



Commission
for Micromobility
and Sport



eSC Sporting Regulations

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SPORTING REGULATIONS

1. Spirit of the Regulations

1.1 . The eSkootr Championship aims to promote electric eSkootr racing as a new sport in a manner that is:

- Safe
- Fair
- Inclusive
- Sustainable
- Affordable
- Entertaining

1.2 . The spirit of the regulations takes priority over the specific wording. The Race Director's decision shall be final in any dispute.

1.3 . Any references to the male gender in this document are made solely for the purposes of simplicity and also refers to all genders and identities, except when the context requires otherwise.

1.4 . Capitalised terms used in these Regulations shall have the meaning set out in Appendix A to the eSC Code.

2. General Undertaking

2.1. All participants in the eSkootr Championship (hereinafter referred to as the “Championship”), including riders, teams, officials, organizers, promoters, partners, suppliers (and their support personnel) and volunteers, undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

- a) SPORTING REGULATIONS and its Appendices
- b) TECHNICAL REGULATIONS and its Appendices
- c) ESC CODE, including:
 - c.1. Appendix A: Definitions
 - c.2. Appendix B: Chart of Good Conduct for Riders and Teams
 - c.3. Appendix C: Sustainability Code
 - c.4. Appendix D: Code of Ethics
 - c.5. Appendix E: Model of Application Form and eSC License
 - c.6. Appendix F: Medical Code
- d) SUPPLEMENTARY REGULATIONS

As supplemented and amended from time to time.

2.2. All persons mentioned above may be penalized in accordance with the provisions of the eSkootr

Championship Regulations (hereinafter referred to “Regulations”).

3. General Conditions

3.1 . It is a condition of entry that the team reads and fully understands these regulations and agree to adhere not only to the regulations, but also to the spirit of the regulations.

3.2 . It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the Regulations; including but not limited to staff, riders, mechanics, consultants, service providers, guests. The responsibility of the rider, or any other person having charge of an entered machine during any part of the Event, with respect to observance of the Regulations is joint and several with that of the team.

3.3 . Teams must ensure their eSkootrs comply with the conditions of eligibility and safety throughout the Event.

3.4. All persons concerned in any way with an entered machine or present in any capacity whatsoever in the paddock or track, must wear an appropriate pass at all times during the Event.

4. Amendments to the Regulations

4.1 . These regulations may be amended as set out in the eSC Code. It is the responsibility of the team to ensure that their eSkootr and equipment meets the latest issue of the Regulations, and that they are up to date with all aspects of the Regulations before competing in any race event or practice session.

5. Final Text

5.1. Whilst these Regulations may be translated into other languages, in case of any dispute regarding interpretation the Official English text will prevail.

6. Licenses

6.1 . All riders, teams and officials participating in the eSkootr Championship must hold an eSC license, in conformity with Appendix F and H of the eSC Code.

7. Championship Events

7.1 . Each team will be allowed to enter three eSkootrs per Event.

7.2 . Events are reserved for eSkootr S1-X as defined in the Technical Regulations and supplied in accordance with the Principles of Sporting Equality. For the purposes of these Sporting Regulations, the Principles of Sporting Equality means that teams are only authorised to enter into Events using the same eSkootrs and spare parts (together the “Products”) provided by the Single Suppliers as listed in the Technical Regulations, and ensuring, at any time, that an equal treatment will be delivered by the Single Suppliers to all teams and riders with respect to:

- a) anything which may affect the performance of the Products;
- b) the terms on which the Products are supplied;
- c) the support, access and information made available to the teams in relation to the Products;
- d) any other matter which affects or may have an effect, however minor, on sporting performance.

7.3 . Each Event ~~will~~ **may** comprise at least four Practice Sessions, Elimination Round, **Team Battle** and eSC Race Day. The eSC Championship may implement additional session or races, following the requirements established in the eSC Code.

7.4 . The maximum number of Events and the calendar of Events counting for the eSkootr Championship will be published at least two months prior the start of the season.

7.5 . The date of an Event may be rescheduled due to force majeure, in accordance with the provisions of the eSC Code.

7.6 . An Event may be cancelled if fewer than twelve eSkootrs are available at said Event.

7.7 . The Event schedule will be published prior to each Event. It will include the date of the Event and the times of the track and promotional activities. The schedule can only be varied as follows:

- a) prior to the Event by the eSC Commission
- b) during the Event by the Race Director

7.8 . The Event shall be deemed to commence at the scheduled time for sporting and technical checks and finish after the final race, at the expiry of the deadline for lodging a protest or the time at which technical verifications have been concluded, whichever is the latest.

7.9 . The race control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain available at the circuit to the Race Director.

7.10 Events must be staged on race circuits that have been homologated by eSC Commission for the Championship.

7.11 Any support races or promotional activities that require the use of the track during the Event, including demonstrations, displays or suchlike activity must receive prior approval from the eSC Commission.

8 Championship Points

8.1 . The eSkootr Championship Rider's Title will be awarded to the rider who has scored the highest number of points, taking into consideration all the results.

8.2 . The eSkootr Championship Team's Title will be awarded to the team who has scored the highest number of points, taking into consideration all the results.

8.3 . Points for both eSkootr Championships will be awarded on the eSC Race Day for each of race according to the following scales:

- a) Heats, Quarter Finals and Semi Finals

Heats with 5 riders		Heats with 6 riders	
1 st	6 points	1 st	6 points
2 nd	5 points	2 nd	5 points
3 rd	4 points	3 rd	4 points
4 th	3 points	4 th	3 points
5 th	2 points	5 th	2 points
		6 th	1 point

b) Final

1 st	15 points
2 nd	12 points
3 rd	10 points
4 th	8 points
5 th	6 points
6 th	4 points

8.4. Points awarded for all positions of riders who tie will be added together and shared equally.

8.5. If two or more riders or teams finish the season with the same number of points, the higher place in the Championship (in either case) shall be awarded to the holder of the greatest number of first places. If the number of first places is the same, the holder of the greatest number of second places shall be awarded the Championship, and so on.

5 Teams Applications

9.1. Before 1 January of the year of the relevant Championship, applicants will be required to properly complete, sign, and return to eSC the valid entry form as set out in Appendix A. This form must be accompanied by the payment of the applicable entry fee.

Applications received after this date may be accepted at the sole discretion of eSC.

9.2. All applications will be studied by eSC and accepted or rejected at its absolute discretion.

9.3. No more than ten teams will be admitted to the Championship, three eSkootrs will be entered by each team.

9.4. The selection committee will publish the teams accepted for participation in the season.

6 Riders Draft

10.1. The annual eSC rider's draft will take place at least one month prior the start of the season in a venue that meets the specific sustainability criteria to assessed by the eSC Sustainability Working Group. 10.2. The eSC will publish a list with the overall rider pool of 30 riders entered in the draft plus 6 reserves.

10.3. Round 1:

- From the overall Rider Pool of 30 riders, eSC will select an initial 15 riders whom it has categorised according to performance in pre-season assessment and testing.
- Each of the 10 teams is permitted to pick 1 rider according to the order in which the team entered the Championship.
- The 15 riders are permitted 3 vetos in Round 1.
- Each team is allowed a total of 5 minutes to make their selection, including any vetos.
- At the end of Round 1, the five remaining riders who remain unselected, or who have abstained from selection by way of veto, progress to Round 2.

- In Round 2, the next 10 eSC categorised pool riders will be joined by the 5 remaining riders carried over from Round 1.

- b) Each team is invited to select 1 rider and the order in which the teams make their selection is a reversal of the Round 1 order.
 - c) Riders are permitted 3 vetos in Round 2.
 - d) A total of 5 minutes is permitted for all teams to make their rider selection.
 - e) At the end of Round 2 there are 10 riders remaining in the pool and eligible for selection in Round 3.
- 10.5. Round 3:
- a) In Round 3, the remaining 10 riders are available for selection by the teams.
 - b) Teams participate in a draw to determine the order in which they will make their final selection.
 - c) Each team is invited to select 1 rider.
 - d) A total of 5 minutes is permitted for all teams to make their rider selection.
 - e) The draft is concluded when the last team drawn in round 3 is allocated the last remaining rider from the pool.
- 10.6. Once the draft is completed, each selected rider will choose its racing number which will be valid for the whole Championship. The order of the racing number selection will be determined by draw.

11. Event Entries

- 11.1. Except when special dispensation is granted, each entry commits the team to designate three riders in all the events of the Championship in accordance with article 10. Dispensation can only be made in cases of force majeure, approved as such by the Race Director.
- 11.2. Each team must notify the name of the entered riders for the Event, no later than two days prior the start of administrative checks.
- 11.3. The deadline for substitution or replacement of an entered rider is one hour before the start of the last Practice session.
- 11.4. A substitute rider must be picked from the eSC reserve riders' list and may not be a rider currently contracted by another team unless approved by the eSC.
- 11.5. In order to be authorised to take part in the Elimination Round and eSC Race Day, a substitute rider must have completed at least one lap in a Practice session.
- 11.6. A rider shall be deemed to have taken part in the event when he participates in at least the practice session.
- 11.7. A rider shall be deemed to have started a heat or final when he participates in at least the first lap of the heat or final.
- 11.8. A rider competing in the Championship is not permitted to participate in any other sporting activities at the same event, unless authorised by the Race Director.

12. Advertising Rules and Sponsors

- 12.1. It is a condition of entry that all teams and riders must run the mandatory Championship sponsors' livery on their eSkootrs and on their persons at appropriate times as described in the eSC Team Assets.
- 12.2. Stakeholders, teams, and riders must comply with the sponsors, publicity and advertising rules described in the Appendix C of the eSC Code.
- 12.3.

13. Testing

13.1. Private testing with a S1-X eSkootr is prohibited. Any testing with a non-eSC authorized eSkootr is also prohibited.

13.2. Rig testing, wind tunnel testing and CFD studies are strictly forbidden.

13.3. Each team is permitted up to three promotional event days on track between the date of the first Event of the season to the first event of the following season.

Any promotional Event shall be carried out using tyres provided specifically by the appointed Championship supplier. eSC has sole discretion to determine the maximum distance of the promotional Event.

Any promotional events must be supervised by eSC. In order that an eSC observer may be appointed, teams must inform the eSC of any promotional event at least fifteen days before it is due to commence. Teams agree that the eSC observer will be granted access to the Event and the eSkootrs at any time.

13.4. Each year eSC will organize between five to eight days of collective testing. At least one of these tests will take place between the 1st of January and the first Event of the Championship. eSC may increase the number of collective tests, after consulting the teams entered in the Championship.

Collective tests are compulsory for all the entered teams.

13.5. A minimum of three riders per team, one per race number, will take part in a collective test. Exceptions can only be made in cases of force majeure, approved as such by eSC.

13.6. During any testing and promotional events:

- a) All the flag signals and safety procedures must be respected.
- b) No other vehicle other than eSkootr S1-X is permitted on track.
- c) Mandatory rider's safety equipment must be worn properly.
- d) Technical regulations must be strictly followed.

13.7. The eSC Disciplinary Committee may impose any penalties described in the eSkootr Sporting Regulations and/or in the eSC Code to a team who was found to be in breach of the testing regulations. 13.8. The eSC at its sole discretion may organise rider training and education camps and/or rider selection events. These events will not be considered neither private nor collective testing. For avoidance of doubt, the team, the riders or their sponsors are entitled to host their own physical training camps.

14. Insurance

14.1 Public liability:

At each Event the Organiser will procure and maintain, at its expense, placed with an A rated insurance company or insurance syndicate(s), a third-party liability insurance policy in accordance with relevant local legislations, insuring eSC, any of its subsidiaries or affiliates, the Championship Promoter, teams, riders, sponsors, providers in the Events in respect of their respective rights and interests (as applicable), the organiser, organiser's contractors, and guests of any of the above mentioned parties and such other persons involved in the organisation of the Event (including officials, volunteers, marshals, rescue and medical staff) against all risks (including death of or bodily or mental injury to any person), and claimant's costs relating to (i) the Event or (ii) any peripheral entertainment organised as part of the Event. Such insurance policy shall procure a limit indemnity of not less than EUR 25

(twenty-five) million for each and every claim or series arising out of any occurrence in accordance with the terms of this article 14. Teams shall be solely responsible to take out in addition a third-party liability insurance to cover their participation to each of the Events listed in the eSC Calendar. Such insurance shall procure at least a minimum limit of indemnity of EUR 10 (ten) million for each and every claim or series arising out of any occurrence and shall be forwarded to eSC no later than 60 days prior to the Event.

14.2 Personal accident:

Notwithstanding any collective Personal Accident insurance policy provided by eSC when issuing eSC licence to the riders, Teams shall be solely responsible to provide and maintain at their expense (and / or ensure that) a Personal Accident insurance policy (including travel and medical expenses) on behalf of the riders and team personnel, for the duration of the eSC event and /or Championship. Teams shall provide a full cover note and policy wording of such insurance by the date of their entry to the Championship.

14.3 In each case of 14.1 or 14.2 above, any policy insurance certificate or policy terms or other relevant documentation to be requested by eSC, as referred to above, shall be disclosed to eSC in the English language

15 eSC Officials

15.1 The eSC Commission will appoint the following permanent officials according to the eSC Code:

- a) Race Director
- b) Safety Delegate
- c) Medical Delegate
- d) Technical Delegate
- e) Sustainability Delegate
- f) Media Delegate
- g) Starter
- h) Secretary of the Event

15.2 The eSC permanent officials and delegates will work in constant contact with the national officials of the Event, defined in the eSC Code.

15.3 Except in cases of force majeure the eSC officials will be expected to be present at the start of the Event.

15.4 The Race Director must always have radio contact with the main officials of the Event, when eSkootrs are permitted to run on the track.

15.5 The Race Director may use any official video or electronic means to assist her in reaching a decision. She may accept or refuse the use of any video provided by the rider or the team when taking a decision.

16 Instructions and Communications to Teams

16.1 The Race Director may give instructions to teams by means of special circulars. These circulars will be distributed to all teams who must acknowledge receipt.

16.2 All classifications of the free practice session, heats, and finals, as well as all decisions issued by the Race Director, will be posted on the official virtual notice board.

17 Offences and Penalties

17.1. The Race Director may assess any situation and settle any matter which might arise during the event and may also rule on any alleged breach of the applicable eSC Rules, on its own initiative, or upon a claim or protest (in accordance with article 18 below).

17.2. The Race Director may inflict the penalties specifically set out in these Sporting Regulations in addition to or instead of any other penalties available to them under the eSC Code:

- a) Warning
- b) Fine
- c) Deletion of a rider's lap time(s)
- d) Reduction of practice time
- e) Drop of place(s) in the classification of the Event or Race
- f) Drop of place(s) in the next race in which the rider takes part
- g) Time penalty
- h) Disqualification
- i) Suspension
- j) Deduction of points from the Riders and Teams' Championship

18 Sporting Claim, Technical Protests and Appeals

18.1. Sporting claim:

- a) The right to raise a sporting claim lies only with a rider.
- ~~b) After each race, with exception of the final, riders will proceed directly to the finish zone. Once all the riders have entered the area, a 30-second countdown will be displayed on the screens.~~
- c) A rider wishing to lodge a claim against another rider's sporting behaviour must inform within 10 minutes from the end of the race signal. ~~press the protest button before the countdown ends.~~ The claim will be then addressed verbally to the Race Director.
- ~~d) After the final, riders will have 30 minutes to make a sporting claim. This protest must be addressed in writing to the eSC Race Director and presented to the eSC Event Secretary.~~
- e) Any claim must specify the concerns of the protesting party, against whom the claim is lodged and any relevant information such as turn and lap of the infringement.
- f) A rider can lodge a claim against another rider who committed multiple infringements during a heat.
- g) For avoidance of doubt, a rider cannot lodge a claim against more than one rider or against a rider from a different heat, quarter final or semi-final.

- h) The number of claims per rider is limited to one per Event and three for the duration of entire season.
- i) If the claim is upheld, it will not count for the Event and season limitation.
- j) Any claim raised in the Final will not count for the Event and season limitation.

18.2. Technical protest:

- a) The right to make a technical protest lies only with a team.
- b) A team has 15 minutes after the end of each race to make a technical protest. This protest must be addressed in writing to the eSC Race Director and presented to the eSC Event Secretary accompanied by € 2,000 protest fee.
- c) Several teams cannot lodge a joint protest.
- d) A team wishing to protest more than one fellow team must lodge as many protests as teams involved.
- e) Where multiple eSkootrs of a same team are concerned, a separate protest must be filed for each eSkootr concerned.
- f) With exception of elements that are related, a team wishing to protest more than one element must lodge as many protests as elements.
- g) Any technical protest must specify the relevant regulations, the concerns of the protesting party, and against whom the protest is lodged.
- h) The protest fee will be returned if the technical protest is upheld. If rejected, the protest fee will be kept by eSC and reallocated in safety, sustainability, or micro mobility projects.

18.3. The decisions of the Race Director are final and cannot be appealed.

19. Media, Sustainability Appearances and Press Conference

19.1. Every entered rider must comply with the requirements to participate in certain promotional and sustainability activities as defined in the rider's participation agreement with eSC.

19.2. Riders must make themselves available for such promotional and sustainability activities subject to 15 days' notice. Each rider may be required to undertake a maximum of four promotional and sustainability activities during each season.

19.3. All riders must, when requested and unless given specific dispensation by the eSC, participate in any autograph signing sessions included in the schedule of events. Riders must attend the signing session for a minimum of 20 minutes.

19.4. Riders must, if requested by the eSC, attend any pre-Event press conference on the Friday afternoon prior to the Event subject to reasonable prior notice from the eSC. Attendance of the riders and members of the teams' management are at the discretion of eSC.

19.5. Riders may be granted permission by the eSC to not attend any particular promotional or sustainability activity only due to injury or in cases of force majeure at a time that coincides with such activity. Requests for non-participation must be submitted to the eSC in writing.

19.6. Any rider knocked out after a race, must proceed to the interview pen for the mandatory post-race interviews.

19.7. Riders must comply in full with the podium procedures as designated in the Regulations.

19.8. The riders placed in the first three positions of the final will be required to attend additional on-event promotional activities as requested by the eSC.

19.9. Any person taking part or organising an eSC event must avoid any public declaration or press release which could damage or negatively affect eSC and / or the Championship. Accordingly, it is an obligation for all riders, teams, organisers, and suppliers, to refrain from releasing any public pronouncement which may harm the lawful interests of eSC, or which may be contrary to the integrity of eSC or the sport.

19.10. Public pronouncements which harm irresponsibly the lawful interest of eSC or which are contrary to the integrity of the sport shall include, but not be limited to:

- a) Public statements or comments to the media that irresponsibly attack, disparage, disrepute, or damage eSC, its staff and its Members.
- b) Public comments that riders and members of the team know, or should reasonably know, will irresponsibly harm the reputation, image or best interests of the sport and/or the eSC, its staff and members are expressly covered by this regulation.
- c) It is understood that responsible expressions of legitimate disagreement with the eSC or eSC policies are not prohibited.

20. Sporting Checks and Scrutineering

20.1. During the sporting checks and initial scrutineering, team and rider must have available all the required documents and equipment.

20.2. Unless a waiver is granted by the Race Director, teams and riders who do not keep to the set time limits will not be allowed to take part in the Event.

20.3. All teams and riders must sign on and present their eSC license during the administrative checks. The time and place will be specified in the Supplementary Regulations. Any rider under 18 years old must be counter signed by a parent or guardian.

20.4. During the initial scrutineering teams must present for the inspection of their eSkootrs in a race ready state, as well as the rider's safety equipment.

20.5. The scrutineers may check the eligibility of an eSkootr at any time during the Event.

20.6. The presentation of an eSkootr for scrutineering will be deemed an implicit statement of conformity.

20.7. Teams must follow the procedures for the Technical Control described in the eSC Technical Regulations.

21. Briefing

21.1. A compulsory safety training will be held for all the riders who will be participating for the first time in the current Championship. Unless authorised by the Race Director, any rider who fails to attend the training in full may not be authorised on track.

21.2. At each event, all team managers and riders must attend a briefing, chaired by the Race Director at 10:00 on the initial day of track activity.

21.3. Should the Race Director consider another briefing is necessary, an hour notice will be given to the teams. Unless specifically stated all riders and team managers must attend any additional briefings.

22. Event and Personnel requirements

22.1. The paddock and all other facilities must be available on the day of the first Practice Day.

22.2. Access must be available for teams arriving to set up on the day before the track activity starts.

- 22.3. During the time that the paddock is occupied there must be 24-hour attendance at the main gates providing access to the circuit and paddock.
- 22.4. When the paddock is occupied, there must be an adequate medical and firefighting service available to all riders, teams, suppliers, officials, and organisers.
- 22.5. At minimum the services must be available on the two days prior the eSC Race Day and must end according to the dismantling timetable.
- 22.6. Full security must be supplied to the paddock area from at least midnight of the day prior to the first practice day until midnight of the day after the event.
- 22.7. A curfew for charging the eSkootr batteries will be imposed daily. The curfew times will be specified in the Race Director's Notes.
- 22.8. Exceptions to the charging curfew will only be made with the Race Director's approval, after receiving a written request from a team.
- 22.9. During the entire event, no screen, cover, or other obstruction which in any way obscures any part of the eSkootr will be allowed at any time in the paddock, garages or starting area.
- 22.10. During the duration of the event no team may have more than five team personnel who are associated in any way with the operation of the eSkootrs. For avoidance of doubt team principals, unless they cover the same role of team managers, riders, and staff whose duties are solely and genuinely connected with sponsors, marketing, and media, are not considered operational personnel. From the five team's personnel's It is mandatory for each team to dedicate and name one mechanic per scooter each event.

23. General Safety

- 23.1. No eSkootr or any style of motorised transport may be ridden in the paddock area or service roads.
- 23.2. The eSkootrs can only be driven on the circuit during the allotted time or as instructed by the Race Director.
- 23.3. The eSkootrs must be pushed at any time whilst in the paddock, with no coasting or freewheeling. Any rider found riding the eSkootr will be reported to the Race Director and may be disqualified from the Event.
- 23.4. The Event schedule may include an allotted time for riders and teams to take familiarisation laps by foot. The use of any kind of scooter is forbidden.
- 23.5. From the start of the event, all traffic must be in the direction of the circuit.
- 23.6. Track discipline and safety measures will be the same for all the practice sessions and races.
- 23.7. Other than by driving on the track, teams and riders are not permitted to attempt to alter any part of the track surface.
- 23.8. If a rider has a serious mechanical difficulty, he must leave the track as soon as it is safe to do so. Under no circumstances may a rider stop his eSkootr on track without justifiable reason.
- 23.9. Riders must follow at all times the eSC officials and marshal's instructions.
- 23.10. Repairs to an eSkootr may be carried out only in the paddock and garage area.
- 23.11. During the period commencing 15 minutes prior to, and ending 10 minutes after, every session, no one is allowed on the track, the starting zone, or the finish zone other than the eSC officials, marshals, and riders taking part in that session.
- 23.12. Riders taking part in a session must always wear the safety equipment defined in the Technical Regulations.

23.13. Helmet visors must be fully down, and leather suits completely zipped each time a rider goes on track. Any rider who fails to comply with these safety requirements will be requested to return to the start zone and might not be authorized to re-join the practice session or race.

23.14. The rain lights described in Article 5.4 of the Technical Regulations and the eSkootr S1-X Operators Manual must be illuminated when instructed by the Race Director.

23.15. Any rider involved in an accident must attend the Medical Centre and will not be permitted to take part further in the Event until the declared fit to do so by the Medical Delegate.

24. Flag Signals

24.1. Official instructions will be given to riders by means of flag or light signals. The eSC track light panels have the same meaning as the flags.

24.2. All flag and light signals must be always complied with, it is the riders' responsibility to ensure they know the meaning of all signals.

24.3. Any rider who ignores a flag or light signal will be reported to the Race Director and may be disqualified from the relevant session.

24.4. Yellow flag:

Caution, incident ahead. One or more riders and their machines are wholly or partially blocking the track. Riders must slow down and be prepared to stop. Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.

24.5. Red flag:

The practice session or heat has been interrupted. Riders must stop racing, continue at dead slow speed, and return to the starting zone. Overtaking is not permitted.

24.6. Green flag:

The track is clear. It should be waved at the location immediately after the incident that required the use of a yellow flag. Riders must resume racing.

24.7. Blue flag:

A faster rider is close behind you and is about to overtake you. The rider who received the blue flag must hold on the racing line and be aware that there is a faster rider approaching

24.8. White flag:

Caution, intervention vehicle on track. Riders must slow down and be prepared to stop.

24.9. National flag:

This flag might be shown to indicate the start of a race.

24.10. Chequered flag:

End of the practice session, heat or final. Riders must proceed directly and without delay to the finish zone.

24.11. All the flags described in the articles above will be shown waved.

24.12. Yellow flag with red stripes:

Should be shown motionless to inform the riders that there is a deterioration of grip in the area beyond the flag.

24.13. Diagonally divided black-and-white flag:

Displayed with the eSkootr number to indicate a warning for unsportsmanlike or dangerous conduct. A second offence may result in the rider being shown a black flag.

24.14. Black flag with orange spot:

Displayed with the eSkootr number to indicate the rider concerned that he has a mechanical problem. He must stop racing and proceed directly to the finish zone, keeping out of the way of those still racing.

24.15. Black flag:

Displayed with the eSkootr number to indicate the rider is disqualified, must proceed directly to the finish zone and report to the Race Director.

25. Slow Zone

25.1. A slow zone is sector of the track with a predetermined speed limit. It will be used in narrow areas, that cannot be negotiated at normal racing speed and where overtaking manoeuvres cannot be completed safely.

25.2. The location of the slow zone (if any), the speed limit, and the signalling will be specified in the Race Director's Event Notes.

25.3. When approaching a slow zone, riders must progressively reduce their speed and not exceed the predetermined speed whilst in the slow zone.

25.4. With the exception of overtaking a rider with an obvious mechanical problem, overtaking manoeuvres in a slow zone are prohibited.

25.5. No eSkootr may be driven unnecessarily slowly, erratically, or in a manner that can endanger other riders at any time in the slow zone.

25.6. Any rider who fails to respect the slow zone regulations may be disqualified from the relevant session.

26. Balance of Performance

26.1. In order to grant competitive fairness, eSC may balance the performance for each rider.

26.2. If necessary to implement a balancing of performance during the season, this article will be amended following the requirements established in the eSC Code.

27. Spare batteries, Motors, and Inverters

27.1. The battery allocation will be made prior to the official start of the season by random selection facilitated by a lottery.

27.2. Each rider may use not more than one battery per season. Should the rider use a replacement battery the rider and the team will lose 15 points in both eSkootr Rider's and Team's Championships. In the event that the battery change was the result of a manufacturing issue the penalty specified above will not be applied.

27.3. Should eSC or its nominated representative request that a battery is changed on a competitors eSkootr, this shall not count towards the allocation set out in 27.2

27.4. After consultation with eSC's nominated suppliers, the Technical Delegate will attach eSC seals to each motor, inverter and battery prior to it being used for the first time at an event in order to ensure that no significant moving parts can be rebuilt or replaced.

27.5. A change of component counting towards the allocation set out in Article 27.2 will also be deemed to have taken place if any of the eSC seals are damaged or removed from the original battery after it has been used for the first time in any practice session or race.

27.6. Competitors are free to change motors and inverters.

27.7. Any change of motor and inverter must be reported to the Technical Delegate. New equality parameters must be uploaded to the Skootr Control Unit and new eSC seals must be applied to the changed components prior to use in any Event.

27.8. All competitors must submit a technical register prior to each Event. The passport shall contain the serial numbers of the motors, inverters, battery, chassis and SCU to be used in the next Event. Any change of any of these components during an Event must be updated and submitted to the Technical Delegate.

28. Boost

28.1. For the sole purpose of improving racing opportunities, every rider will be given a fixed amount of power boosts per day. The predetermined amount of boost will be specified in the Race Director's Event Notes.

28.2. The riders finishing 1st, 2nd and 3rd in the Elimination Round Final will be allowed to deduct boost from other riders as described in Article 32 of the eSC Sporting Regulations.

28.3. The winning team in the Team Battle Final will be allowed to deduct boost from other riders as described in Article 33 of the eSC Sporting Regulations.

28.4. In order to activate the extra boost, the rider will have to hold the boost button in the eSkootr.

28.5. There is not limitation on the number of times and length of each boost activation.

28.6. The use of the power boost in a slow zone is strictly prohibited.

29. Riding

29.1. Riders must use the track at all times and may not leave the track without a justifiable reason. Riders will be judged to have left the track if no part of the eSkootr remains in contact with white line defining the track edge.

29.2. Should an eSkootr leave the track, the rider must re-join only when it is safe to do so and without gaining a lasting advantage.

29.3. At no time may an eSkootr be ridden unnecessarily slowly, erratically or in a potentially dangerous manner.

29.4. An eSkootr alone may use the full width of the track, however, as soon as it is caught by another eSkootr which is about to lap it the rider must allow the faster rider past at the first available opportunity. Any rider who appears to ignore the blue flag will be reported to the Race Director.

29.5. More than one change of direction to defend a position is not permitted.

29.6. Manoeuvres liable to hinder other riders, such as deliberate crowding of an eSkootr beyond the track edge, any abnormal change of direction or any blockage by keeping the foot out of the eSkootr, are strictly prohibited.

29.7. Causing a collision, repetition of serious mistakes or appearance of lack of control over the eSkootr will be reported to the Race Director.

29.8. Riders must keep a significant part of their heads above the handlebar at any time from the start of the race, until the end-of-race signal is shown.

30. Assembly Area, Start Zone, and Finish Zone

- 30.1. The section of the paddock used to assembly riders and eSkootrs before a practice session or a race will be designated as “assembly area”. This area will have a direct access to the track, and it will be supervised by an eSC official.
- 30.2. The section of the paddock used to assembly riders and eSkootrs after a practice session or a race will be designated as “finish area”. As described in Article 18.1 b), this is the allocated area where sporting claims can be lodged. Only riders and eSC officials are allowed in this area.
- 30.3. The section of the track used to start the practice sessions and races will be designated as “starting zone”. This area can be located on a ramp, a natural slope, or a flat surface. The specifications of the starting zone will be included in the Race Director’s Event Notes.
- 30.4. The eSC will allocate garages in the paddock on a strictly equal basis where each team may work. Each team will be responsible for their garage area and the equipment storage on it.
- 30.5. No cooling systems may be used outside the designated team garage.

31. Practice Sessions

- 31.1. A minimum of four five-minute practice sessions will be arranged on the day before the eSC Race Day.
- 31.2. Riders will be allocated in three groups: Group A, Group B and Group C. A maximum of ten riders will take part in each group.
- 31.3. The eSC has sole discretion on the group’s allocations. Group changes requests will not be accepted.
- 31.4. Each group will have five minutes of track activity per session.
- 31.5. Teams and riders must reach the assembly area at least five minutes before the scheduled start time of their group.
- 31.6. Riders must be present at the start zone three minutes before the scheduled start time of their group. Team members are not allowed in this area.
- 31.7. Riders will commence each session from the start zone when the start signal is given.
- 31.8. If a rider is delayed and cannot start the session at the scheduled time, he may be authorized to join the session when is safe to do so.
- 31.9. A count-down will be shown on the official timekeeping monitors to indicate the remaining practice time.
- 31.10. The end of practice will be indicated by a waved chequered flag at the finish line. The rider’s time will continue to be recorded until he passes the finish line after the allotted time has elapsed.
- 31.11. After the chequered flag, riders must slow down progressively and enter the finish zone.
- 31.12. If the Race Director must stop the session, red flags and lights will be shown around the track. When the signal is given, riders must immediately cease racing and return to the start zone at a safe speed. Overtaking is forbidden.
- 31.13. The countdown to the end of the practice session will not stop during the red flag period. If the session is restarted, the time remaining will be that shown on the timekeeping monitors at the moment the session is restarted, unless otherwise adjusted by the Race Director.

32. Elimination Round

- 32.1. The Elimination Round will comprise five Heats and one Final. The number of race laps will be the same for all of the races, 5 laps.
- 32.2. Riders will be allocated in the Heats by random selection facilitated by a lottery. A maximum of 6 riders will take part in each race.
- 32.3. At the end of each lap, the last rider to cross the finish line will be eliminated. Once eliminated, he must continue around the track and proceed directly to the finish zone.
- 32.4. Eliminated riders are not allowed to ride unnecessarily slowly or in a manner that could impede the remaining riders in the Elimination Round.
- 32.5. During the fifth lap the two remaining riders will be competing head-to-head for the victory in the race. The winner of each Heat will advance to the Final.
- 32.6. The line-up for the final will be completed with the best 2nd classified rider, after taking into account the results of all the Heats.
- 32.7. The elimination procedure described in Articles 32.4, 32.5 and 32.6 will be also implemented in the Final.
- 32.8. In the Event that less than six riders start a race, the first lap where a rider is eliminated will be adjusted. The total number of laps will remain the same.
- 32.9. The riders finishing 1st, 2nd and 3rd in the Final will be allowed to deduct boost from another rider. For avoidance of doubt, more than one rider can deduct boost from the same person.
- 32.10. The amount of boost to be deducted will be specified in the Race Director Event Notes.

33. Teams Battle

- 33.1 Two teams will be competing head-to-head in each of the Team Battle races. The three riders of the team will be taking part in each race.
- 33.2 The Team Battle will comprise four rounds: 5 races in round 1, three races in round 2, and two races in round 3. The Team Battle Final will take place in Round 4.
- 33.3 The number of race laps will be the same for all of the races and will be established in the Race Director's Event Notes.
- 33.4 Teams will be allocated in Round 1 Groups by random selection facilitated by a lottery.
- 33.5 The Team who scores more points in the race will be declared winner of the battle.
- 33.6 After round one, the five winning teams will move to the next round. The sixth team to take part in round two will be the team with the fastest lap.
- 33.7 After round two, the three winning teams will move to the next round. The fourth team to take part in round three will be the team with the fastest lap.
- 33.8 After round three, the two winning teams will move to the Team Battle Final.
- 33.9 In the Event of equal points, the team with the fastest lap will move the next round.
- 33.10 Points will be allocated according to the table specified in Article 8.3 a). For avoidance of doubt, these points will not be added to neither the Team nor the Rider's eSkootr Championships. These points will not be part of the prize money distribution.

33.11 The riders of the winning team will be allowed to deduct boost from other riders for the eSC Race Day. For avoidance of doubt, more than one rider can deduct boost from the same person. Riders can remove boost from their teammates.

34. eSC Race Day

34.1. The eSC Race Day will comprise four different rounds: Heats, Quarter Finals, Semi Finals and Final, **plus the eQualiser**.

34.2. The number of race laps of all races will be calculated with the idealized lap time specified in the Race Director's Event Notes. The number of laps **for the Heats and the eQualiser** shall be equal to the number of complete laps which exceed the time of **4 5** minutes.

34.3. **The number of laps for the Quarter Finals and Semi Finals shall be equal to the number of complete laps which exceed the time of 5 minutes.**

34.4. In the eSC Race Day Final, the number of laps will be increased by one.

34.5. Heats (H):

- Riders will be allocated by draw in six different Heats. For the first Event of the season, the pick order will be based on the rider's entry number. For the reminder of the events, the pick order will follow the rider's championship classification.
- A maximum of five riders will take part in each Heat.
- The iders classified, 1st, 2nd, 3rd, and 4th in each race will advance to the Quarter Finals, the 5th rider will be eliminated.

34.6. Quarter Finals (QF):

- To mix the groups riders will be allocated according to the Heats' results as follows:

QF1	1 st Heat 2
	2 nd Heat 1
	3 rd Heat 2
	4 th Heat 1
	4 th Heat 3
	4 th Heat 4

QF2	1 st Heat 1
	2 nd Heat 2
	3 rd Heat 1
	4 th Heat 2
	4 th Heat 5
	4 th Heat 6

QF3	1 st Heat 6
	1 st Heat 3
	2 nd Heat 5
	2 nd Heat 4
	3 rd Heat 6
	3 rd Heat 3

QF4	1 st Heat 5
	1 st Heat 4
	2 nd Heat 6
	2 nd Heat 3
	3 rd Heat 5
	3 rd Heat 4

- A maximum of six riders will take part in each Quarter Final.

- c) The riders classified, 1st, 2nd and 3rd in each race will advance to the Semi Finals, the 4th, 5th and 6th rider will be eliminated.

34.7. Semi Finals (SF):

- a) Riders will be allocated according to the Quarter Finals' results as follows:

SF1	1 st QF1	SF2	1 st QF3
	2 nd QF1		2 nd QF3
	3 rd QF1		3 rd QF3
	1 st QF2		1 st QF4
	2 nd QF2		2 nd QF4
	3 rd QF2		3 rd QF4

- b) A maximum of six riders will take part in each Semi Final.
- c) The riders classified, 1st, 2nd and 3rd in each race will advance to the Final, the 4th, 5th and 6th rider will be eliminated.

34.8. The eQualiser:

- a) The six riders eliminated in the heats will be competing for extra boost.
- b) The riders classified 1st, 2nd and 3rd in the eQualiser will be receive 30, 20 and 10 seconds of extra boost for the next eSC Race Day.

34.9. Final:

- a) The six riders in the Final will be competing for the 1st, 2nd and 3rd position of the eSC podium.

34. Starting Procedure

34.1. Riders must be on the assembly area ~~10~~ 5 minutes before the start of the relevant race. Any work on the eSkootrs must be authorised by the Technical Delegate.

34.2. ~~5~~ 3 minutes before the scheduled start the access to the track will be opened and the riders will proceed to the start zone at a safe speed.

34.3. When the eSkootrs have reached the start zone, they must stop within their respective starting positions.

34.4. The starting positions will be randomly allocated by eSC. Teams and riders are not allowed to protest the designated positions.

34.5. The approach of the start will be announced by signals shown three minutes, one minute and fifteen seconds before the start of the race, each of which will be accompanied by an audible warning.

~~34.6. When the 3 minutes signal is shown, the access to the track will be closed. Any rider which is still in the assembly area will not be allowed to start the race.~~

34.7. When the 1-minute signal is shown, the access to the track will be closed. Any rider which is still in the assembly area will not be allowed to start the race. The eSkootrs ~~should~~ must be started.

34.8. When the 15 second signal is shown, the riders should be ready for an imminent start of the race.

- 34.9. When the green lights will be illuminated, this will be the signal that the race has started.
- 34.10. If a problem arises and the start of the race should be delayed, the abort lights will be displayed and the eSkootrs should be stopped.
- 34.11. Once the problem is resolved the starting procedure will commence from the 3 minutes signal.
- 34.12. In the event of a change in the track conditions the Race Director might authorise a reconnaissance lap before the start of the race.
- 34.13. Any rider who is judged to have moved forward before the start signal is given or positioned his eSkootr outside the allocated starting position will be reported to the Race Director.
- 34.14. Only one kick is allowed in order to push the eSkootrs when the start signal is given.

35. Suspending a Race

- 35.1. Should it become necessary to suspend a race, the Race Director will order red flags and lights to be shown around the track.
- 35.2. When the signal is given riders must immediately cease racing and proceed to the start zone at a safe speed. Overtaking is forbidden.
- 35.3. No team personnel are permitted on the start zone.
- 35.4. All interventions on the eSkootrs are prohibited, except with the authorization from the Technical Delegate.
- 35.5. Unless requested by officials, eSkootrs may not be moved from the start zone whilst the race is suspended. Riders and team members must follow the directions of the marshals.

36. Resuming a Race

- 36.1. The delay will be kept as short as possible and as soon as a resumption time is known, teams will be informed by the timing monitors.
- 36.2. Under extraordinary circumstances, the Race Director may postpone races and modify the schedule.
- 36.3. Only eSkootrs which took part on the original start may resume the race and only if they returned to the start zone under their own power.
- 36.4. Riders will be reallocated based on their race positions before the red flag was shown. For avoidance of doubt, the best starting position will be allocated to the rider who was leading the race before the suspension.
- 36.5. If less than one lap has been completed by the leader the race will be null and void and a completely new race will be run.
- 36.6. The approach of the start will be announced by signals shown three minutes, one minute and fifteen seconds before the start of the race, each of which will be accompanied by an audible warning.
- 36.7. When the 3 minutes signal is shown, the track must be clear, and the eSC officials must be in their marshal posts.
- 36.8. When the 1-minute signal is shown, the eSkootrs ~~should~~ must be started.
- 36.9. When the 15 second signal is shown, the riders should be ready for an imminent start of the race.

- 36.10. When the green lights will be illuminated, this will be the signal that the race has restarted.
- 36.11. If a problem arises and the restart of the race should be delayed, the abort lights will be displayed and the eSkootrs should be stopped.
- 36.12. Once the problem is resolved the starting procedure will commence from the 3 minutes signal.
- 36.13. In the event of a change in the track conditions the Race Director might authorise a reconnaissance lap before the restart of the race.
- 36.14. Any rider who is judged to have moved forward before the restart signal is given or positioned his eSkootr outside the allocated starting position will be reported to the Race Director.
- 36.15. Only one kick is allowed in order to push the eSkootrs when the start signal is given.
- 36.16. If the race cannot be resumed the results will be taken at the end of the the last full lap before the red flag is shown.

37. Finish

- 37.1. The end of the race signal will be given at the finish line as soon as the leading eSkootr has covered the full race distance.
- 37.2. During the eSC Race Day, should the end of the race signal be given before the leading eSkootr completes the race distance, the race will be deemed to have finished when the leading eSkootr crossed the finish line before the signal was given.
- 37.3. Should the end of the race signal be delayed for any reasons, the race will be deemed to have finished when the leading eSkootr has covered the full race distance.
- 37.4. With exception of the final, after receiving the end-of-race signal all eSkootrs must proceed on the circuit directly to the finish zone without unnecessary delay.

38. Parc Fermé

- 38.1. The parc fermé is compulsory for the Elimination Round, **Team battle** and the eSC Race Day.
- 38.2. It must be positioned as close as possible to the finish zone, preferably with direct access. It shall be secured such that no unauthorised persons can gain access to it.
- 38.3. At the end of the race, when the eliminated riders and eSkootrs are released from the finish zone must proceed directly to the parc fermé area.
- 38.4. Only those officials responsible for supervision may enter the parc fermé. No intervention of any kind is allowed in the area unless authorised by the officials.
- 38.5. After the podium ceremony, in order to assist pushing the first three eSkootrs to the parc fermé, each team must provide one mechanic. This procedure will take place under the supervision of the eSC officials.
- 38.6. In order to respect the technical protest procedures described in Article 18.2, all the classified eSkootrs will remain under parc fermé conditions for fifteen minutes from the time that the chequered flag was shown.
- 38.7. Once the technical protest time limit has expired and after receiving authorization from the Race Director the eSkootrs will be released from the parc fermé.

39. Results

39.1. The provisional classifications will be published immediately after each race.

39.2. In principle, the eSkootr placed first will be the one having completed the race distance in the shortest time.

39.3. All eSkootrs will be classified taking into account the number of completed laps. For those with the same number of laps, the order in which they crossed the line will establish the classification.

39.4. All the decisions taken during a race or as a result of a sporting claim will be included in the provisional classifications.

39.5. All results are deemed provisional until the technical and sporting procedures have been completed according to the eSC Rules.

40. Awards and Podium Ceremony

40.1. On the eSC Race Day, the riders finishing the final in 1st, 2nd and 3rd positions and the representative of the winning team must attend the award ceremony on the podium.

40.3 Immediately after the podium ceremony the three riders and the team representative must make themselves available for a period of 1 hour for the purpose of television interviews and press conference.

APPENDICES:

APPENDIX A - eSC STANDARD ENTRY FORM

APPENDIX B – TREAM RACE ASSETS