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1. Program and Deadlines (in chronological order)

Mon 11 Jan 2010

09h00 Entries Open at AAT Offices
Official Notice Board setup at AAT Offices

Fri 05 Feb 2010

16h00 Closing of Entries at AAT Offices
Closing of Importation assistance at AAT Offices
Closing of AVGAS order request, at AAT Offices

Fri 12 Feb 2010

09h00 Closing of Co-driver details at AAT Offices
16h00 Publication of Entry List at AAT Offices

Tue 16 Feb 2010

14h00 Rally Hq opens at Mlimani City
Official Notice Board setup at Rally Hq
14h00 to 17h00 Opening of Media Centre and Media Accreditation

Wed 17 Feb 2010

09h00 to 14h00 Administrative checks at Rally Hq
Collection of Materials and documents at Rally Hq
Reconnaissance registration for all drivers at Rally Hq
Road books issued to all drivers at Rally Hq

Thu 18 Feb 2010

06h00 to 18h00 Reconnaissance for all drivers (foreign and local)
19h00 Briefing of Safety officials at Rally Hq

Fri 19 Feb 2010

06h00 to 15h00 Pre-Event Scrutineering, Sealing & Marking at Kobil Mlimani
16h30 First Stewards Meeting at Rally Hq
Pre-start holding area opens at Rally Hq



17h30	Publication of Start List at Rally Hq Drivers Briefing at Rally Hq
18h00	Rally start at Rally Hq
19h00	Spectator competitive section at Rally Hq (reverse order)
Sat 20 Feb 2010	
07h00	Start of Day 1b at Mlimani City
16h45	Leg 1 ends at Mlimani City
17h45	Publishing of Start list for Leg 2
Sun 21 Feb 2010	
07h00	Start of Day 1b at Mlimani City
15h45	Rally finish at Mlimani City
16h00	Publication of Provisional Results at Rally Hq
16h30	Podium finish and Prize Giving at Mlimani City
17h00	Final Scrutineering at Kobil Mlimani

2. Organisation and Description

2.1 Titles for which the rally counts:

FIA titles

- 2010 FIA Africa Rally Championship for Drivers
- 2010 FIA Africa Rally Championship for Co-Drivers

National Titles

- 2010 Tanzania National Rally Championship for Group N Drivers
- 2010 Tanzania National Rally Championship for Group N Co-Drivers
- 2010 Tanzania National Rally Championship for Drivers
- 2010 Tanzania National Rally Championship for Co-Drivers

2.2 Visa numbers



FIA: TBA

2.3 Name of Organisers

Automobile Association of Tanzania (AAT)

2.4 Address and Contact details

Automobile Association of Tanzania
P.O. Box 3004, Dar es Salaam, Tanzania
t: +255 222 151837
f: +255 222 152011
m: +255 774 775 776
e: info@aatanzania.org
w: www.africanrallychampionship.com
w: www.rallyoftanzania.org

2.5 Organizing Committee

Nizar Jivani, Satinder Singh Birdi, Yusuf A. Ghor, Athumani Hamisi

2.6. Stewards of the meeting

Chairman	TBA (FIA)
	TBA (FIA)
	Deepak Kotak (ASN)
Secretary	Corinne Hafner Matovu

2.7. Observers and delegates

FIA Observer	TBA
FIA Technical Delegate	TBA



2.8 Officials

CRO	Tuni Malik, +255 774 645844, tunimalik@hotmail.com
COC	Satinder S. Birdi, +255 774 775776, birdi@dar.bol.co.tz
Deputy COC	Abdullah Mwinyi, +255 787 395026
Deputy COC	Giovanni Storch, +255 755 042750
Safety	Athumani Hamisi, +255 718 280787
Safety	Sameer Sajan, +255 754 305133
Rally HQ	TBA
Spectator Competitive section	Andrew Jacob Kooja, +255 787 580009
Service Park	Mashaka Juma, +255 754 271953
Ocars	Awadhi Bafadhil, +255 713 484838
Results	Willie DuPleissis
Controllers	Otto Chagula, +255 7
Medical	TBA
Media	TBA
Scrutineer	Joshua Mayanja

2.9 Road Surfaces

0.63% Sealed surface, 99.37 Gravel

2.10 Location of Rally Hq

Mon 11 Jan 2010 to Mon 15 Feb 2010

Automobile Association of Tanzania, Morogoro Rd, Opposite Oryx Petrol Station, Ground Floor Flat No 3, Block 186175, Dar es Salaam, TZ

Tue 16 Feb 2010 to Sun 22 Feb 2010

TBA, Mlimani City, Sam Nujoma Rd, Dar es Salaam, TZ



3.Entries

3.1 Entry procedure

Anybody wishing to take part in this rally must send a duly completed entry form provided (including the co-driver details), to the Rally Office before the closing date.

If the application is sent by fax or email, the original must reach the organizer within 3 days following the close of entries.

During entry, all crews must email scanned (digital) copies of the following documents that will be verified at documentation:

- i) Correctly filled in entry form
- ii) For foreign competitors, authorization from their parent ASN (according to Article 70 of the ISC)
- iii) Valid competition licence for driver and co-driver
- iiii) Valid road/driving licence for driver and co-driver
- v) Valid FIA/ASN Medical card with a Medical Certificate of Aptitude
- vi) Valid Carnet du Passage of the Vehicle or regional equivalent
- vii) Correctly filled in Service registration form
- viii) Correctly filled in reconnaissance registration form
- ix) Copy of the first page of the homologation book for the vehicle
- x) Vehicle Logbook
- xi) Power of attorney from the owner of the car (if the vehicle is not property of the crew members)
- xii) Vehicle third party insurance
- xiii) Passport size photos for driver and co-driver

3.2 Number of entrants accepted and classes

The maximum number of entries is 30.



3.2.1 Accepted Classes:

- Class N1 Group N up to and including 1400cc
- Class N2 Group N over 1400cc and up to and including 1600cc
- Class N3 Group N over 1600cc and up to and including 2000cc
- Class N4 Group N over 2000cc (Including Super 2000)
- Class A5 Group A up to and including 1400cc
- Class A6 Group A over 1400cc and up to and including 1600cc
- Class A7 Group A over 1600cc and up to and including 2000cc
- Class P – Super Charged Diesel Cars

3.3 Entry fees

Entry fees shall be accepted as cash payments as follows:

a) With Optional advertising proposed by organizers:

- Private Entrant: USD500
- Legal Entrant: USD1000

b) Without Optional advertising proposed by the organizers:

- Private Entrant: USD1500
- Legal Entrant: USD3000

3.3.1 Entry Fees include:

- 2 Rally Guide(s) which include service notes, maps and spectator guide
- 1 Scrutineering Card
- Road book(s) 1, 2 and Alternate
- A set of time cards
- A set of recce car numbers
- A set of rally car numbers and organizer's optional advertising
- 2 service car numbers
- A set of I.D. passes which include 2 Driver Passes and 6 Service Crew passes
- 1 Results book



3.4 Payment details

Cash payments to the Automobile Association of Tanzania.

3.5 Refunds

See current general prescriptions

4. Insurance and Liability

4.1 Competitors' and drivers' attention is drawn particularly to the fact that Tanzanian Law requires all vehicles driven on a public road to be insured against Third Party Risks. It is the Competitor's and/or Driver's responsibility to ensure that they are properly covered.

4.2 Competitors and/or drivers take part entirely at their own risk. The Organizer declines liability in any accident caused by or to Competitors and/or Drivers and their vehicles during the whole of the event. The Organizer also declines any liability for breach of Laws and Regulations of the Republic of Tanzania. Competitors and/or Drivers will be entirely responsible for any accident or breach of laws in which they may be involved and will declare in writing to the Organizer particulars of any incident from which liability may arise and will indemnify the Organizer in regard to any liability to any person whatsoever.

4.3 The Organizer advises each member of the crew of each competing vehicle to be insured for Personal Accident for a minimum amount of Tanzania Shillings 1,000,000 for the duration of the Rally. Special terms for Personal Accident,



Third Party, Fire and Accident Damage insurance are available from the official insurers to the Organizer

4.4 Competitors take part entirely at their own risk. The AAT as organizer of this event decline liability whatsoever in any accident caused by the competitors and their vehicles during the whole event.

4.5 Responsibility and Risk

In exchange for being able to attend or participate in the event, Entrants agree:

- i) to release AAT, promoters, sponsor organizations, land owners and lessees, organizers of the event, officials, representatives and agents from all liability for any death, personal injury, psychological trauma, loss or damage howsoever arising from their participation in or attendance at the event, except to the extent prohibited by law;
- ii) to attend or participate in the event at own risk.

A Competitor and/or Driver will have no claim against the Organizer or owners of private property arising out of any act or default of or by them, their servants or officials, before, during or after the Rally.

4.6 Any accident which may give rise to a claim under any of the insurance covers must be reported in detail to the Secretary of the Event in writing within 7 days of the finish of the last Day of the Rally.

4.7 Under no circumstances will any entrant, driver, service crew, or official admit any liability or sign any form of paper which may admit or imply liability in any accident or incident which may arise.



4.8 The insurance cover will come into effect from the official start of the rally and will cease at the official end of the rally or at the moment of retirement or exclusion of a competitor.

4.9 The service vehicles, even those bearing special plates issued by AAT, are not considered as official participants in the rally. They are therefore not covered by the insurance policy of the rally and will remain the sole responsibility of their owners.

5. Advertising and Identification

5.1 Tobacco and Alcohol

Tobacco advertising and Alcohol Advertising not allowed as per Tanzania law.

5.2 Organisers Advertising

See Appendices below

5.3 Rally Plates

Competitor numbers and rally plates must be affixed to the car for scrutineering. They must be visible for the duration of the rally, according to Art.9 of the current FIA General Prescriptions.

See Appendices below.

5.4 Without Organizer Optional Advertising

Any entrant wishing not to affix organizers optional advertising shall be legible to a different entry fee as per Article 3 of these regulations.

5.5 Competitors are allowed to affix any kind of advertising to their cars, provided that:

- It is authorized by the national laws and the current FIA regulations.
- It is not likely to give offence.
- It is not political or religious in nature.
- It does not encroach upon the spaces reserved for plates and competition numbers.
- It does not interfere with the crew's vision through the windows.

5.6 The name of an automobile manufacturer cannot be associated with the name of a rally or appear in the Organizer's compulsory advertising spaces.

5.7 Competitors who accept the Organizers' optional advertising must reserve spaces for it, as specified in the Appendix to these supplementary regulations.

5.8 The Organizer will provide each crew with the following rally plates which must be affixed to their car in the stated manner:

- i)** for the front: one plate fitting into a rectangle 43 cm wide x 21.5 cm high
- ii)** for the rear: a transparent sticker fitting into a rectangle 28 cm wide by 15 cm high.

On these plates, a space 15 cm wide by 8 cm high will be reserved for the competition number.

- iii)** for the rear window: 1 x rear window panel which shall measure a maximum of 30 cm wide and 10 cm high, reserved for the use of the organizer. This panel shall be positioned at the top right of the rear window. An adjacent area of 15 cm sq. shall contain the fluorescent orange 14 cm high competition number on a clear backing. These numerals shall be reflective and must be visible from the rear at eye level.

iv) 2 x front door panels measuring 67 cm long by 17 cm high including a 1 cm white surround. This panel shall comprise a 15 cm x 15 cm competition number box which shall always be at the front of the panel.

5.9 Name Plates

The name of the Driver/Co-driver must appear with his/her ASN nationality flag on the rear side window of both sides of the car under the competition number.

In addition the names of the driver and co driver with their ASN national flag must also appear on the front wings of the car.

5.10 Left Hand Drive Vehicles

A "Caution Left Hand Drive" sign is to be affixed to the rear of all left hand drive vehicles.

6. Tyres

6.1 See Article 55 of the regional rally regulations

6.2 Type of tyres

The use of tarmac tyres for SSS1 Mlimani, is prohibited.

7. Fuel

7.1 Ordering procedure

All competitors requiring assistance in purchasing AVGAS, shall contact the organiser not later than the date set for Close of Entries.



7.2 Distribution during the Rally

Competitors are entirely responsible for distributing their own fuel throughout the event. During the event refuelling may only be carried out in the refuel zones nominated in the itinerary.

7.3 It is the Competitor's responsibility to ensure that their vehicle's fuel tank has adequate capacity to should meet and cover the rally itinerary.

7.4 Fuel zones

The Organizers will establish supplementary refuel zones. Such zones will be duly specified in the Road Book.

Solely for the purpose of assisting with the refuelling procedure of their car, two team members of each crew may access this zone.

Engines must be switched off throughout the refuelling operation. Should the crew remain inside the car during the refuelling operation, the safety belts must be unfastened and the doors open.

8. Reconnaissance

8.1 Procedure for Registration

A reconnaissance record card will be supplied which must be carried in the car for the duration of the reconnaissance. This card will be stamped appropriately recording every run on each competitive section. Failure to produce this card will result in refusal to participate in the reconnaissance.

The record card will be issued with the road books.

8.2 Restrictions



8.2.1 Competitors are permitted a maximum of two passages over each competitive section

8.2.2 The maximum speed on competitive sections during reconnaissance is 60 km/h.

9. Administrative Checks (to be completed before Scrutineering)

9.1 Documents to be presented

- i)** Proof of payment of Entry fees
- ii)** For foreign competitors, authorization from their parent ASN (according to Article 70 of the ISC)
- iii)** Original, valid competition licence for driver and co-driver
- iiii)** Original, valid road/driving licence for driver and co-driver
- v)** Original, valid FIA/ASN Medical card with a Medical Certificate of Aptitude
- vi)** Original, valid Carnet du Passage of the Vehicle or regional equivalent
- vii)** Correctly filled in Service registration form
- viii)** Correctly filled in reconnaissance registration form
- ix)** Copy of the first page of the homologation book for the vehicle
- x)** Original, vehicle Logbook
- xi)** Power of attorney from the owner of the car (if the vehicle is not property of the crew members)
- xii)** Vehicle third party insurance insurance
- xiii)** Passport size photos for driver and co-driver



9.2 Timetable for Administrative checks

Car Nos	Times
30 29 28	09h00
27 26 25	09h30
24 23 22	10h00
21 20 19	10h30
18 17 16	11h00
15 14 13	11h30
12 11 10	12h00
9 8 7	12h30
6 5 4	13h00
3 2 1	13h30

9.3. Lateness at Administrative checks

Any crew and car reporting after scheduled time shall incur a penalty of TZS100,000.

10. Scrutineering, Sealing and Marking

10.1 Required at Scrutineering

It is mandatory for vehicles to report with the following:

- i) Valid FIA Homologation forms and appendices
- ii) FIA approved underwear and race suits
- iii) FIA approved racing helmets
- iv) FIA approved HANS device(s) for FIA registered drivers
- v) Safety board (OK/Help sign)

10.2 Mudflaps and Window tint



The use of Mudflaps and Window tint is mandatory, in accordance with FIA International Sporting code, Appendix J, Article 252.7.7 and 253.11

10.2 Timetable for Scrutineering

Car Nos	Times
30 29 28	06h00
27 26 25	07h00
24 23 22	08h00
21 20 19	09h00
18 17 16	10h00
15 14 13	11h00
12 11 10	12h00
9 8 7	13h00
6 5 4	14h00
3 2 1	15h00

10.3 Lateness at Scrutineering

Any crew and car reporting after scheduled time shall incur a penalty of TZS100,000.



10.5 Scrutineering Penalties

Description of Infraction	TZ. Shillings.
Head Lamp High Low Malfunction	20,000/= each
Horn Not Working	40,000/=
Exhaust – Broken	20,000/=
Indicator Malfunction	20,000/= each
Late Scrutineering	5,000/= per min
Missing Competition number Plates	40,000/= each
Rear Mud Flaps Missing	40,000/= each
Tail Light or Number Plate Light Malfunction	20,000/= each
Parking Light malfunction	20,000/= each
Reverse Lights malfunction	20,000/= each
Wipers not Working	20,000/= each
Missing National Flags	20,000/=

11. Features of the Rally

11.1 Start Intervals

1 minute interval - TC 0

0 minute interval – TC 1b, 7d, 7f, 12d (**all vehicles shall leave at the same time**)

2 minute interval – the rest of the TCs including competitive sections

11.2 Drivers briefing

See program for date and time. **Drivers briefing is mandatory.**

11.3 Spectator Competitive section

The spectator competitive section will be run in the reverse order of the start list.



If a car fails to complete the Spectator Competitive section, it will be allocated a competitive section time in accordance with the current Regional Rally Regulations.

11.4. Start Procedure of a Competitive Section

Cars will start all Road Sections and Competitive Sections at two (2) minutes interval. Rally time Clocks with countdown mechanism will be used at the Start of Competitive sections. In case of failure of countdown, a manual system shall be applied. The marshal shall indicate using hand signals:

1min to go, 30sec, 20sec, 10sec, 5sec, 4sec, 3sec, 2sec, 1sec, GO

11.5 Time Card Change during the Rally

- At Regroup In/Service In Time Control
- At End of Days

11.6 Early check-in at the end of a Day

At the time controls at the end of Day 1a, Day 1b and Day 2, crews may check in ahead of time without incurring penalty as long as they have clearly indicated their intended check in time on the time card.

11.7 Alternative Route

The Clerk of the Course may authorize alternative routes, which may bypass the whole or part of a road and / or a competitive section and / or a service park if necessary.

There will be an alternate road book provided for this purpose.

11.8 Super Rally

See the current Regional Rally Championship Sporting Regulations



11.9 Strictly No Smoking in Service Park.

Any infringement shall be dealt with at the discretion of the Stewards

12. Safety Cars

Not Applicable

13. Prizes

13.1 Prize-giving

The ceremonial prize-giving shall be conducted at the finish on the podium as per the Program.

13.2 Schedule

- 16h30 3rd Placed ARC across ramp, interviewed, and park in front of ramp.
- 16h33 2nd Placed ARC across ramp, interviewed, and park in front of ramp.
- 16h36 1st Placed ARC across ramp, interviewed, and park in front of ramp.
- 16h39 Podium Ceremony for Top 3 ARC Registered Competitors.
- 16h42 3rd Placed TZRC across ramp, interviewed, and park in front of ramp.
- 16h45 2nd Placed TZRC across ramp, interviewed, and park in front of ramp.
- 16h48 1st Placed TZRC across ramp, interviewed, and park in front of ramp.
- 16h51 Podium Ceremony for Top 3 TZRC Competitors.
- 16h54 Balance of Finishers.

13.3 Each crew is allowed 1minute for interviews and 1minute for photographs.



13.4 Prizes

General Classification for ARC event:

1st Trophy (2)

2nd Trophy (2)

3rd Trophy (2)

Class Awards:

1st Trophy (2) per Class

Other Awards:

Highest placed Female Crew (2)

Best Tanzanian Crew (2)

All Finishers (2)

13.5 Other Awards

The organizer may at their discretion:

Offer awards additional to those specified in these regulations

Withdraw awards which in their opinion are not merited

14. Final Checks

14.1 As soon as each crew arrives it must drive its car to the Parc Fermé. A brief check shall be carried out there to verify:

- Its conformity with the car submitted at initial scrutineering.
- If there is cause to impose any of the penalties provided for.

14.2 The absence of one of the identification marks, as per the Prescriptions - Article 15.1.7, will be reported to the Stewards who may impose a penalty as indicated in 152 and 153 of the International Sporting Code.

14.3 Thorough scrutineering, involving the dismantling of the cars and/or as detailed in the Prescriptions - Article 15.2.5, may be carried out at the absolute discretion of the Stewards or following a protest or upon the recommendation of the clerk of the course.

14.4 Should the above-mentioned dismantling be the result of a protest, a deposit (the amount of which shall be specified in the supplementary regulations), to be paid in advance and covering all the costs incurred by the operation, shall be demanded from the claimant. If the protest is upheld, the deposit shall be reimbursed to the claimant, and charged to the defaulting competitor.

14.5 End-of-rally scrutineering will concern at least the following components:

- Suspension.
- Brakes.
- Transmission.
- The conformity of the chassis/body shell.
- The restrictor and turbocharger if one exists.

14.6 Publication of Provisional final classification

See program

14.7 All protests must be lodged in accordance with the stipulations of the International Sporting Code (Articles 171 et seq.).

14.8 All protests must be lodged in writing (See Appendix below) and handed to the competitor relations officer together with the protest fee which shall not be returned if the protest is judged unfounded.



14.9 Protest fees

Sum of the protest fee set by the ASN: TZS 1,000,000

If the protest requires the dismantling and the re assembly of different parts of a car the claimant must pay an additional deposit of TZS 1,000,000

For a protest involving a clearly defined part of the car (engine transmission, steering, braking system, electrical installation, body-work etc, the claimant must pay the sum of TZS 1,000,000

14.10 If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to them.

14.11 Appeal fees

Sum of the ASN appeal fees TZS 2,000,000

F.I.A appeal fees 6000 Euros

Appendix 1 – Itinerary

TC LOCATION	Compet	Liaison	Total	Target	1st car
Day 1a	19-Feb	sunrise – 6:28		sunset – 18:45	
Rally show - Mlimani City					17:00
0 Start Day 1 - Mlimani City					18:00
0a Regroup In		0.10		0:01	18:01
Regroup - Mlimani					
0b/1 Regroup Out/Mlimani City		0.10		0:01	19:00
SSS1 Mlimani City	1.30				19:02
1a Parc Ferme In - Mlimani City		0.20	1.60	0:06	19:08
Day 1b	20-Feb	sunrise – 6:28		sunset – 18:45	
1b Parc Ferme Out - Mlimani City					7:00
1c Service In		43.03	43.03	0:50	7:50
Service A, Mwanambaya	(1.30)	(43.33)	(44.63)	0:20	
1d Service Out					8:10
Location	RZ 1	0.01km after TC 0b			
Distance to next refuel		(54.67)	(77.58)	(132.25)	
2 Marusembe 1		29.86	29.86	0:35	8:45
CS2 Marusembe 1	26.58				8:47
3 Mwanambaya 1		16.83	43.41	0:43	9:30
CS3 Mwanambaya 1	12.92				9:32
4 Kibamba 1		15.19	28.11	0:28	10:00
CS4 Kibamba 1	15.17				10:02
4a Regroup/Technical In		15.70	30.87	0:31	10:33
Regroup/Technical Zone 2 - Mwanambaya					
4b/c Regroup/Technical Out /Service In					11:00
Service B, Mwanambaya	(54.67)	(77.58)	(132.25)	0:20	
4d Service Out					11:20
Location	RZ 2	0.01km after TC 3c			
Distance to next refuel		(54.67)	(77.58)	(132.25)	
5 Marusembe 2		29.86	29.86	0:35	11:55
CS5 Marusembe 2	26.58				11:57
6 Mwanambaya 2		16.83	43.41	0:43	12:40
CS6 Mwanambaya 2	12.92				12:42
7 Kibamba 2		15.19	28.11	0:28	13:10
CS7 Kibamba 2	15.17				13:12
7a Service In		15.70	30.87	0:31	13:43
Service C, Mwanambaya	(54.67)	(77.58)	(132.25)	0:45	
7b/c Service Out/Regroup/Technical In					14:28
Location	RZ 3	0.01km after TC 6b			
Distance to next refuel		(0.00)	(86.20)	(86.20)	
Regroup/Technical Zone 3 - Mwanambaya					
7d Regroup/Technical Out					15:30
7e End Day 1 - Mlimani City		43.17	43.17	1:15	16:45
Day 1 Totals		110.64	241.66	352.30	Ver.11



DRAFT SUPPLEMENTARY REGULATIONS
 RALLY OF TANZANIA 2010
 19 – 21 February 2010



TC LOCATION	Compet	Liaison	Total	Target	1st car
Day 2	21-Feb	sunrise - 6:28	sunset - 18:45		
7f Start Day 2 - Mlimani City					7:00
7g Service In		43.03	43.03	0:50	7:50
Service E, Mwanambaya	(0.00)	(43.03)	(43.03)	0:20	
7h Service Out					8:10
Location	RZ 4	0.01km after TC 0b			
Distance to next refuel		(54.67)	(77.58)	(132.25)	
8 Marusembe 3		29.86	29.86	0:35	8:45
CS8 Marusembe 3	26.58				8:47
9 Mwanambaya 3		16.83	43.41	0:43	9:30
CS9 Mwanambaya 3	12.92				9:32
10 Kibamba 3		15.19	28.11	0:28	10:00
CS10 Kibamba 3	15.17				10:02
10a Regroup/Technical In		15.70	30.87	0:31	10:33
Regroup/Technical Zone 4 - Mwanambaya					
10b Regroup/Technical Out /Service In					11:00
Service F, Mwanambaya	(54.67)	(77.58)	(132.25)	0:20	
10c Service Out					11:20
Location	RZ 5	0.01km after TC 0b			
Distance to next refuel		(39.50)	(64.10)	(103.60)	
11 Marusembe 4		29.86	29.86	0:35	11:55
CS11 Marusembe 4	26.58				11:57
12 Mwanambaya 4		16.83	43.41	0:43	12:40
CS12 Mwanambaya 4	12.92				12:42
12a Service In		17.41	30.33	0:30	13:12
Service C, Mwanambaya	(39.50)	(64.10)	(103.60)	0:20	
12b/c Service Out/Regroup/Technical In					13:32
Location	RZ 6	0.01km after TC 6b			
Distance to next refuel		(0.00)	(43.17)	(43.17)	
Regroup/Technical Zone 5 - Mwanambaya					
12d Regroup/Technical Out					14:30
12e Rally End - Mlimani City		43.17	43.17	1:15	15:45
Day 2 Totals	94.17	227.88	322.05		
Day 1 Totals	110.64	241.66	352.30		
Rally Totals	204.81	469.54	674.35		
Percentage Mileage	30.37%	69.63%			Ver.11



Appendix 2 – Reconnaissance Registration

Car Number

Competitor Information

Driver	
Co-Driver	
Mobile Phone Number	
Accommodation Details	

Vehicle Information

Make & Model	
Registration Number	
Color	
Owner	
Insurance Company & Policy No	

Appendix 3 – Competitor Relations Officer (CRO)



Thuni Malik

Schedule and Location for CRO

Wed 17Feb 2010

At administrative checks

Fri 19Feb 2010

At Scrutineering

At Start and Super Special

Sat 20Feb2010

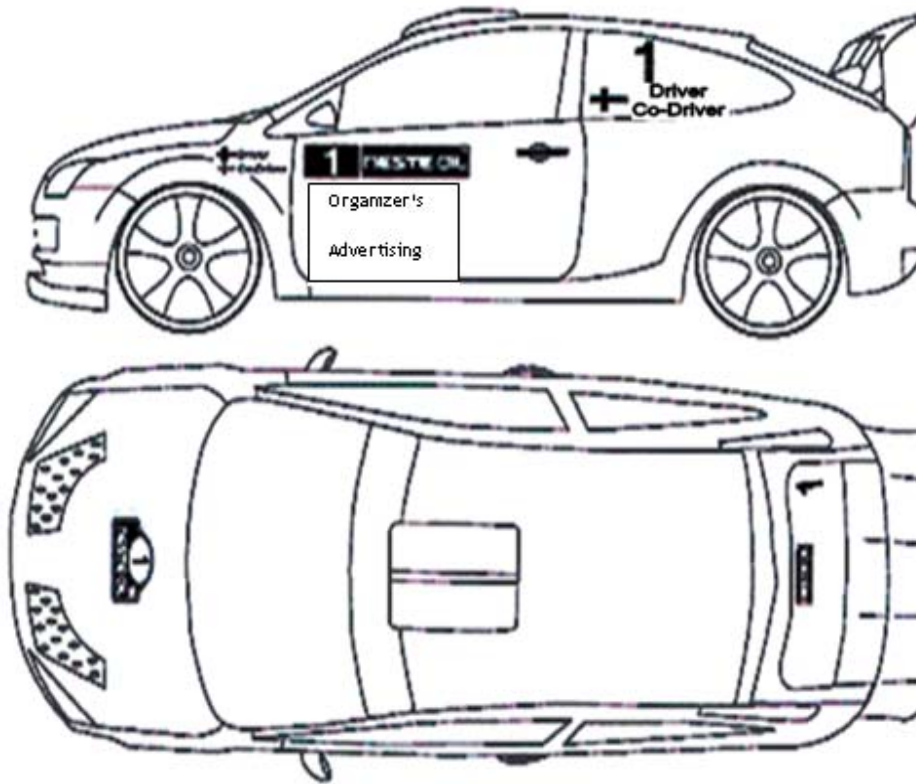
In Service Park

Sun 21Feb2010

In Service Park

At Finish Parc Fermé, Mlimani City

Appendix 4 - Numbers and Advertising



Appendix 5 – Safety Plan

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SECTION A – SAFETY

1 SAFETY SERVICES

1.1 Medical Services

1.1.1 Chief Medical Officer

The Chief Medical Officer, or a delegated deputy, will remain at Rally Command Centre during the running of the special competitive sections to co-ordinate medical services and any evacuation.

The Chief Medical Officer, is available at all times via radio and mobile phone number.

1.1.2 Paramedic and Equipment

Paramedic and Ambulance will be at the start of every competitive section.

1.1.3 Service Park and Medical Arrangements

Medical service will be located at the main service park.

1.1.4 Fire, Rescue and Recovery

Located at the start of each competitive section is a rescue vehicle (4WD) crewed by one trained personnel. An additional rescue vehicle will be located at the midpoints in all competitive sections longer than 15KM. a fire truck will also be located at the service park in addition, a recovery vehicle will be on stand by at the service park.

In the event the competitive section will be closed due to an accident the rescue vehicle will follow the intervention into the competitive section

1.1.5 Chief Safety Officer

The Chief Safety Officer, will be on course with a Doctor on board and will attend any significant incident. The Deputy Chief Safety Officer, Sameer Sajan, will be on course with a Paramedic on board and will attend any significant incident if required.

1.1.6 Emergency Intervention and Evacuation Procedures



In the event of an accident involving injury on course, medical assistance will be provided as rapidly as possible by one of several means:

Via First FIV / Start Doctor

In the event of a incident, the competitive section may be stopped to enable the FIV (with Paramedic) and Rescue to enter the competitive section to render assistance and plan evacuation.

If required the ambulance will then enter the competitive section and be escorted to the scene by a competitive section team member (eg. Competitive section Recovery Vehicle).

The aim is to get a Doctor and Paramedic to the scene of the accident with appropriate equipment to render assistance and stabilize potential problem prior to formal evacuation with either ambulance or helicopter.

The evacuation route and procedure will be organized by the Chief Medical Officer and the Chief Safety Officer after briefing by the Doctor at the scene using medical codes.

Depending on injuries, the formal evacuation will be to hospitals identified by the Chief Medical Officer.

Evacuation routes are clearly shown in the Safety Plan maps.

Via the Mid-point (Second and subsequent FIV)

The following procedure is used in the event of a major accident occurring after a vehicle has passed the "Mid-point" location.

With an M3 or M4 (see definition of M3 or M4 call under Paragraph 1.1.9) radio call, the "mid-point" SOS Co-ordinator advises the "mid-point" FIV2, Ambulance and Rescue to be on standby or to proceed to the scene of an accident upon instruction from the Clerk of Course. (The Doctor and one Paramedic from the ambulance if in situ to be in the FIV2).



At the same time, the 5km radio Co-ordinators, prior to the accident site, will be on standby with the yellow flags that have been issued to them. The Yellow flags will be displayed only upon instruction from the Clerk of Course, via the Competitive section Commander and may only be displayed by a Marshal wearing the Vest with SOS Symbol.

The FIV2 is not to proceed until advised from the Clerk of Course, via radio.

If the FIV2 is instructed to proceed by the Clerk of Course, it will

- i) Receive advice from SOS regarding number of competitors on course and their locations.
- ii) Turn on emergency beacon.
- iii) Proceed to the scene of the accident.
- iv) At the same time, the FIV1 will move from the start and the SOS points will be instructed to display their yellow flags.
- v) As the FIV2 enters the course, the “mid-point” ambulance will turn on its flashing beacons and locate itself so passing competitors can see it. However it will remain in place unless authorised by the Clerk of Course, via radio, to proceed to the accident via the course route.

Via Helicopter

If required during a incident, the helicopter on course will land or lower the crew to enable the Doctor and Paramedic who are trained in winching and hi angle rescue to assist the and plan appropriate evacuation

The Medivac helicopter will be used in a definite evacuation. In this event patients will be transported to a hospital identified by the Chief Medial Officer.

Rescue Standard Operating Procedures - dry weather conditions with air support

Rescue teams will respond ONLY when called upon by the Rally Command Centre.

In the event of air support the helicopter will be dispatched to scene.

Preferred Method of Extrication

Preferred access to the casualties should be through the front windshield. The casualties should be left in their seats. The seat must be un-bolted and used as a short spine board where possible. Once the patient has been prepared for extrication and under medical supervision, they should be removed complete with seat, through the opening of the windshield area.

The patient is then placed on a trauma board, within stretcher. The vehicle seat is now carefully removed under the direction of the medical staff. The patient is then prepared and secured for airlift by the helicopter. Rally Control will direct the helicopter to waiting ground crews at a designated landing zone.

The first patient is lowered to the waiting rescue crews and medical personnel for further stabilization (if required) prior to transfer to the evacuation unit. Once the transfer of the patient has been completed and Rally Control updated, the rescue helicopter is to return to the scene for the second casualty.

The second casualty is stabilized and lifted by the helicopter and transported to a landing zone designated by Rally Control, where upon the casualty is lowered to the waiting rescue crews and medical personnel on the ground.

While this casualty is been further stabilized (if required) the rescue helicopter will land and be re-configured to a patient transport helicopter. The patient is loaded and taken by air to the receiving hospital.

Recovery of crews and equipment from scene

Where possible, after completion at the receiving hospital, the rescue helicopter should return to air-lift equipment and crew from the scene. Alternatively, with the help of all present, the equipment must be brought to the rally route by hand and loaded onto vehicles. All equipment must be taken back to the heli



base for refuel and re-allocation. Rescue equipment must be returned to the land-rescue unit in such a way as not to interfere further with the running of that competitive section. The helicopter must now be re-configured from patient transport and resume rescue standby duties.

NB: Vehicles may only move after authorization from the Clerk of Course.

Rescue Standard Operating Procedures - poor weather conditions without air support

Rescue teams will respond ONLY when called upon by the Rally Command Centre.

Rescue vehicles will be mobilized from stand-off point to the scene. The scene is to be accessed and the quickest direct but practical route is to be taken. Remember that the vehicle may have created a path that is suitable for access but not always suitable for bringing the casualties up. The scene is to be made safe (vehicle stability and fire) by the first rescue crews on scene prior to the undertaking of emergency medical management. Early assessment of additional requirements is essential and Rally Control informed thereof. If required, Rally Control is to dispatch the nearest vehicle with the equipment to scene. For steep-slope the use of a winch (eg recovery vehicle at vehicle park) must be considered and if required, the said vehicle must be mobilized as early as possible. During the extrication all persons not actively involved should clear an area where the patient can be placed in a stretcher. Other persons can scout a route to carry out the patients in the stretchers to waiting ambulances.

Preferred method of extrication

Preferred access to the casualties should be through the front windshield. The casualties should be left in their seats. The seat must be un-bolted and used as a short spine board where possible. Once the patient has been prepared for

extrication and under medical supervision, they should be removed complete with seat, through the opening of the windshield area.

The patient is then placed on a trauma board, within stretcher. The vehicle seat is now carefully removed under the direction of the medical staff. The patient is then prepared and secured before being carried out to a waiting ambulance.

Recovery of crews and equipment from scene

With the help of all present, the equipment must be brought to the rally route by hand and loaded onto the respective vehicles. The rescue vehicles are to return to their stand-off point and resume rescue standby duties. The rescue equipment is to be checked and prepared for use, if later required. Rally Control to be informed of any change in status of the equipment allocated to that unit. (Trauma board with the patient damaged hydraulic hose etc.)

1.1.7 Emergency Mayday Calls during a Special Competitive section

To be used ONLY by the Deputy Competitive section Commander – Stop When a known or possible problem has arisen, your transmission begins with calling the following code three times. e.g. “Command, Echo 3... M2...M2...M2” (Echo 3 signifies Special competitive section number 3 and Echo is the End of that competitive section).

Command will respond with “Echo 3 from Command, proceed”. At this point, all other radio traffic is to cease and Echo 3 is to pass on all the relevant information to Command.

The codes are as follows:

M1 Possible missing car being monitored or a minor problem – should include the car number and approximate location.

M2 Missing Car for 2 radio calls and MUST include the car number.

M3 Confirmed major problem, details unknown, identify site to enable helicopter

to initiate search.

M4 Major problem and injuries are confirmed. State definite location (roadbook or GPS).

When the situation returns to normal, Command Centre will give the OK and normal procedure is adopted.

1.1.8 Medical Codes

Each medical kit (start, Mid-point and intervention) contains a sheet of medical codes to enable Doctors in the field to communicate with the Chief Medical Officer and other event officials on the radio where other means of secure communication are not available. These medical codes are confidential and must not be disclosed to outside parties other than the Command Centre and the event medical staff.

1.1.9 Medical Evacuation Rendezvous

The evacuating vehicle will rendezvous with one of the MSV's in the following manner:

Land Evacuation

An MSV will enter the competitive section (once the competitive section is closed and the FIV and Rescue Vehicle have entered) and rendezvous at the accident site.

The purpose of the Medical Support Vehicle rendezvous is:

- i) To assist the Doctor at the site with the stabilization of the casualties.
- ii) To make available the more senior medical staff and sophisticated equipment carried in the MSV's.
- iii) To replenish stocks of medical supplies.

iv) To confer with the Doctor on site, the Chief Medical and safety Officers and Rally HQ via radio and determine the most appropriate manner and destination for the definitive evacuation of the casualties.

1.1.10 Accident Appraisal Procedure

If you are faced with an accident, use the following procedure to report the incident to Rally HQ. Speak clearly, remain calm and do not shout into the radio microphone.

- a Who is calling
- b Where are you calling from
- c Nature of incident
- d How many people/vehicles involved
- e Are any people trapped
- f Is there a fire
- g Is medical assistance required

Then answer these very important medical questions in relation to any or each injured person.

- a Is the person conscious
- b Is breathing normal (and patient talking – noisy, absent)
- c Is the patient bleeding. If so, from where. How much (slow, trickle, spurting)
- d Is there an obvious injury. If so, what and where
- e Other problems. e.g. vomiting, fits etc.

1.2 Ambulance

There will be one ambulance at the start of every Competitive section. All competitive sections longer than 15 kms will have “Mid-point” monitors in



position.

All ambulances will be equipped with a Spinal immobilization equipment, KED Resuscitator and Oxygen.

1.3 Off Course Injuries

The event medical services are directed towards the care of competitors and must NOT be diverted to other problems or emergencies.

In cases of emergencies by non-competitors e.g. service crew; assistance may be called upon for the event medical services. Such requests are to be directed to the Chief Medical Officer as the MSV's are the most likely to respond. A paramedic will be in attendance at the Service park at all times. The local emergency services will also be on hand to assist with emergencies other than competitors.

2 COMPETITIVE SECTION SAFETY

2.1 Start Special Competitive section

Each special competitive section start will have the following in attendance:

- i) Competitive section Commander
- ii) FIV
- iii) Paramedic (First FIV)
- iv) Fire Extinguisher (Manned)

2.2 Stop Point

Each Stop Point will have the following in attendance:

- i) Post Chief
- ii) Fire Extinguisher (Manned)

2.3 Course Cars

All vehicles are equipped with a siren and an Amber Flashing light.

- 00 will traverse every special competitive section and have a planned finishing time of approximately 45 minutes before the first car is due to start the competitive section. Their role is to check the synchronization of the clocks, check competitive section documentation and ensure that all personnel are located in position. This vehicle will double as a course information car, equipped with siren and loudspeakers to warn spectators and local residents that the competitive section is now OPEN and they will confirm all road closures.
- 0 will traverse every special competitive section and have a planned finishing time of 10 minutes before the first car is due to start the competitive section. "0" is the last vehicle to check that all competitive sections are correctly set up, check control documentation and all clocks are synchronized. Thus 0 officially advises that the competitive section is clear to the Deputy Competitive section Commander who in turn phones this information to the Competitive section Commander.

2.4 Missing Cars

2.4.1 Search Procedure

The following procedure will take place in case of a missing car on a competitive section:

- The Stop Point or a Mid section SOS Radio Co-ordinator will notify the Deputy Competitive section Commander – Stop that a car is missing or that another competitor has confirmed that an accident has occurred.
- The Deputy Competitive section Commander – Stop will simultaneously notify the Clerk of Course, the Chief Safety Officer and the Competitive section Commander via radio.

- If the extent of the accident is not known, the nearest helicopter may be sent to the scene of the accident to report on the severity of the accident, and if possible, and if considered necessary, land and allow the Doctor to attend.
- the Competitive section Commander after consultation with the Clerk of Course, may seek permission to stop the Special Competitive section to allow emergency procedures to be implemented.
- In case of an injury, the Doctor will decide if the patient requires further treatment at hospital. The severity of the injury will determine whether an Ambulance, Ambulances will be escorted by the Special Competitive section Recovery Vehicle via the planned evacuation route to the nearest main road from where the Ambulance will travel unescorted to the appropriate hospital.

The Chief Medical Officer will co-ordinate a Medical Rendezvous via Command Centre for all Emergency Vehicles carrying casualties.

2.5 Evacuation Routes

Evacuation routes are planned for most special competitive sections, as shown on the competitive section maps, to enable emergency vehicles to short-cut the competitive section in order to arrive at the accident scene and also exit via the shortest possible route. These evacuation routes will remain clear for immediate use.

2.6 Stranded Competitor(s) Policy

Officials will notify Rally HQ of the exact location of a competitor and/or car and Rally HQ will relay details to the competitor's service crew.



2.7 Service Park and Auxiliary Service Parks

There will be fully equipped fire units at the centralized Service park.

The member of the Fire Unit will be positioned permanently in the Refuel Zones / "Auxiliary" service parks, dressed in a fire suit during active times. This team member may be relieved but under no circumstances will a Refuel Zone be left unattended during active times.

Refueling will only be allowed in a Refuel Zone and, in special circumstances, in a Service Park. However, no other repairs will be allowed (in the Refuel Zone).

2.8 Air Support

Helicopters

A Safety Helicopter will be airborne and will fly over the competitive sections after car "0" and complete the competitive section by air approximately 5 minutes prior to the first car starting the competitive section. The helicopter will then fly back over the competitive section and follow the first few cars along the competitive section until required at next competitive section. A doctor, qualified in trauma, will also be in this aircraft.

A Rescue helicopter with rope access equipment manned by a Doctor and Paramedic as well as a Rescue Technician will be on standby at the Auxiliary Service Park. The helicopter also has patient transport capabilities

3 COMMUNICATIONS

3.1 Radio Systems

3.1.1 Command Radio ("A" System)

The Command system is the primary method by which Command Centre communicates with officials in the field. The Command Centre has the call sign "Control" and all command decisions regarding the running of the event will be

made from there.

Command will always act as the control station for all radio traffic.

There are approximately 20 mobile stations on this system, thus it is important that all communications are controlled by Command Centre and that all decisions from Command Centre are followed.

By the use of repeaters located at strategic sites, the system covers the whole area traversed by the event. These repeaters allow the radio signals to be picked up and on broadcast to a specific area not reachable from Command Centre. All these channels are linked together so that the effect is similar to having one wide coverage channel.

All users of the Command Radio “A” system should monitor this channel at all times.

3.2 Correct Radio Procedures

The correct radio procedure is to say each numeral separately i.e. ONE FIVE instead of FIFTEEN. An example of a start transmission by the SOS Operator on Competitive section 21 for car number 23 at 14:24 is XXX START, HOURS ONE FOUR TWO FOUR CAR TWO THREE over. A normal tone of voice should be used. Raising the voice does not contribute to any increased understanding.

Spelling of Words and initials.

Where it is difficult to spell difficult words or groups, or to identify any letter of the alphabet the international radio telephony phonetic alphabet should be used.



International Radio Telephony Phonetic Alphabet

A - Alpha	N - November
B - Bravo	O - Oscar
C - Charlie	P - Papa
D - Delta	Q - Quebec
E - Echo	R - Romeo
F - Foxtrot	S - Sierra
G - Golf	T - Tango
H - Hotel	U - Uniform
I - India	V - Victor
J - Juliet	W - Whiskey
K - Kilo	X - X-ray
L - Lima	Y - Yankee
M - Mike	Z - Zulu

PLEASE NOTE: all officials with radio will use the above commands to call.
EXAMPLE: official with a name of JOHN SAMSON; will use his code as Juliet
Sierra and to report anything he would use "control Juliet sierra"

3.3 Ammendum

There will be a base station at the service park (MWANAMBAYA) and mobile radio units fitted in cars "0" and "00" , chief safety officer/doctor, COC/Asst. Safety Officer, Chief of Marshall, Event chairman's car.

4 SPECTATOR SAFETY

Members of the public are invited to view the cars at designated spectator viewpoints along a competitive section. All spectator areas will have bunting erected and manned by crowd control marshals.



Crowd Control Guides will be clearly identified with a yellow jacket marked and be equipped with a whistle or air horns. The purpose of this equipment is to warn spectators of approaching cars.

Certain media and Television personnel, clearly identified by an Identification Pass and Vest, are permitted access outside the designated spectator viewpoints. See article 5.3.

4.1 Children and Animals

Children must be in the care of their parents or responsible adults, Animals (pets) are not allowed in any area.

4.2 Spectator and Media Viewpoints

See maps below

5. MEDIA

5.1 Media Identification

All Media personnel will be accredited at the Media Centre and are given an Identification Pass, which is to be worn by them at all times when at a special competitive section.

5.2 Media Access to Special Competitive sections

Media personnel wearing the Identification are permitted along the competitive section for their work and at all times complying with reasonable instructions from the Rally officials. Should a media person, not wearing the Identification Pass, attempt to enter that part of a competitive section outside the designated spectator viewpoint, must be refused entry.



5.3 Media Access to Control Areas

Likewise, within a control area – especially at the Stop Point, fully accredited media personnel are allowed access in order to interview the competitors who have successfully completed a competitive section. Apart from these personnel and the respective marshals, nobody else is allowed access into these control areas.

6 RECONNAISSANCE

Marshals will attend the reconnaissance to improve the safety.

These measures are implemented to protect both competitors and the general public.

7 FIA

7.1 FIA Officials of the Event

All FIA officials and visitors will be given a FIA Identification Pass. All officials are requested to render any assistance to these persons.

8 OTHER

8.1 Statements given to the Media

Only the media office is allowed to give the statements.

8.2 Statements over the Radio Network

Any radio network may be monitored by outside operators. When reporting an incidence concerning an accident or injuries sustained, the official is requested to choose his words carefully and do not go into more detail than is necessary.

8.3 Incidents report



An incident report should be filled out if any violation of the regulation or other unusual situation is observed during the rally. This incident report may be filled out by any rally official

8.4 List of hospitals

The Aga Khan Hospital, will be the key hospital for African Rally Championship 2010, in case of many mishaps or an y emergency the casualty will be taken to the Aga Khan Hospital, the hospital will/ is aware of the even and will be informed about the incident and their accident and emergency department will be standby to receive the casualty, the Aga Khan Hospital Accodent and Emergency number is +255 22 2124111

Section B

Course car schedule. (see below)



DRAFT SUPPLEMENTARY REGULATIONS
 RALLY OF TANZANIA 2010
 19 – 21 February 2010



TC No./Area	Safety Locations	Access via	Road Book page/ box	Name - In Charge	Tel	Name - Local	Tel	ETA In Charge	Active	Road closed to ALL non-rally cars, officials, sponsors etc	Safety car	Zero Car	1st Car	last car
Day 1a - Safety Itinerary (Friday)														
	Mlimani City	Mlimani City						14:00	15:00	16:00	18:15	18:30	19:00	21:00
Day 1b & Day 2 - Safety Itinerary (Saturday & Sunday)														
	Mlimani City	Mlimani City						6:00	6:15		6:30	6:45	7:00	17:00
	Service A/B/C	Mwanambaya	pg 7/box 31			Mwalimu Ikwere	0784.679109	7:35	7:50		8:20	8:35	8:50	16:45
	Marusembe	Marusembe	pg 9/box 9			Mwalimu Kapizo	0782.711512							
	Kitomondo	Marusembe	pg 14/box 7			Mr. Kujaga	0688.196057							
CS2/8	Mkurufindi	Marusembe	pg 14/box 7			Mr. Shirima	0787.461697							
	Marusembe	Marusembe	pg 15/box 11					7:20	7:35	7:50	8:05	8:20	8:45	10:00
	Gorner Mbaya	Marusembe	pg 15/box 11											
	Mbezi Mwisho	Mkuranga	pg 16/box 19			Mohamed Kimo	0716.098104							
	Mbezi Mwanzo	Mkuranga	pg 16/box 20			Ramadhan M. Mwera	0787.467744							
	Mkuranga	Mkuranga	pg 16/box 21			Dakika Issa								
	Mwanambaya	Mwanambaya	pg 22/box 1			Undugu Shaabani	0714.481203							
CS3/9	Zugando	Mwanambaya	pg 22/box 5			Issa Abdallah	0786.538425	8:15	8:30	8:45	9:00	9:15	9:30	10:50
	Miamleni	Kongowe	pg 23/box 7			Musa Abdallah	0786.845773							
	Sand Quarry	Kongowe	pg 23/box 7											
	Kongowe	Kongowe	pg 23/box 12			Daniel Salehe	0716.476057							
CS4/10	Kibamba Village	Kibamba	pg 29/box 1			Kondo Darwesh	0713.738619							
	Kibamba	Kibamba	pg 29/box 6			Ramadhani Mwalara	0787.555138	8:45	9:00	9:15	9:30	9:45	10:00	11:20
	Sunguvuni	Kibamba	pg 30/box 12			Abdallah Lukili	0787.527623							
	Kitumbo B	Mkuranga	pg 31/box 18			Dakika Issa								
	Marusembe	Marusembe				Mwalimu Kapizo	0782.711512							
CS5/11	Kitomondo	Marusembe				Mr. Kujaga	0688.196057							
	Mkurufindi	Marusembe				Mr. Shirima	0787.461697							
	Gorner Mbaya	Marusembe	ref.CS2			Mohamed Kimo	0716.098104	ref.CS2	11:45	11:00	11:15	11:30	11:55	13:15
	Mbezi Mwisho	Mkuranga				Ramadhan M. Mwera	0787.467744							
	Mbezi Mwanzo	Mkuranga				Dakika Issa								
	Kitumbo A	Mkuranga												
CS6/12	Mwanambaya	Mwanambaya				Undugu Shaabani	0714.481203							
	Zugando	Mwanambaya				Issa Abdallah	0786.538425							
	Miamleni	Kongowe	ref.CS3			Musa Abdallah	0786.845773	ref.CS3	11:40	11:55	12:10	12:25	12:40	14:00
	Sand Quarry	Kongowe												
	Kongowe	Kongowe				Daniel Salehe	0716.476057							
CS7	Kibamba Village	Kibamba				Kondo Darwesh	0713.738619							
	Kibamba	Kibamba				Ramadhani Mwalara	0787.555138							
	Sunguvuni	Kibamba	ref.CS4			Abdallah Lukili	0787.527623	ref.CS4	12:10	12:25	12:40	12:55	13:10	14:30
	Kitumbo B	Mkuranga				Dakika Issa								

