

China 2024

Official Rules Chapter II



**Shell
Eco-marathon**

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1. General

The rules provided herein for Shell Eco-marathon China 2024 should be read in conjunction with the [Shell Eco-marathon 2024 Official Rules, Chapter I](#), and all other rules and instructions of the Organiser, together called the Competition Rules, and apply during the entire duration of the participants' presence onsite.

Where terms have already been defined in the [Shell Eco-marathon 2024 Official Rules, Chapter I](#), the same shall apply for Shell Eco-marathon China 2024 Rules, Chapter II.

By fact of their entry, Participants accept all provisions of these Competition Rules and agree to abide by all decisions made by the Organisers. The Organisers reserve the right to add, modify or delete any Article of the Competition Rules.

All decisions made by the Organisers are final and binding.

Shell China Limited (which is incorporated and registered in China with company number 911100006259119981, Address: 30F, China World Tower B, No. 1 Jianguomen Wai Avenue, Chaoyang District, Beijing, China), hereafter known as the "Event Organiser" or "Organiser", is the Organiser of Shell Eco-marathon China 2024, the "Event".

The Event will be open to participants from October 21 - 24, 2024 at the [Beijing Goldenport Track](#) in Beijing, China (the "Site"). The Site is owned by GOLDENPORT ENTERPRISES (incorporated and registered in China, address: Chaoyang District, Beijing, 100018, China), hereafter known as "Site Owner".

Teams will have access to the paddock from Monday, October 21 at 1:00 p.m. after they have checked in and received a safety induction and must clear their garage in the paddock area by Thursday, October 24 at 6:00 p.m. at the latest. Access to any part of the Site will NOT be authorised after 6:00 p.m. on Thursday, October 24, 2024.

Article 200: Participants

Teams will be allowed to bring a maximum of 15 participants to the competition, including chaperones and faculty advisors. All participating team members must be:

- (i) Registered in Phase 3 registration (logistics) on the [registration portal](#);
- (ii) Affiliated with the competing institute, whether as a student or faculty. Legitimate chaperones, such as parents, are accepted. Children of faculty will NOT be considered team members;
- (iii) Over the age of 16.
 - a. 14 and 15-year-olds are allowed only if accompanied by a chaperone. There must be at least one adult per two 14 and 15-year-old students, in addition to the Faculty Advisors or Team Manager. Teams with six or more students under the age of 16 will be allowed two extra slots for chaperones. Refer to [Article 0 vii in Chapter I](#) for the definition of a chaperone.
 - b. Appropriate supervision plans detailing how the safety and welfare of the children will be ensured, must be agreed with the Organiser at shellecomarathonchina@shell.com prior to the competition.

Only these 15 registered team members will receive accreditation to access the paddock area. The team manager, driver and reserve driver will be given an additional wristband upon registration at technical inspection.

Each team is responsible for all costs and expenses associated with participating in the event (i.e., travel to/from the Site, hotel accommodations, meals, vehicle costs, shipping and freight for vehicle, etc.)

The Team Manager is the Team's sole official liaison with the Organiser and accountable for their Team's behaviour and compliance with the rules at the event. The Team Manager must be a student. If all team members are underage, the faculty advisor may also be the Team Manager. All information will be addressed to him/her. For the purposes of the Event, he/she will be responsible for speaking on behalf of the Team.

The Organiser will provide the following for the teams:

■ Grants:

- A one-time grant of RMB 5,000 is available to teams participating in the Shell Eco-marathon track competition for the first time.
- Each team, regardless of new or returning, will receive a travel stipend of RMB 3,000 upon arriving successfully on-site and on-time for the Event with their vehicle.
- Each team, regardless of new or returning, will receive RMB 5,000 should they achieve a valid track result.
- These three grants are cumulative and can be earned successively. In principle therefore, a new team can receive up to RMB 13,000 in grant funding.

- Participant wristbands to access the paddock area (proving they have checked in and attended the HSSE induction, 1 per team member);
- Paddock passes (badge and lanyard, 1 per team member);
- Two yellow armbands or high visibility vests for start/finish access;
- Participant goodie bags (1 per team member);
- Vehicle stickers (see [Appendix I in the Shell Eco-marathon 2024 Official Rules, Chapter I](#));
- Team Manager, driver and reserve driver wristbands.

Article 201: Not Used

Article 202: Mandatory Documents

At participant check-in, on Monday, October 21 from 1:00 p.m. – 6:00 p.m., the Organiser will verify with the Team Manager that all required documents have been submitted online prior to the event via the registration website or e-mail. The Organisers will not authorise entry to the Event if the online registration requirements have not been successfully submitted.

Team documents (1/team)

- The Institutional Waiver signed by an individual authorised to sign legal documents on behalf of the school (student signatures will not be accepted.)
- The Enrolment Attestation Form signed by an individual authorised to sign legal documents on behalf of the school (student signatures will not be accepted.)
- The Payment Details Request Form signed by an individual authorised to sign financial documents on behalf of the school. After the Event, any applicable prize money will be credited to this bank account. Once the Organiser have made all such transfers successfully, the Organiser shall not be liable for any disputes between Participants thereafter and no correspondence shall be entertained.

Individual documents (1/Participant)

- The Terms & Conditions of Participation checked-off as a checkbox by each adult participant.
 - Minors (under 18 years of age at the start of the competition) must have physically signed copies from a parent/guardian.

Article 203: Ordering Mandatory Equipment

This article applies to Teams that do not yet have the required equipment. The following item is mandatory and must be purchased via the Event Organiser. Please visit mileage-challenge.com to place an order prior to the event. The following materials will also be sold on-site during the Event (teams must pay with a credit card; no cash or checks will be accepted.)

Fuel tanks (gasoline, diesel, and ethanol).

These tanks are mandatory and shall not be modified.

- Prototype: 100 or 250 cc
- Urban Concept: 100, 250 or 350 cc

Article 204: Insurance

The Organiser has 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 outside the regularly scheduled hours for testing and competition, or in any case of unauthorised driving outside the stipulated areas (see [Article 19 of the Chapter I Rules](#)).

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 Organiser, the Organiser reserves the right to deduct or set off any such damages from the prize money (if applicable), but liability shall not be limited to this amount.

Article 206: Drop Out Policy

Teams that wish to drop-out from the competition must inform the Organiser by September 16, 2024, by email. No-show will result in a suspension of their institution from Shell Eco-marathon competitions globally for one year.

Article 207: Participant Meals

The Organiser will provide lunch for registered Team Members only (up to 15 people per Team) from Tuesday, October 22 to Thursday, October 24. Participants are responsible for purchasing their other meals.

Article 208: Disqualification

The Organiser shall have the right, at their discretion, to disqualify any Team that is displaying unsafe behaviour or behaviour that goes against the spirit of the competition. Other penalties may be applied as described in Article 8 of the Chapter I Rules.

2. Health, Safety, Security and environment (HSSE)

The Organiser is determined to achieve GOAL ZERO, NO HARM, NO LEAKS. Goal Zero means carrying out this event safely so that we ensure 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 our participants and visitors, the Organiser 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 Organiser will ensure that these procedures and policies are communicated to the teams and compliance with all the rules, including safe driving, general behaviour and sporting rules, will be mandatory for everyone. All participants must comply with the safety measures and notify the Organiser 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 Organiser will monitor and manage the event using a Safety Team who will be easily identifiable. 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, they should treat this with seriousness and comply with all reasonable requests.

Team managers shall be responsible for the behaviour of their teams and enforcing the regulations, which are drafted in the best interests of all participants and the success of the event, with the participants in their team. Any regulatory non-compliances will be subject to the penalties stated in [Article 8 of Chapter I](#).

Teams understand and agree that approval in the Technical Inspection does not constitute or imply that any vehicle is deemed valid or safe enough to operate on any public road, and only accredits them to operate on the Event Site track for testing or competition purposes.

Health is also a main concern. If you are currently under medication, please bring enough medicine for the duration of the Event.

Article 209: Smoking

The event requires the handling and storage of dangerous components and fluids such as gasoline, diesel, hydrogen, and other fuel materials.

Smoking (including the use of electronic cigarettes) is only allowed in the external designated smoking areas.

Article 210: Drugs and Narcotics

The Organiser forbids the use and distribution of narcotics, including marijuana or any illegal substances, for anyone attending or participating in this event.

Chinese law strictly forbids the possession, distribution and the consumption of illegal drugs. Law enforcement officers may intervene anywhere on the premises for searches. In addition to legal prosecutions from the authorities, any drug and narcotics related breach of the regulations will be treated as a 3rd infraction of the Team (see [Article 8 of Chapter](#)

]), even if no prior violation has occurred. In addition, the affected Driver will immediately be banned from accessing the Track. The Reserve Driver may substitute the Main Driver if she/he is eligible to drive.

Any second narcotic-related infraction will lead to the immediate disqualification of the entire Team.

If a Participant uses any prescription medication that may impact the ability to drive or operate equipment, this should be communicated in advance to the Organisers.

Article 211: Alcohol

Alcohol consumption by any participant is not allowed at any time on-site.

The Organiser reserves the right to intervene and remove any person(s) found to be, in their sole and absolute determination, in a state unfit to participate from the site. Any behaviour deemed by the Organiser to be unfit and/or inappropriate may be subject to the penalties laid out in [Article 8 of Chapter I](#) up to and including, immediate team disqualification even if no prior violation has occurred.

Article 212: Commercial Transport of Dangerous Goods

Commercial transport of Dangerous Goods is a risk if not correctly packed or handled. If the goods are hidden, declared incorrectly, left undeclared, packed, or labelled incorrectly, health and safety is severely compromised. Commercial freight transportation regulations have increased significantly worldwide within the last couple of years requiring Shell Eco-marathon student teams to seek and understand the current restrictions/regulations, and the ramifications for non-compliance.

Shipping Dangerous Goods such as batteries, pressurized containers, or flammable liquids is heavily regulated as improper packing can have catastrophic consequences. As per [Article 24i of Chapter I](#), teams are required to seek early guidance regarding the shipment of any Dangerous Goods from their commercial freight company.

If 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 from all teams shipping commercially, i.e., not taking the competition vehicle to the venue in their own cars, to show that care has been taken to pack the goods safely. Two forms of documentation are accepted:

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

Or

- A [Shipping Form + 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 and
 - (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.

AIR FREIGHT	SEA FREIGHT	ROAD FREIGHT
<ul style="list-style-type: none"> ■ Only Dangerous Goods certificate allowed if there are Dangerous Goods in the crate ■ If you have no Dangerous Goods in your crate, we will accept the Dangerous Goods Packing Declaration provisionally. We will check on site and if this is a false declaration, penalties up to disqualification will be levied. 	<ul style="list-style-type: none"> ■ Dangerous Goods certificate or ■ Dangerous Goods Packing Declaration 	<ul style="list-style-type: none"> ■ Dangerous Goods Packing Declaration

Teams must upload their Dangerous Goods documentation to the registration portal as part of the logistics registration phase, before the crate gets picked up by their freight forwarder. The penalty applied to Teams who bypass the requirements for commercially shipping Dangerous Goods may be considered as the third infraction according to [Article 8 of Chapter I](#).

More information on Dangerous Goods can be found in the [Dangerous Goods Shipping Guide](#).

All air freighted crates leaving the event will be inspected by a certified Dangerous Goods Inspector provided by the Organisers. Should any non-compliant material be found in the crate by our inspector, the Team will be contacted to resolve the issue or authorise disposal of the material. If we do not receive a response within 24 hours, we will remove and dispose of the non-compliant material so as to not delay the shipment process.

VEHICLE DELIVERY AND PICK-UP

Please read the following guidelines very carefully and make sure you communicate them clearly to your freight forwarder.

COMMERCIAL FREIGHT

All commercial freight deliveries must be made on October 20 between 09:00 and 17:00, and October 21 between 09:00 and 12:00, **ONLY**.

All commercial freight pick-ups must be made on October 25, from 09:00 – 17:00, **ONLY**.

The delivery address is:

Goldenport Track Beijing
 Shell Eco-marathon China 2024
 Chaoyang District, Beijing,
 100018, China

[Team Name]
 C/O: **[Team Manager Name]** / **[Team Manager Phone Number]**
 Attn: Roaddy Lu, Shipping Manager / +86 13910298808

Note that all items and materials that must be brought into the facility are subject to material handling charges and are the responsibility of the Team.

Article 213: Moving Prototype and Urban Concept Vehicles

In all places other than on the track, all Prototype and Urban Concept vehicles must be moved without the use of the engine. They must be manually pushed or pulled by an accompanying team member wearing gloves. 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 team members.

Article 214: Test Track

There will be no dedicated test track available for testing in Shell Eco-marathon China 2024.

Article 215: Pedestrians

Except for the Track Marshals or any other person duly authorized by them and under their control, no pedestrian is allowed on the track. Track reconnaissance is forbidden. However, the Organiser understands the need for teams to view the track. A suitable time will be designated for this, which will be advised during the mandatory briefing.

Article 216: Participant Drones

Unmanned aerial vehicles (UAVs), commonly known as drones, belonging to any private individual Participant, may not be used nor overfly any of the site at any time.

3. Paddock safety

Article 217: Paddock Access

The Paddock will be open to teams:

- From 1:00 p.m. to 6:00 p.m. on Monday, October 21, for participants with the appropriate accreditation, after check-in and HSSE induction.
- From Tuesday, October 22 to Thursday, October 24, the paddocks will be open from 7:30 a.m. until 6:00 p.m. All teams and equipment must be out of the paddock spaces by Thursday, October 24, by 6:00 p.m.

Outside these times the Paddock area is closed. This means that the paddock area remains closed overnight, and nobody is allowed into this area during this time. Power will be turned off to the paddocks overnight.

Article 218: Tools and Work Equipment

Tools and work equipment teams brought to a Shell Eco-marathon event must meet National or International Standards. All power tools must be good working order and any safety features must be in place. During the event, the Safety Team will patrol the paddock area to ensure teams are working in a safe manner. The following tools and equipment must have certification to prove that they are in a good working order as deemed by the Organiser:

- Electrical equipment: this must be properly rated for China 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.
- No welding or grinding work is to be carried out in the paddocks. Teams are not authorised to bring their own welding equipment to the event site. Any welding equipment found will be confiscated for the duration of the event.
- All electrical equipment used must be properly fused. All cables must be in good condition for the equipment. 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 of the Chapter I Rules);
- Only approved universal adaptors are to be used for all appliances and power tools;
- All air compressors must have a suitable test certificate.

In the event the Organiser deems any equipment is unsafe, the Organiser reserves the right to not permit the equipment to be used.

Article 219: Complete Paddock Area Housekeeping

The Organiser requires participants to exercise care in their paddock space or garage, particularly in the following aspects:

- Vehicles with internal combustion engines are permitted to run their engines for a maximum of 5 seconds in the paddocks. Any longer tests must take place in designated areas outside the building;
- Lift stands or appropriate raised platforms should be used for vehicle tuning and repairs;
- Cords or cables in the Paddocks must be safely secured;
- Hazardous (toxic/flammable/solvent) products should be clearly segregated, labelled and stored in a metal container.
- Cooking or other preparation of food is strictly forbidden in the paddock.

Article 220: Protective Equipment and Materials

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 (disposable types are permitted) or impact-resistant glasses or goggles when necessary;
- Hearing protection (approved ear plugs or muffs);
- Dust masks when required for work generating airborne particles;
- Gloves for general work (leather or canvas). If unsure on the usage of gloves, contact a Shell safety representative;
- Gloves for handling fuel or motor oil made of chemical resistant material (nitrile gloves are recommended);
- Closed shoes must be worn at all times in the paddock, Technical Inspection and track areas (sandals and flip-flops will not be permitted).

Article 221: Fire Safety

The Organiser stresses 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.

The Organiser will provide fire extinguishers for the paddock area.

Article 222: Electrical Safety

Teams must ensure that the tools and equipment that they bring to the Event are safe for use in China (220V, 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.

The Safety team 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 [Chapter I 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.

Article 223: On-Site Welding Rules

On-site welding and cutting/grinding will only be performed by a professional group arranged by the Organiser. The welding service is only for minor modifications or repairs only. All teams must go through technical inspection before accessing welding services. Vehicles requiring major modifications must have Technical Director approval.

Article 224: 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. These should be stored with the materials and must be available on request.

Article 225: Emergency Exits

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

Article 226: 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 an environmentally friendly 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 during the Event. It must not be disposed of by pouring down the sink or drain or discarded in the paddocks.

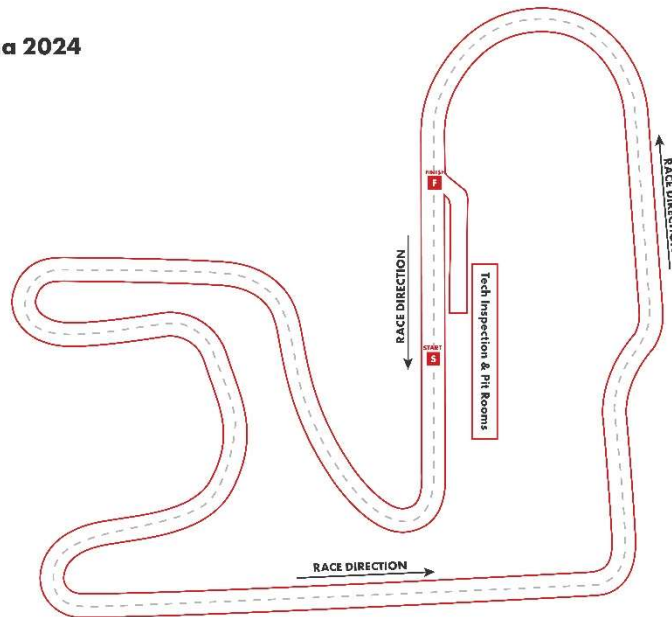
4. Competition/Practice

Article 227: Definition of Competition



GOLDENPORT TRACK BEIJING

TRACK LENGTH: 1.49 MILE/2.39KM



Track map: The approximate track layout illustration is shown on the image above.

Prototype and Urban Concept vehicles will use the same track, at different times, during practice and competition.

Definition: For the attempt to be valid, teams must complete 5 laps in a maximum time of 29 minutes for a total distance of 11.82 km. The time requirement for Prototype and Urban Concept vehicles is the same.

Urban Concept: The driver must stop one time per lap, exact location will be confirmed at the event. This stopping point will be identified by a panel or a specific road-marking under the control of a Track Marshal. It must be a full stop of the wheels and must take place at the specified point. In case of disrespect of the designated place for this stop, or a 'rolling stop,' the concerned attempt will be invalid.

Attempt: Each team will be limited to a maximum of six attempts. The best result will be retained for the final classification.

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

Results: All results are considered preliminary until the official results are published on the Shell Eco-marathon website after the Event.

In the event of any disputes, all decisions made by the Race Director or Technical Director are binding and final.

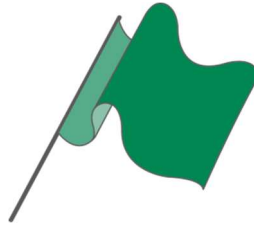
Student data: There will be no telemetry data available in Shell Eco-marathon China 2024.

Flags on the track: The following flags may be used during the competition by the Track Marshals.



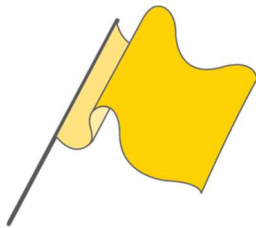
CHECKERED FLAG

End of competition, arrival at finish line



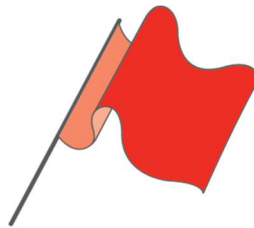
GREEN FLAG

Track access is authorized



YELLOW FLAG

Danger on track, no passing allowed, driver must slow down



RED FLAG

Mandatory stop under the orders of race management

Article 228: Start and Finish of Competition

Only vehicles which have passed technical and safety inspection will be allowed on the track.

A maximum of three participants per team (including the driver), who have the appropriate ID badges, wristbands and armbands or vests, may be present at the start and finish lines with their vehicle during the energy consumption check performed by the technical team at the end of a valid attempt. 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 their 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 are not allowed to 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 229: Team Manager and Drivers' Accreditation

Specific accreditation will be provided to the team manager and drivers.

This will be your reference for:

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

Article 230: Timekeeping

All vehicles will be equipped with an 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 during 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 [Chapter I Rules](#). The ability to use this new attempt will depend on whether there is sufficient time left in the competition.

The transponder must be returned to the technical team as part of Participant check-out at the end of the Event.

Article 231: Not Used**Article 232: Not Used****Article 233: Race Director and Marshals**

The Race Director will be assisted by their 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 234: Breakdowns and Other Incidents

In the event of a red flag, vehicles on the track at that time will receive a replacement attempt. This is subject to the replacement attempt being reasonable within prevailing circumstances, including but not limited to, the amount of track time left.

For other details, please refer to Article 18 in the [Chapter I Rules](#).

Article 235: Not Used**Article 236: Not Used****Article 237: Panel Information**

The Organiser recognises the need for teams to communicate with drivers using panel boards along the track. A dedicated panelling area is designated for this. Only two participants wearing a dedicated safety vest or armband supplied by the Organiser shall be allowed in said panelling area at any time. Panelling outside this area is forbidden.

5. Competition Schedule

Note: In compliance with the competition rules, the Organisers reserve the right to make any changes that may prove necessary. Exact timings will be available in the Participant Handbook, to be published soon. The schedule for the day will be confirmed every morning during the mandatory technical and safety briefing and will be posted on screens throughout the paddock area. Should there be further changes, the most current schedule will be the one posted on the screens at the Student Information Desk.

Day 1 – Monday, October 21, 2024

- Participant Check-in Open (Afternoon)
- Team Paddocks Open
- Safety Drill
- Technical Inspection Open

Day 2 – Tuesday, October 22, 2024

- Team Paddocks Open
- Technical Inspection Open
- Mandatory Briefing for Team Managers and Drivers
- Track Walk
- Track Open for Practice
- Opening Ceremony and family photo

Day 3 – Wednesday, October 23, 2024

- Team Paddocks Open
- Technical Inspection Open
- Mandatory Briefing for Team Managers and Drivers
- Track Open for Practice
- Track Open for Competition

Day 4 – Thursday, October 24, 2024

- Team Paddocks Open
- Mandatory Briefing for Team Managers and Drivers
- Track Open for Competition
- Awards Ceremony
- Participant Check-out
- Venue Permanently Closed

6. Certificates and Prizes

Awards and prizes as presented in Section 6A & 6B of the [Shell Eco-marathon 2024 Official Rules, Chapter I](#) are not applicable for this Event. They will be replaced by the following:

Article 240: On-Track Awards

For the Event, all on-track prizes are awarded separately for both Prototype and Urban Concept.

Shell Eco-marathon On-track Award	Amount	Comment
Internal Combustion Winner	RMB 20,000	Prize Money, Trophy, on-stage Winners Ceremony
Internal Combustion Runner-up	RMB 12,000	Prize Money Only
Internal Combustion 3 rd place	RMB 10,000	Prize Money Only
Battery Electric Winner	RMB 20,000	Prize Money, Trophy, on-stage Winners Ceremony
Battery Electric Runner-up	RMB 12,000	Prize Money Only
Battery Electric 3 rd place	RMB 10,000	Prize Money Only
Hydrogen Fuel Cell Winner	RMB 20,000	Prize Money, Trophy, on-stage Winners Ceremony
Hydrogen Fuel Cell Runner-up	RMB 12,000	Prize Money Only
Hydrogen Fuel Cell 3 rd place	RMB 10,000	Prize Money Only

Article 241: Off-Track Awards

Applications for the Off-Track Awards are voluntary and must be related to the Team’s Shell Eco-marathon project. Previous award winners cannot re-apply using the same project. The submission must be clearly different from previous winning applications. Applications must include the Team identification number (ID) and the Team name in the header of every page. Do not include any personal information within the applications, for example, please do not include personal names or contact details.

References, cover page, tables, appendices etc. must still respect the maximum number of pages as defined for each award. The maximum page count for all submissions will be enforced rigorously and verified automatically; reports with more pages than the maximum allowed will be disqualified.

Any documents for the application (where required in the award description) must be written in the English language, and must be uploaded as part of the Team’s Phase 3 application on the [Shell Eco-marathon registration website](#).

By submitting an Off-Track Award entry, the Team agrees for the Organisers to publish their entry as deemed necessary to recognise the achievement and provide coaching to other Teams.

Teams applying for these awards may be visited by the judges during the event and are required to make a Team Member available to them at their request. The judges may ask further questions, wish to see evidence, or discuss the Team’s submission in more detail.

- Site Safety Award
- Communication Award
- Perseverance of Shell Eco-marathon Award

- LEISHEN Power Technical Innovation Award
- Self-Challenge Award
- Best Appearance Award

For all Off-Track Award categories, the following prizes will be awarded:

Shell Eco-marathon Off-track Award	Amount	Comment
Winner	RMB 10,000 RMB 5,000 (Best Appearance Award only)	Prize Money, Trophy, on-stage Winners Ceremony

Site Safety Award

This Award is presented to the team which in the opinion of the Organisers, demonstrated excellent safety performance and behaviours onsite, which can involve but are not restricted to:

- Complying with the site safety rules during the Event;
- Intervening in unsafe acts and unsafe conditions;
- Good housekeeping in the paddock area.

Teams cannot apply for this award; the jury will observe the teams’ onsite behaviour and safe performance to make the assessment and final call.

Communication Award

To be updated

Perseverance of Shell Eco-marathon Award

This Award is presented to the team which, in the opinion of the Organisers, best symbolises the spirit and values of Shell Eco-marathon through their actions, which can involve but are not restricted to:

- Overcoming great obstacles to attend Shell Eco-marathon;
- Mastering exceptional challenges while participating in Shell Eco-marathon;
- Supporting other participants to help them overcoming significant challenges or obstacles;
- Keeping high spirits, showing outstanding resilience, resolve and resourcefulness.

Teams cannot apply for this award.

LEISHEN Power Technical Innovation Award Supported by Geely Holding

- This award recognizes outstanding technical ingenuity along with optimal use of new materials, components, methodology and inventions in their drive train, chassis, body, instrumentation and tires.
- Teams are 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.

- Submissions that provide in-depth information on a specific innovation are preferred over those that give a general overview of multiple innovations to the project vehicle.
- Teams interested in winning the award must submit a report in English in .pdf format using a minimum font size of 10 points, and a maximum of 10 pages in their Phase 3 application on the [Shell Eco-marathon registration website](#) by Monday, September 16.
- The jury will evaluate the applications using criteria including, but not limited to, innovation and novelty of the idea, relevance to real-world application, and quality of the report.
- The winning Team must have at least successfully passed technical inspection.

Self-Challenge Award

All energy type vehicles under both Prototype and UC are eligible to participate, whilst the premise is that at least three teams in the same energy category under the same vehicle class participate in the competition.

- Dark Horse Award
 - Teams without a valid result in 2023 or new teams in 2024 will be eligible for the award.
 - The award is presented to the teams with the best track result in Shell Eco-marathon China 2024.
- Best Breakthrough Award
 - Teams that achieved a valid result in Shell Eco-marathon China 2023 are eligible.
 - The award is presented to the teams with the highest percentage improvement in result from 2023 to 2024.
 - In the event of extreme weather conditions or other uncontrollable external factors resulting in a decrease in results for all teams from 2023 to 2024, the award is presented to the team with the smallest percentage decrease in result.

Teams cannot apply for this award.

The Best Appearance Award

- Teams interested in winning the award must film a 360° panoramic video of the exterior of their participating vehicle, maximum 2 mins, and submit it in their Phase 3 application on the [Shell Eco-marathon registration website](#) by Monday, September 16.
- The video must be filmed without the use of filters, post-production editing or enhancements, and should not contain any subtitles or added images. Only the original video should be submitted.
- The top ten winners will be selected by a jury of professional judges.

Article 242: Not Used

Article 243: Certificates

Individual result certificates will be issued to the registered participants on the condition that the vehicle passed technical inspection or achieved a valid result. These certificates will be available shortly after the competition.

Article 244: 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 should there be no eligible entries or winners.

7. Miscellaneous Terms and Conditions

Article 245: Not Used

Article 246: Not Used

Article 247: Not Used

Article 248: Release from Liability

The Organiser, its parent 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.