SHELL ECO-MARATHON EUROPE 2019
OFFICIAL RULES
CHAPTER II
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Dear Shell Eco-marathon participants, friends and enthusiasts,

Welcome to Shell Eco-marathon Europe 2019!

We are excited to share that we will be moving to a new location this year. Shell Eco-marathon Europe 2019 will be held at Mercedes-Benz World from June 29 to July 5. Located in Weybridge, Surrey, it is home to the historic Brooklands motor racing circuit.

The grassroots of Shell Eco-marathon are based on the ingenuity, hard work and dedication of students from around the world. I would like to remind you that all activities related to your Shell Eco-marathon project must be carried out by the registered teams and its participants. The organisers reserve the right to withhold technical inspection approval for teams which show substantial knowledge gaps over the design of their vehicle and the functional principles of its component parts.

Remember that you need to come to the competition prepared, with your vehicle ready. So it’s highly important to:

- **Read the Shell Eco-marathon 2019 Global Rules, Chapter I carefully.** The document presents all technical and safety rules applied to both Prototype and UrbanConcept classes.

- **Watch the Tech Tips on YouTube.** These videos explain the technical rules in an easy-to-understand way.

- **Read this document carefully.** The Chapter II Rules include specific information you need ahead of Shell Eco-marathon Europe 2019.

- **Come prepared!** Your car should be ready for technical inspection upon arrival. All required documentation listed in Article 58 should be printed and ready.

Good luck, I look forward to seeing you from June 29 to July 5, 2019 in London!

**Gilles Vanier**

Shell Eco-marathon Europe Technical Director
1. GENERAL

The Shell Eco-marathon 2019 Global Rules, Chapter I and the Shell Eco-marathon Europe 2019 Rules, Chapter II apply during the entire duration of the participants’ presence on site. The organisers reserve the right to modify any article of the present rules in both documents.

Shell International Limited (which is incorporated and registered in England with company number 3075807, address: Shell Centre, York Road, London, SE1 7NA, UK), hereafter known as “Event Organiser” or “Organiser” is the organiser of Shell Eco-marathon Europe 2019, the “Event”.

The Event will be open to participants from June 29 - July 5, 2019 at Mercedes-Benz World in Weybridge, Surrey [the “Site”]. The Site is owned by Mercedes-Benz Cars UK Limited (incorporated and registered in England and Wales with company number: 2448457, address: Delaware Drive, Tongwell, Milton Keynes, Buckinghamshire, MK 15 8BA], hereafter known as “Site Owner”.

Teams will have access to the paddock from Saturday, June 29 at 09:00 after they have checked in and must clear their garage in the paddock area by 22:00 on Friday, July 5 at the latest. Access to any part of the Site will NOT be authorised on Saturday, July 6.

Make the Future London featuring Shell Eco-marathon Europe will be an invite only event this year, i.e. it will not be open to the public or walk-in visitors. There will be no general experiential areas for guests. However, if you would still like to invite guests, each team is allowed a maximum of 5 pre-registered guests daily outside of their officially registered members. These guests will be given access to the general Shell Eco-marathon areas (not including inside individual garages, technical inspection or the pit lane) from 09:00 to 17:00, July 2 to 5. Upon arrival each day, they should collect their accreditation at the welcome desk located at the foyer of Mercedes-Benz World. Security will collect their accreditation upon exit. To register these guests, please complete this document and send to shell-eco.marathon@shell.com by June 20.

ARTICLE 200: PARTICIPANTS

Teams will be allowed to bring a maximum of 20 participants to the competition. All participating team members must be registered in Phase 3. Only these 20 registered team members will receive a light green wristband giving them access to the paddock area. The team manager, driver and reserve driver will be given an additional light blue wristband upon registration at technical inspection.

Teams with four or more participants under the age of 18 must be accompanied by at least one adult per four underage participants, in addition to the professor, teacher or adult leader. Chaperones must register as team members in order to receive credentials for paddock and campsite access.

Each team is responsible for all costs and expenses associated with participating in the Event i.e. travel from home country to the UK and back, airport transfer, hotel/accommodation, building, shipping and freight cost for vehicle, etc. The Organisers will provide travel allowance to each team (See Article 236).

The team manager is the team’s sole official liaison with the Organisers. The team manager must be a student. All information will be addressed to him/her. For the purposes of the Event, he/she will be responsible for and speak on behalf of the team. If the team members are under 18 years of age, the team manager may be a faculty advisor.

The Organisers will provide the following for the teams:

- Coach shuttle services from the campsite to the Event;
- Ten participant goodie-bags;
Vehicle stickers (see Appendix I in the Shell Eco-marathon 2019 Global Rules, Chapter I);

Participant badges and lanyards (1 per registered team member);

Two yellow armbands for start/finish access;

Light green participant wristbands to access the paddock (proving they have attended the HSSE induction, 1 per team member); and

Team manager, driver and reserve driver wristbands equipped with individual RFID codes, to be collected at technical inspection front desk.

ARTICLE 201: DRIVERS

Drivers must be at least 16 years old on the day of the competition. In all cases, drivers must be students of the educational institution in question. Proof of enrolment must be provided upon request. A driver’s license is not mandatory.

ARTICLE 202: MANDATORY DOCUMENTS

At participant check-in on Saturday, June 29 and Sunday, June 30, the team manager must present official identification (national identity card or passport) and must have completed and uploaded the documents requested in Phase 3 Logistics. The Organisers will not authorise entry to the Event if Phase 3 has not been successfully submitted. The mandatory documents are the following:

- A copy of each of the team members’ valid passport or photo ID (driver’s license, student ID, national ID card);
- Individually signed copies of the Terms and Conditions of participation from all team members; and
- A signed copy of the team’s financial information, consisting of:
  a. Deposit guarantee letter: an agreement allowing the Organisers to charge teams the corresponding amount in case of damage or loss of the following items:
     - Transponder;
     - Electrical connections and accessories;
     - Telemetry equipment;
     - Joulemeter;
     - Event facilities (Exhibition area and assets);
     - Track facilities
  b. Bank details: After the Event, any applicable travel allowances and prize money will be credited to this bank account. The deposit shall be debited in the above cases of damage or loss. Once the Organisers have made all such transfers successfully, the Organisers shall not be liable for any disputes between participants thereafter and no correspondence shall be entertained.

ARTICLE 203: ORDERING MANDATORY EQUIPMENT

This article applies to teams that do not yet have the required equipment in their possession. The following equipment is mandatory and must be purchased via the official Shell Eco-marathon E-shop:
Fuel tanks (petrol or diesel fuel): Standard fuel tanks must be obtained from the Organiser. These tanks are mandatory and shall not be modified.

- Prototype: 30, 100 or 250 cc
- UrbanConcept: 30, 100, 250 or 350 cc
- Flowmeter for hydrogen vehicles only.

**ARTICLE 204: INSURANCE**

The Organiser has as a standard procedure and liability insurance for large scale events.

Damages concerning theft or other damage occurring to teams’ vehicles, personal belongings and/or equipment are not covered by this insurance policy.

Damages coming from inappropriate behaviour will not be covered. Personal injuries are also not covered by this insurance policy. Teams are urged to get sufficient insurance coverage both for themselves and their vehicles for the duration of the Event.

The Organiser shall not be held liable in the event of unauthorised use of the track (this includes the main track and the test track) outside the regularly scheduled hours for testing and competition, or in any case of unauthorised driving outside the stipulated areas (see Article 19).

**ARTICLE 205: DAMAGES NOT COVERED BY THE ORGANISERS**

Any damage caused by participants to track facilities and surroundings and/or to Shell Eco-marathon facilities and/or the Site shall be charged to the teams having caused said damage. Notwithstanding any other right and remedies available to the Organisers, the Organisers reserve the right to deduct or set off any such damages from the travel allowance and/or prize money (if applicable) (see Article 234), but liability shall not be limited to this amount.

**ARTICLE 206: PENALTIES**

The Organisers have the right, at their discretion, to exclude, disqualify or otherwise penalise any participant/team who, in the judgment of the Organisers, has violated any of Shell Eco-marathon 2019 Global Rules, Chapter I and the Shell Eco-marathon Europe 2019 Rules, Chapter II, or is displaying unsafe behaviour or behaviour that goes against the spirit of the competition, including but not limited to:

- Non-compliance with on-track safety or driving rules (unsafe or unwise behaviour);
- Non-compliance with off-track safety rules including but not limited to the paddocks, participant amenities area, participant accommodation (campsite) and other off-track facilities.

Unless otherwise specified, the Organisers will apply the following penalties for the following infractions:

- 1st infraction: Formal warning to the team manager;
- 2nd infraction: Best overall attempt invalidated at the end of the competition; and
- 3rd infraction: Immediate team disqualification.

The Organisers reserve the right to disqualify the team immediately, depending on the gravity of the offense, without recourse to warnings.
2. HEALTH, SAFETY, SECURITY AND ENVIRONMENT (HSSE)

The Organisers are determined to achieve GOAL ZERO, NO HARM, NO LEAKS. Goal Zero means carrying out the Event safely so that we ensure that there is no harm to people, no damages to assets, and no detriment to the environment.

To achieve this and fulfil our duty of care to both participants and visitors, the Organisers will work with all relevant agencies (including local government, national regulators and venue related stakeholders) to put plans, policies and procedures in place to manage risk and potential emergency situations that arise.

The Organisers will ensure that these procedures and policies are communicated to the teams, and compliance with all these rules, including safe driving, general behaviour and sporting rules, will be mandatory for everyone. All participants must comply with safety measures and notify the Organisers about any anomalies or incidents.

Participants are required to play their part in achieving Goal Zero by applying the Health, Safety, Security and Environment (HSSE) Golden Rules.

The three HSSE Golden Rules are, YOU and I:

- Comply with the law, standards and procedures;
- Intervene in unsafe and non-compliant situations; and
- Respect our neighbours.

The Organisers will monitor and manage the Event using a safety team. The purpose of the safety team is to promote good practices, challenge unsafe conditions and behaviours, and assist the teams any way that they can. If a participant is asked for cooperation by the safety team then they should treat this with seriousness and comply with all reasonable requests.

The Organisers reserve the right to disqualify a team and to order them to either “stop work” until the matter in question is rectified or to be “dismissed from the competition area” for not complying with any safety rules; and teams that are found to be in violation of any of these rules will be issued a formal written warning and this will be registered against the team in question. If a team receives three (3) of such warnings, they will be automatically disqualified from the competition.

Any regulatory non-compliances will be subject to the penalties stated in Article 206. The Organisers reserve the right to disqualify the team immediately, depending on the gravity of the offense, without recourse to warnings.

Health is also a main concern. If you are currently under medication, please bring enough medicine for the duration of the Event. Please tell us of any specific medication needs/allergies in the “Special Requirements” box in Phase 3.

ARTICLE 207: SMOKING

Smoking (including the use of electronic cigarettes) is only allowed in the external designated smoking areas.
ARTICLE 208: DRUGS AND NARCOTICS

UK law strictly forbids the possession, distribution and the consumption of illegal drugs. The Organisers strictly forbid the use and distribution of narcotics for anyone attending or participating in this Event.

Law enforcement officers may intervene anywhere within the Site premises to carry out searches for narcotics. In addition to legal prosecutions from the authorities, any drug and narcotics related breach of the regulations will be treated as equivalent to a third infraction of the team which will results in immediate team disqualification (see Article 206), even if no prior violation has occurred.

ARTICLE 209: ALCOHOL

Alcohol is strictly prohibited at any time in the paddock area. No alcohol consumption is allowed at the campsite after midnight. Access to the paddock area is strictly prohibited for anyone under the influence of alcohol.

The Organisers reserve the right to intervene and remove from Site (campsite included) any person(s) found to be, in their sole and absolute determination, in a state unfit to participate. Any behaviour deemed by the Organisers to be unfit and/or inappropriate may be subject to the penalties laid out in Article 206 up to and including, immediate team disqualification even if no prior violation has occurred.

ARTICLE 210: COMMERCIAL TRANSPORT OF DANGEROUS GOODS

Commercial transport of Dangerous Goods such as batteries, pressurised containers or flammable liquids is heavily regulated internationally as improper packing can have catastrophic consequences. As per Article 24i Teams are required to seek early guidance regarding the shipment of any Dangerous Goods from their commercial freight company or from our global freighting partner, Agility Fairs & Events. You may contact Agility at SEMEstudents@agility.com.

If battery electric teams are using air freight to ship their vehicle, they are advised to ship their batteries separately from their main crate by sea to minimise risks and to avoid having their whole crate being designated as ‘Dangerous Goods’.

We require documentation to show that care has been taken to pack the goods safely. There are two forms of documentation we accept:

- A Dangerous Goods Certificate from an official Dangerous Goods packer stating that the crate has been packed according to international safety standards.

Or

- A Dangerous Goods Packing Declaration which requires a person of authority at your institution to confirm that

  (i) They have thoroughly checked the packing of your crates and it is safe to be transported via Commercial Transportation.

  (ii) They will undertake any financial and legal liabilities that might arise from incidents caused by failures to pack Dangerous Goods safely.

The forms of documentation we accept differ based on the type of freight you are using to transport your crate.
### ARTICLE 212: MOVING PROTOTYPE AND URBANCONCEPT VEHICLES

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

When a vehicle is pushed or pulled, the speed must not exceed a walking pace and the vehicle must never be out of the control of the accompanying team member (hand on the car while pushing).

### ARTICLE 212: PEDESTRIANS

With the exception of the track marshals or any other person duly authorised by them and under their control, no pedestrian is allowed on the track. Track reconnaissance by foot is forbidden. However, the Organisers understand the need for teams to view the track, and a suitable time will be designated for this, and this will be advised during the mandatory briefing.

Scooters, bicycles, roller skates, skateboards, hoverboards, or similar are not permitted within the festival site.

### ARTICLE 213: TEST TRACK

By exception to Article 212, a dedicated test track is available for testing purposes when the main track is also opened for practice or competition. It is forbidden to use the test track when the main track is closed during the day and/or at night.

The number of vehicles allowed on the test track is limited; this is under the control of the Track Marshals. The safety team can restrict this number further in case of specific circumstances.

Only vehicles having passed safety inspection and in full working order e.g. complete chassis and body together and Drivers with full protective equipment will be allowed on the test track.

The Organisers would like to point out that the test track is of a reduced length and width as compared to the main track. Therefore, Teams must ensure that they keep a low speed and have the total control of their vehicles at all times when on the test track.
ARTICLE 215: PARTICIPANT DRONES

Unmanned aerial vehicles (UAVs), commonly known as drones, belonging to any private individual Participant, are not allowed on Site and on the campsite.
3. PADDOCK SAFETY

ARTICLE 214: PADDOCK ACCESS

Access to the paddock area is permitted from 09:00 to 20:00 on Saturday, June 29 and from 06:00 to 22:00 on June 30 – July 5 for participants with the appropriate wristbands.

The paddock will be closed between 22:00 and 06:00. This means that the paddock area remains closed overnight, and nobody is allowed indoors during this time.

UrbanConcept teams not qualified for the Drivers’ World Championship may check-out on Tuesday, July 4 from 19:00. Other teams are forbidden from loading their vehicles before the end of the Event on Friday, July 5 at 19:00. The paddock will not be accessible for trucks, forklifts or other similar equipment.

ARTICLE 211: TOOLS AND WORK EQUIPMENT

As the Event will be held in the UK, the Organisers and Site Owner have to ensure that work equipment at the venue is tested to the standards required by UK legislation. Teams must ensure that the tools and equipment that they bring to the Event are compliant to such standards. The following tools and equipment must have certification to prove that they are in a good working order as deemed by the Organisers:

- Electrical equipment: this must be properly rated for the UK and have a suitable test certificate to show that it is fit for use. During the Event, the safety team will be patrolling the paddock to check for compliance;
- Cutting or grinding equipment: e.g. Safety guards protecting the cutting wheel must be in place and fixed for use;
- All air compressors must have a suitable test certificate; notwithstanding such test certificates, in the event the Organisers are of the view that such tools and equipment is/are unsafe, the Organisers have the sole and absolute right to require the immediate removal of the item.
- Knives and/or blades are not permitted on the festival site at any time. The only exception are knives with retractable blade e.g. Stanley knives. Knives with a blade of 3 inches or more or “flick” knives are illegal in the UK. Any knives found by the safety or security team on-site will be confiscated and destroyed.

ARTICLE 215: PADDOCK SAFETY AND HOUSEKEEPING

Teams are required to adhere to the following rules:

- No welding work is to be carried out in the paddocks. Teams are not authorised to bring their own welding equipment to the Event Site or the campsite. Any welding equipment found will be confiscated for the duration of the event. Welding must be done outside by the designated professionals provided by the Organisers in the designated area:
  - The welding service is only for minor modifications or repairs and not intended for teams to have their vehicle completed only upon after arrival at the event. All teams must go through Technical Inspection before accessing welding services. Vehicles requiring major modifications must have Technical Director approval;
Vehicles with internal combustion engines are not permitted to run their engines in the paddocks. This may only be done in designated areas outside the building.

Lift stands or appropriate raised platforms should be used for vehicle tuning and repairs;

Use duct tape to secure any cords or cables lying on the pit floor;

Hazardous (toxic/flammable/solvent) products should be clearly segregated, labelled and stored in appropriate conditions.

Cooking is strictly forbidden in the paddock. Consumption of food and drinks in the paddock should be avoided.

Please do not put up posters as the walls are susceptible to damage.

ARTICLE 216: PERSONAL PROTECTIVE EQUIPMENT

Teams share responsibility for safety matters and are required to provide adequate safety gear (‘Personal Protection Equipment’) including but not limited to the following for use at the Event:

Safety glasses for all Participants (disposable types are permitted) or impact-resistant glasses or goggles when necessary;

Hearing protection for all Participants (approved ear plugs or muffs);

Dust masks when required for work generating airborne particles

Gloves for general work: leather or canvas;

Gloves for handling fuel or motor oil: chemical resistant material (nitrile gloves are recommended);

Closed shoes must be worn at all time in the paddock and track area (sandals and flip-flops will not be permitted).

ARTICLE 217: FIRE SAFETY

In line with the UK Regulations that govern the Event, the Organiser will assess and submit a policy and procedure for managing fire associated risks.

In light of previous fire-related incidents, the Organisers stress that teams must take managing fire risks with utmost seriousness. Any improper fuel storage or poorly mitigated fire risks deemed to contribute to an unsafe condition will lead to the removal and disposal of the offending items. At the Event, teams will be briefed on rules and guidelines for fire safety. Team managers will be required to ensure that their team strictly adheres to the rules and guidance provided.

Each team must have a working fire extinguisher in their garage in the paddock.

ARTICLE 218: ELECTRICAL SAFETY

Teams must ensure that the tools and equipment that they bring to the Event are safe for use in the UK (220V / 240V, 50Hz) and without defects. Example of defects include but are not limited to: damaged plugs, exposed wires and malfunctioning parts. If the equipment is rated for a different voltage, please use it with an appropriate voltage adaptor.

A professional electrical engineer will be patrolling the paddocks to inspect the equipment to ensure
compliance. In the event the Organisers are of the view that such tools and equipment is/are unsafe, the Organisers have the sole and absolute right to confiscate the item for return at the end of the Event.

Additionally, teams must comply with the following regulations:

- Fire blankets or lithium polymer battery bags must be used when charging lithium batteries (see Article 24h); and only chargers specifically made for the type of battery should be used. Programmable chargers should be set at the right setting before charging. Batteries must not be left to charge unattended.

- All electrical equipment used must be properly fused. All cables must be in good condition and appropriate for the equipment it is intended for. High wattage electrical appliances must not be plugged into a multiple plug strip. If you are using a multi plug strip, each must have internal overcurrent protection. (see Article 24j)

**ARTICLE 219: SAFETY DATA SHEETS (SDS)**

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

**ARTICLE 220: EMERGENCY EXITS**

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

**ARTICLE 221: WASTE MANAGEMENT**

Participants are responsible for the cleanliness of their garages and the immediate area surrounding their garage. The Organisers will put in place a sorted waste collection system at the Site. Participants are required to sort their waste and to place it in the appropriate containers and bins. Teams are reminded to adopt a green approach at this Event, to recycle and reuse items, and avoid wastage.

All unused and waste liquid chemicals/lubricants must be surrendered at the waste collection point at the end of the Event. It must not be disposed of by pouring down the sink or drain or discarded in the paddocks.
4. SECURITY

As participants of Shell Eco-marathon Europe 2019, Shell wants to make sure you are all aware of your own personal security during the entire duration of your stay in London. Please note there will be security officers present 24 hours a day, every day, at both Mercedes-Benz World and the campsite. The following guidelines will help you understand how to stay safe and secure.

Effective personal security is enhanced by following the 3As principle:

- Awareness: Knowledge and understanding of the security threats and what can be done to reduce risks.
- Alertness: Being alert to what is happening around you.
- Attitude: Including security as part of your daily routine.

IMPORTANT TELEPHONE NUMBERS

In case of emergency, call: 999 or 112 from a non-UK number.

For non-emergency situations, call: +44 20 7230 1212 or 101.

USE OF PUBLIC TRANSPORT

Always let someone know where you are going. Be particularly aware at taxi stands, bus terminals and railway stations. Do not share a taxi with an unknown person.

If travelling in crowded public transport keep personal belongings close to your person and in front of you.

Avoid the use of public transport between 20:00 and 06:00 if possible.

ELECTRONIC EQUIPMENT

Laptops and mobile telephones are very attractive items for criminals. Safeguard them at all times.

DO NOT leave your laptop unsecured or unattended, especially in public areas like the campsite or the paddock and never turn your back on your laptop. It takes only a few seconds for someone in a crowd to pass by and pick the bag up.

COMMUNICATIONS

99% of travel passes without incident. To cover the other 1%, make sure that you can contact somebody for help.

Carry the following things with you at all times:

- ID card or passport;
- List of useful contact numbers;
- Contact card in English; and
- Local map.
Maintaining good communications is a good practice when travelling. A quick call informing someone of a change in plan will ensure peace of mind.

Ensure you carry your cellular phone safely and securely and you have a spare charged battery as a back-up.

Make sure your mobile phone works in the country you have travelled to and you know how to place/receive calls while traveling abroad. To call a UK number, dial +44 or 0044 and remove the first 0 of the telephone number.

WHAT SHOULD I DO TO AVOID BECOMING A VICTIM?

Knowing how and where criminals who commit these crimes operate and by being aware of your surroundings will help you avoid becoming a victim.

◼ To get to and from the campsite, use our free shuttle buses.
◼ Prepare and consider your travel arrangements carefully and ensure someone knows where you are going, who you are with and when you might be home.
◼ Avoid short cuts and dark isolated areas, vary your routine and be discreet handling cash, phones and wearing jewellery in a public place.
◼ Never take your safety for granted and look after your friends so that they don’t become vulnerable. Remember your personal safety is more important than your phone or other valuables.
◼ Keep your bags close to you and secured with zips closed. Check your belongings and your pockets regularly.
◼ Wearing headphones and talking on the phone can make you unaware of your immediate surroundings this makes you appear vulnerable and gives an advantage to a criminal.
◼ If you use a cash point or ATM be suspicious if you see someone hanging around, if in doubt use another cash machine and have a friend watch your back.
◼ If you feel uneasy about an individual or situation, trust your instincts and leave the area and head towards a public place such as a shop.
◼ Pre-book a licensed cab to pick you up or use a mini cab office. Never get into a mini cab off the street they are illegal and often uninsured and dangerous.

Create a list of important contact numbers (such as banking details, card numbers, passport number etc.) you may need in the case of emergency and keep this list secure and separate from your possessions.
5. COMPETITION/PRACTICE

ARTICLE 222: DEFINITION OF COMPETITION

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

**Definition:** For their attempt to be validated, teams must complete 11 laps in a maximum time of 39 minutes with an average speed of approximately 25 km/h. The total distance to cover is 15620 m (11 laps of 1420 meters).

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

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

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

**Results:** All results are considered temporary until the official results are published on the Shell Eco-marathon website in the week following the event.

In the event of any disputes, all decisions made by the race director are binding and final.

ARTICLE 223: START AND FINISH OF COMPETITION

Only vehicles which have passed technical and safety inspection will be allowed in the queue to access the filling point and starting line.

The vehicle may be accompanied by a maximum of three participants, including the driver, who have the appropriate ID badges, wristbands and armbands. Once the vehicle has left the starting line, all non-driving participants must leave the starting area.

The starting area is dedicated for the driver to take his/her place in the vehicle in safe conditions, and to close the vehicle body. It is forbidden to work on the vehicle in this area. In case of difficulties in starting the vehicle, a maximum of two minutes will be granted to try again, after which time the team must return the vehicle to the paddock for repairs. Teams must re-join at the end of the queue when they would like to attempt again. No equipment will be tolerated in the starting area, e.g. heater system, trolley, toolbox, etc.

Drivers must wait for a signal from the flag bearer (green flag) before starting and must carefully enter the track at the merging point on the track/pit lane. It is forbidden to cross the solid demarcation line separating the track and the starting lane.

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

**At the finish line:** Competitors must refrain from any work on their vehicles prior to inspection of the vehicle by the Inspectors. Inspectors/marshals are the only people authorised to fill or top up the tank.
ARTICLE 224: RFID TAG ATTRIBUTION

Four RFID tags will be attributed to each team at technical inspection registration: one for the vehicle, one for the team manager, and one for each driver.

This tag is your reference for:

- Briefing presence control;
- Technical inspection access, process and final status; and
- Competition access, race queue entrance, and start and finish measurement.

ARTICLE 225: TRACK ACCESS CONDITIONS

Track access is authorised for qualified Prototype and UrbanConcept vehicles, only during official opening hours according to the competition schedule. For other conditions, please refer to Article 13 in the Shell Eco-marathon Global 2019 Rules, Chapter I.

ARTICLE 226: RACE DIRECTOR AND MARSHALS

The race director will be assisted by his team of track marshals, who will ensure that all Shell Eco-marathon rules are complied with on the track. The decision of the race director to disqualify or dismiss a team from the competition for non-compliance to competition rules shall be final and binding.

ARTICLE 227: START AND FINISH AREA ACCESS

A maximum of three team members per team including the driver may be present at the start and finish lines with their vehicle. They must have the requisite wristbands and badges identifying them as legitimate participants.

ARTICLE 228: TIMEKEEPING

All vehicles will be equipped with an extra-flat electromagnetic transponder that will be fitted after technical inspection using adhesive tape or similar, inside or outside the vehicle according to the vehicle’s characteristics.

Should there be any malfunction of the transponder midway through an attempt, the attempt will be voided and a new attempt will be awarded, given that this is duly verified by the Organisers as per Article 6 and Article 7 of the Shell Eco-marathon Global 2019 Rules, Chapter I.

The transponder must be returned to the technical team at the end of the Event.

ARTICLE 229: NOT USED
6. DRIVERS’ WORLD CHAMPIONSHIP

ARTICLE 230: DEFINITION OF DWC COMPETITION

Definition: The DWC Grand Final will require teams to complete 7 laps of 1420 meters (total of 14200 m).

ARTICLE 231: DWC RULES CHAPTER III

Teams interested in competing in the Shell Eco-marathon Drivers’ World Championship 2019 must refer to the Shell Eco-marathon 2019 Global Rules, Chapter III.
7. **PROVISIONAL EVENT SCHEDULE**

Note: In compliance with the competition rules, the organisers reserve the right to make any changes that may prove necessary (e.g. due to bad weather). The schedule for the day will be confirmed every morning during the mandatory morning technical and safety briefing and will be posted on screen throughout the paddock area. Should there be further charges, the most current schedule will be the one posted on the screens.

**SATURDAY, JUNE 29**

<table>
<thead>
<tr>
<th>START</th>
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<th>EVENT</th>
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<tbody>
<tr>
<td>09:00</td>
<td>23:59</td>
<td>Campsite reception open</td>
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<td>10:30</td>
<td>20:30</td>
<td>Shuttle transfers between campsite and Mercedes-Benz World (variable frequency)</td>
</tr>
<tr>
<td>11:00</td>
<td>18:00</td>
<td>Participant Check-in open</td>
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<tr>
<td>11:00</td>
<td>20:00</td>
<td>Team Paddocks open for checked-in participants</td>
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<tr>
<td>11:00</td>
<td>20:00</td>
<td>Participant Information Desk open</td>
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<td>20:00</td>
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**SUNDAY, JUNE 30**

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<td>Technical Inspection open</td>
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<tr>
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<td>START</td>
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<td>EVENT</td>
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<td>22:30</td>
<td>Shuttle transfers between campsite and Mercedes-Benz World (variable frequency)</td>
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<td>08:00</td>
<td>18:00</td>
<td>Technical Inspection open</td>
</tr>
<tr>
<td>09:00</td>
<td>10:00</td>
<td>Mandatory technical and safety briefing (team manager and drivers only)</td>
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<td>09:00</td>
<td>22:00</td>
<td>Participant Information Desk open</td>
</tr>
<tr>
<td>10:30</td>
<td>12:00</td>
<td>Track walk for students</td>
</tr>
<tr>
<td>13:00</td>
<td>18:00</td>
<td>Practice on main track – by category</td>
</tr>
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<td>18:00</td>
<td>19:00</td>
<td>Opening Ceremony and Family Photo</td>
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**TUESDAY, JULY 2**

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<td>Mandatory technical and safety briefing (team manager and drivers only)</td>
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<td>Technical Inspection open</td>
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<td>Participant Information Desk open</td>
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<td>Practice on main track – by category</td>
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<td>13:00</td>
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<td>Practice on main track – by category</td>
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<tr>
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<td>22:30</td>
<td>Shuttle transfers between campsite and Mercedes-Benz World [variable frequency]</td>
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<td>06:30</td>
<td>22:00</td>
<td>Team Paddocks open for checked-in participants</td>
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<td>08:30</td>
<td>Mandatory technical and safety briefing [team manager and drivers only]</td>
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<td>09:00</td>
<td>22:00</td>
<td>Participant Information Desk open</td>
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<tr>
<td>09:00</td>
<td>11:30</td>
<td>Competition on main track – by category</td>
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<tr>
<td>12:30</td>
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<td>Competition on main track – by category</td>
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<td>Competition on main track – by category</td>
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### THURSDAY, JULY 4

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<td>Shuttle transfers between campsite and Mercedes-Benz World [variable frequency]</td>
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<td>06:30</td>
<td>22:00</td>
<td>Team Paddocks open for checked-in participants</td>
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<td>08:00</td>
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<td>Mandatory technical and safety briefing [team manager and drivers only]</td>
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<td>09:00</td>
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<td>Participant Information Desk open</td>
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<td>09:00</td>
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<td>Competition on main track – by category</td>
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<td>Competition on main track – by category</td>
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<tr>
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<td>Competition on main track – by category</td>
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<td>18:00</td>
<td>Awards Ceremony [UrbanConcept]</td>
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<td>Participant Check-out open [UrbanConcept and approved Prototypes]</td>
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<td>Student Party</td>
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### FRIDAY JULY 5

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<td>Campsite reception open</td>
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<td>22:30</td>
<td>Shuttle transfers between campsite and Mercedes-Benz World (variable frequency)</td>
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<td>22:00</td>
<td>Team Paddocks open for checked-in participants</td>
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<td>08:00</td>
<td>08:30</td>
<td>Mandatory technical and safety briefing (team manager and drivers only)</td>
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<td>09:00</td>
<td>22:00</td>
<td>Participant Information Desk open</td>
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<tr>
<td>09:00</td>
<td>11:00</td>
<td>Competition on main track – Prototype</td>
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<td>DWC Grand Finals Practice</td>
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<td>15:00</td>
<td>Competition on main track – Prototype</td>
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<td>15:30</td>
<td>16:30</td>
<td>DWC Grand Finals</td>
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<tr>
<td>17:00</td>
<td>17:30</td>
<td>Awards Ceremony (DWC Grand Finals, Prototypes and Off-track Awards)</td>
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<td>17:30</td>
<td>22:00</td>
<td>Participant Check-out open (UrbanConcept and approved Prototypes)</td>
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<td>22:00</td>
<td></td>
<td>Venue and Team Paddocks closed</td>
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8. TROPHIES, PRIZES AND AWARDS

ARTICLE 232: TRAVEL SAFETY STIPEND

A prize of EUR 500 will be given to the team with the best travel safety plan. A travel safety plan describes how you will ensure that your travel to and from the Event is as safe as possible.

This travel safety plan should be submitted to shelleco.marathon@shell.com by June 20, 2019. The stipend winner will be notified on Friday, July 5. This stipend will be added to the team’s travel allowance and/or prize money (if applicable) as per Article 236.

ARTICLE 236: CIRCULAR ECONOMY AWARD

A prize of EUR 2500 will be given to the Team whose design demonstrates circular economy thinking. This travel safety plan should be submitted to shelleco.marathon@shell.com by June 20, 2019. The stipend winner will be notified on Thursday, May 2, 2019. This Award will be added to the Team’s travel allowance and/or prize money (if applicable) as per Article 236.

a) Objective

This award is presented to the Team which demonstrates circular economy thinking in the concept, design and/or execution of their vehicle production, functioning and/or disassembly process. The objective is to motivate students to think how they can integrate the concept of circular economy in engineering of materials, products and services for real life industrial and consumer solutions.

b) Overview

Teams will be required to explain their innovative concept, its features and its benefits, how it relates to the Shell Eco-marathon competition and the potential it has for ‘real world’ application. Innovations may include but are not limited to: Re-manufacturable materials; minimizing natural resource use, whilst maximizing material reuse; recycled car batteries; bio-degradable products; accessories or parts regenerated from waste; circular solutions for fuel wastage and/or emissions etc. They should be able to describe and demonstrate how circular economy has been integrated into the design, production, functioning and/or disassembly of their vehicles. This could be through photographs, drawings and / or animations to illustrate the process. Teams shortlisted for the Award will be visited by the Jury during the event to answer further question and present their vehicle. To be eligible for the Circular Economy Award, the winning team must have at least one valid competition attempt, i.e. the team must have a result on the score board.

c) How to participate

Application for this award is voluntary. Teams interested in winning the Circular Economy Award must apply in .pdf format which is not to exceed 1,500 words plus photographs, drawings or animations as applicable. This document must contain as a minimum the following information:

i. Description of the circular design idea/solution the team wanted to develop and why
ii. Images/photographs/illustrations/animations of the circular concept in practice
iii. Details about research and tests done to prove the circular concept works
iv. How the solution can be scaled to address real life challenges
ARTICLE 233: MOST INNOVATIVE HYDROGEN NEWCOMER AWARD

A prize of EUR 1000 will be given to the new hydrogen team with the best result on-track. A Team is considered new if their institute has not participated in the hydrogen category from 2016 to 2018. If no teams fit this criterion, the award will be given to the team with the most new members. The stipend winner will be notified on Friday, July 5. This stipend will be added to the team’s travel allowance and/or prize money (if applicable) as per Article 236.

ARTICLE 235: TRANSFER OF PRIZES

No substitution or transfer of prizes is allowed. The Organisers reserve the right to award alternate prizes in the Event a prize is unavailable. The Organisers also reserve the right to not award any prize and/or to award more than one team for the same prize.
9. MISCELLANEOUS TERMS AND CONDITIONS

ARTICLE 236: TRAVEL ALLOWANCE

Each team shall be granted an allowance/stipend to assist with travel costs to and from the Site. The amount of this stipend is determined by the Organisers depending on the distance travelled from the school/university to Mercedes-Benz World. Teams are responsible for all other costs and expenses associated with participating in the Event i.e. travel from home country to London and back, building and freighting cost for vehicle, hotel/accommodation, etc.

ARTICLE 237: THIRD PARTY RIGHTS

By participating, each team warrants and represents that its vehicle is original and does not infringe, defame or otherwise violate the rights and/or property of any third party; does not violate any laws or ordinances; and does not utilise, use or infringe the property of any third party including the property and rights of another team without express permission to do so.

Each team further warrants that the possession, exploitation, use or distribution by that team of any intellectual property including without limitation patents, copyrights, designs, trade or service marks, whether or not registered, shall not infringe or misappropriate the intellectual property right of any third party.

Each team shall indemnify Shell against any loss or damage suffered or incurred by Shell as a result of any claim that the use by a team thereof infringes the intellectual property right of any third party.

ARTICLE 238: PHOTOGRAPHY AND VIDEOGRAPHY RIGHTS

By participating in Shell Eco-marathon Europe 2019, teams recognise and consent that Shell International Limited and more generally any affiliate of Royal Dutch Shell plc shall have the right to use your image whether captured in audio, visual or other forms, and/or any personal data collected in relation to the Event for advertising, marketing or promotional purposes without compensation.

ARTICLE 239: RELEASE FROM LIABILITY

The Organiser, its parent Royal Dutch Shell plc and all of its and their respective officers, directors, employees, shareholders, representatives and agents shall have no liability and will be held harmless by participants and institutions for any claim, action, liability, loss, injury or damage to any participant, Institutions and/or any other person or entity, including personal injury or death to any person or damage to personal or real property, due in whole or in part, directly or indirectly by reason of participation in this contest, or the acceptance, possession, use or misuse of a stipend and/or a prize (including any travel or related activity).

Without prejudice to the aforesaid, participants and institutions acknowledge that they will read, understand, accept and execute the Terms and Conditions of Participation document provided by Shell in order to participate in the Event.