or facing any situation with a risk of dehydration. Compulsory if these risks can be predictable during the race.