

# RALLY GUIDE 1



## Rally Hokkaido Organising Committee

This document has no regulatory power, except if referred to specifically in the Supplementary Regulations or a Bulletin and therefore should be used as a guide only. For regulations, please refer to the International Sporting Code, the FIA Regional Rally Sporting Regulations, JAF National Sporting Regulations and the event Supplementary Regulations and any Bulletin that may be issued.

## ATTENTION!

There are some road rules in Japan that differ from international standards, but that will be strictly enforced. In particular:



**Stop Sign**

Road signs generally comply with the international system, with the exception of stop signs which are an inverted triangular shape (similar to 'Give Way' signs in other countries).

All cars must stop at EVERY railway crossing and watch for trains, before proceeding.

Don't exceed the speed limit which is 40km/h in built up areas, unless otherwise indicated, and 60km/h elsewhere. Speed limits on expressways are 70km/h.

Also, international visitors should be aware that a valid Japanese license or International Driving Permit is required for driving on public roads. International Driving Permits **MUST** be issued under the 1949 Geneva Traffic Convention and this will be stated on the front of the document. Please contact the organisers if you are unable to obtain such a license. German, French, Swiss, Italian, Belgian or Taiwanese driving license holders may request a translation of their license from JAF. The combination of this translation and your driving license is valid as an alternative to the 'Geneva Convention' International Driving Permit. Except the above driving license holders will be required to switch your license to Japanese one (Gaimen Kirikae).

The detail of Gaimen Kirikae is on the website:

<http://www.jaf.or.jp/e/switch.htm>

**See article 7 for more detail.**

## Table of Contents

<b>1 Introduction / Welcome</b>	<b>4</b>
1.1 Introduction from Chairman, Organising Committee	4
1.2 Event Overview	5
1.3 Information about Tokachi / Japan	6
<b>2 Contact details</b>	<b>7</b>
2.1 Permanent Contact Details	7
2.2 Location of Rally HQ and SP	7
2.3 Media contact details	7
2.4 List of key officials	8
<b>3 Programme and critical deadlines</b>	<b>9</b>
3.1 Schedule before the rally week	9
3.2 Schedule during the rally week	9
<b>4 Entry details</b>	<b>11</b>
4.1 FIA titles for which the rally counts	11
4.2 Criteria for acceptance of entries	11
4.3 List of entry fees	11
4.4 Entry Package	12
4.5 Additional material	12
<b>5 Service Park</b>	<b>13</b>
5.1 Information about the Service Park	13
5.2 Waste disposal at the Service Park	13
<b>6 Two way radio</b>	<b>13</b>
6.1 Application procedure	13
<b>7 Import of vehicles and spare parts</b>	<b>14</b>
7.1 National laws / customs clearance	14
7.2 Vehicle temporary registration	14
7.3 The conditions for driving in Japan	15
7.4 Difference of rules of the road	16
<b>8 Helicopter</b>	<b>18</b>
8.1 Registration procedure	18
<b>9 Hospitality Arrangements</b>	<b>18</b>
<b>10 Hotel / accommodation</b>	<b>19</b>
<b>11 Media</b>	<b>20</b>
11.1 Media contacts before the Rally	20
11.2 Accreditation procedure / criteria and deadline	20
<b>12 List of useful facts and services</b>	<b>21</b>
12.1 Fast Facts	21

12.2 Telephones	22
12.3 Driving and Drivers Licenses	22
12.4 Banks, Credit Cards and Cash	22
12.5 Travel to Obihiro	23
12.6 Emergency services	24
12.7 Business Directory	25

## 13 Tracking System 30

## 14 ETC 32

## Appendices 33

### Appendix A: Itinerary 34

A.1 Itinerary	34
A.2 Itinerary compared with previous year	33
A.3 Reconnaissance Schedule	37

### Appendix B: Maps 38

B.1 Route Map - Leg 1 and 2	38
B.2 Map of Obihiro	39

### Appendix C: Drawings & Layouts 41

C.1 Kita Aikoku Service Park Layout	41
C.2 Rikubetsu Remote Service Layout	42

### Appendix D: Forms 43

D.1 Accommodation Booking form	43
D.2 Entry Booklet	44
D.3 Radio Unit / Frequency License Application	49

## 1 Introduction / Event overview

### 1.1 Introduction from the Chairman of the Organising Committee

Rally fans, competitors, and everyone concerned, we welcome you all to the Rally Hokkaido.

I am pleased to announce that we will host Rally Hokkaido here again in the Tokachi region, Hokkaido, as the 5th event of the 2014 FIA Asia Pacific Rally Championship series and the 7th event of 2014 JAF Japanese Rally Championship series.

Since its inaugural event in 2002, Rally Hokkaido has consistently been held in Tokachi region. This year we will have its 13th anniversary and it has now become an international rally event well established in the Tokachi region. Last year, the event gathered as many as 67,990 guests, together with the co-hosted event of "Tokachi Manpuku (full stomach) Festival", and we appreciate all the guests and related people for this success. Once again with kind support from the people in the region, we will be well prepared to welcome you all, so please look forward to joining us the event with high expectation.

The main service park will be located at the Kita Aikoku Community Square in Obihiro, the same location as past years. Rally HQ, too, will be established in the administration building located next to the nation's one of the largest in-door ice skating rink, "Meiji Tokachi Oval".

The competition element of the rally begins with its ceremonial start event at Kita Aikoku Service Park, followed by SS1 "SATSUNAI River" in the dry riverbed of River Satsunaigawa, adjacent to the service park, as Leg 1A, per our current plan. Saturday (Leg 1B) is a day when full-brown competition begins. This day will mainly be based in Rikubetsu Circuit, in Rikubetsu town, as a heart of the day's rally, and runs 4 core stages: having "SHOTOSHIBETU" stage with 29km of stage distance at the head of the list, we have all-time very popular stage of "RIKUBETSU LONG" stage, as well as "NUPRIPAKE" stage and another popular stage of "PAWSE KAMUY" stage in this day.. Rally cars will come back to Obihiro in the evening of the day, and will finish their day with "SSS SATSUNAI River".

The final day of the rally event, Sunday (LEG 2) mainly covers Otofuke, Ashoro and Honbetsu area. Just like the previous year's event, this year "OTOFUKE" and "HONBETSU" stages will be driven in reverse direction, followed by "ASHORO LONG" stage, which has the longest distance of all the stages of the event. Competitors will then travel back to Obihiro and finish the rally with "SSS SATSUNAI River" as the last stage (plan to be finalized yet). Rally Hokkaido is an event for the enjoyment of not only competitors and rally fans, but also for the enjoyment of everyone. Please look forward to having great excitement with us.

Lastly, we would like you to know that we have been hosting events with core focus in "fun in motorsports and fun in driving". Recently we started to see beacon of lights in every aspects of our life in Japan. Automotive industry has been calling attention to sports cars, and we see glimmer of hope in the motorsports and its surrounding environments. We will not miss this opportunity and contribute furthermore to the progression of motorsports with even more effort. We appreciate your kind and continuous support for the Rally Hokkaido.



田畑邦博

Kunihiro TABATA  
Chairman, Organising Committee

## 1.2 Event overview

It is the 13th time for the FIA Asia Pacific Rally Championship rally to be held in Japan since the first one held in 2002. In 2003 it became the candidate round of the World Rally Championship. In 2004 it was run in conjunction with Rally Japan. However, from 2005 the two events have been run separately and the APRC event was renamed into Rally Hokkaido. Since then, the rally has been held in conjunction with the Japanese Rally Championship and is the single event of international rally run in Japan.

This year the rally will be held in September 26-28, 2014. In the latter part of September, the weather should be the one of early autumn with some chance of rain. The average temperature around that time of the month in this region is 14°C, and daylight length is around 12 hours with sunrise around 0513hrs.

The itinerary of this rally covers well-known land of Tokachi. This year spectator viewing points will be set in RIKUBETSU LONG and PAWSE KAMUY stages on the Saturday, and HONBETSU Reverse and OTOFUKE Reverse stages on the Sunday. In addition, on all of the Friday, Saturday and the Sunday nights, SSS SATSUNAI River stage will be driven in the adjacent to the service park, with spectator viewing points.

The Rally HQ and Media Centre are established in the same building as well, which is next to Meiji Hokkaido Tokachi Oval skating link in Obihiro city. Service Park located next to OBIHIRO SSS is again going to be the main Service Park. It was used as the main Service Park of WRC Rally Japan until 2007 and has a gravel / asphalt mixed surface. In addition, Rikubetsu Remote service is again used on Leg 1.

Past winners of the event are as follows:

2013 Winner					
<b>D</b> river	Gaurav GILL (IND)				
<b>C</b> o-driver	Glenn MACNEALL (NZL)				
<b>E</b> ntrant	Team MRF (AUS)				
<b>V</b> ehicle	Skoda Fabia S2000				
					
Year	Entrant	Driver	Co-driver	Vehicle	Gp/Cl
2012	Team Arai (J)	Toshihiro ARAI (J)	Dale Jay MOSCATT (AUS)	Subaru Impreza WRX STI 4Door	R4
2011	Subaru Team Arai (J)	Toshihiro ARAI (J)	Mcloughlin ANTHONY (AUS)	Subaru Impreza WRX STI	R4
2010	Subaru Team Arai (J)	Toshihiro ARAI (J)	Daniel BARRITT (GB)	Subaru Impreza WRX STI	N4
2009	Motor Image Rally Team (SGP)	Cody CROCKER (AUS)	Ben ATKINSON (AUS)	Subaru Impreza WRX STI	N4
2008	Subaru Team Arai (J)	Toshihiro ARAI (J)	Glenn MACNEALL (NZ)	Subaru Impreza WRX STI	N4
2007	Motor Image Rally Team (SGP)	Cody CROCKER (AUS)	Ben ATKINSON (AUS)	Subaru Impreza WRX STI	N4
2006	Subaru Rally Team Japan (J)	Toshihiro ARAI (J)	Tony SIRCOMBE (NZ)	Subaru Impreza WRX STI	N4
2005	MRF Tyres (IND)	Katsu TAGUCHI (J)	Mark STACEY (AUS)	Mitsubishi Lancer Evo VIII	N4
2004	Team Proton Pert Malaysia (MAL)	Karamjit SINGH (MAL)	Allen OH (MAL)	Proton PERT	N4
2003	Subaru Production Rally Team (J)	Toshihiro ARAI (J)	Tony SIRCOMBE (NZ)	Subaru Impreza	N4
2002	Subaru Australia (AUS)	Possum BOURNE (NZ)	Mark STACEY (AUS)	Subaru Impreza	A8

## 1.3 Information about Tokachi, Japan

Hokkaido is the northernmost island of Japan, and has a population of 5.6 million. Comparing the population density to the main island of Honshu, while the average in Japan is 342 people per square km, Tokyo has 5629 per square km and Hokkaido has 67 per square km, thus, it is relatively sparsely populated. The island has vast areas of forest, mountains and agricultural land.

It is located around the same latitude as northern part of Italy and France. Its climate is affected by the south flowing current of the Pacific Ocean, however, which brings long and cold winters. Also there is some effect from the summer typhoons, although this is usually only rainfall.

In appearance the Tokachi countryside is similar to some of the northern states of the US, and some people say special stages in Tokachi are somewhere similar to the ones in Wales. It is relatively flat and agricultural. A mountain range running north / south divides the island and another mountain range runs from the middle range to the west and these two ranges protect Tokachi from the weather. The rally roads are in the flat Tokachi basin and some head into the foothills of the mountain ranges, but the route is not mountainous.

Hokkaido has been relatively recently settled by the ethnic Japanese, who came up from the south approximately 200 years ago. Local demographics followed a pattern set in other countries, where the local indigenous population declined. The indigenous people are called Ainu and are believed to have come down the Kamchatka Peninsular from Siberia.

Obihiro, where the main Service Park is located, is a city with approximately 170,000 inhabitants. It is a modern looking city and is well serviced with hotels and restaurants because it is a regional business centre. There is a well laid-out and signposted (in English as well as Japanese) road system. All roads are named from a central point according to their direction and distance from that point. For example, the address of the popular Tokachi Beer restaurant is West 1, South 9-6.

The local people are very enthusiastic about motor sport. International rally events have taken place since 2001. From 2004 to 2007, WRC was also held here. That is why rally sport is well understood and supported by the locals.

Maps of Obihiro is included in Appendix B.

## 2 Contact details

### 2.1 Permanent contact details email and internet addresses

Rally Hokkaido  
2nd Floor, Homei Building, Minami 4-9,  
Nangodori 19, Shiroishih-ku,  
SAPPORO, HOKKAIDO, JAPAN 003-0022

Tel: +81-(0)11-864-2003  
Fax: +81-(0)11-864-1182  
Email: [info@rally-hokkaido.com](mailto:info@rally-hokkaido.com)  
Website: [www.rally-hokkaido.com](http://www.rally-hokkaido.com)

### 2.2 Location of Rally HQ and Service Park

The building of Rally HQ and Media Centre is located in next to Meiji Hokkaido Tokachi Oval skating link which was built in 2009. And it is used for some purposes such as the media centre of World Sprint Speeds Skating Championship held in 2010.

Main service park is again established in Kita-Aikoku Community Square. It was used as the main Service Park of WRC Rally Japan until 2007 and has a gravel and asphalt mixed surface. The Service Park is renowned as one of the most spectator-friendly among WRC events.

Rikubetsu Remote Service will be scheduled on Leg 1 which helps create shorter liaison for competitors. The general layout of the Kita Aikoku Service Park, Rikubetsu Remote Service and the location of the HQ are shown in the maps in Appendix B.



### 2.3 Media contact details

Media Officer:	Mr Isao KONO
Address:	Rally Hokkaido Permanent Secretariat (Media) Homei Building, Minami 4-9, Nangodori 19 Shiroishi-ku, Sapporo, HOKKAIDO 003-0022, JAPAN
Tel:	+81 (0) 11 864 2003
Fax:	+81 (0) 11 864 1182
Email:	<a href="mailto:media@rally-hokkaido.com">media@rally-hokkaido.com</a>
Web:	<a href="http://www.rally-hokkaido.com">www.rally-hokkaido.com</a>

Please see Article 11 for more detail.

## 2.4 List of Key officials, their functions and contact details

	<p><b>Mr. Kunihiro TABATA</b> Chairman, Organising Committee tabata-p@rally-hokkaido.com 011-864-2003 Lang: Japanese</p>		<p><b>Mr. Ryuji MAKITA</b> Clerk of Course makita@rally-hokkaido.com 090-3117-4789 Lang: Japanese</p>
	<p><b>Mr. Dmitry (Dima) KRIVTSOV</b> Deputy Clerk of Course dima@rally-hokkaido.com 090-2077-6302 Lang: Russian, English, Japanese</p>		<p><b>Mr. Akira YONEZAWA</b> Chief Safety Officer safety@rally-hokkaido.com 090-3110-0896 Lang: Japanese</p>
	<p><b>Mr. Kazuo ISHIKAWA</b> Chief Scrutineer scrutineer@rally-hokkaido.com 090-3111-9306 Lang: Japanese</p>		<p><b>Mr. Isao KONO</b> Media Officer media@rally-hokkaido.com 011-864-2003 Lang: Japanese, English</p>
	<p><b>Mr. Peter MACNEALL</b> Competitor Relation Officer cro@rally-hokkaido.com (Attn: Peter Mac) 011-864-2003 Lang: English</p>		<p><b>Mr. Shunsaku KODERA</b> Competitor Relation Officer cro@rally-hokkaido.com 090-6921-9881 Lang: Japanese, English</p>
	<p><b>Dr. Takeshi NODA</b> Chief Medical Officer info@rally-hokkaido.com 011-864-2003 Lang: Japanese</p>		<p><b>Mr. shogo NAKATA</b> Assistant Coerk of Couese (Route) nakata@rally-hokkaido.com 090-1527-6926 Lang: Japanese</p>
	<p><b>Mr. Shin NAGAI</b> Assistant Coerk of Couese (Result) nagai@rally-hokkaido.com 090-3119-8487 Lang: Japanese, English</p>		<p><b>Mr. Noriyuki SAKAI</b> Service Park Coordinator info@rally-hokkaido.com 011-864-2003 Lang: Japanese</p>
	<p><b>Mr. Kenichi YAMADA</b> Regroup Coordinator info@rally-hokkaido.com 011-864-2003 Lang: Japanese</p>		<p><b>Mr. Tomio OHASHI</b> Secretary General info@rally-hokkaido.com 090-3117-3671 Lang: Japanese</p>
	<p><b>Ms. Mieko NIINO</b> Event Secretary niino@rally-hokkaido.com 011-864-2003 Lang: Japanese, English</p>		<p><b>Mr. Kiyoharu MIKAMI</b> Event Secretary mikami@rally-hokkaido.com 090-3112-2095 Lang: Japanese</p>
	<p><b>Mr. Jiro KOIKE</b> Event Secretary koike@homei-gr.com 090-7510-5117 Lang: Japanese</p>		<p><b>Ms. Hiromi TABATA</b> Event Secretary hiromi@homei-gr.com 011-864-2003 Lang: Japanese</p>



## 3 Programme and critical deadlines

### 3.1 Schedule before the rally week

#### Saturday 5 July

1000hrs Publication of Supplementary Regulations Permanent Secretariat

#### Friday 8 August

1000hrs Opening date for entries Permanent Secretariat

1000hrs Opening date for applications for media accreditation Permanent Secretariat

#### Friay 5 September

1000hrs Publication of Rally Guide 2 Permanent Secretariat

1800hrs Deadline for ordering extra material or equipment Permanent Secretariat

1800hrs Closing date for entries Permanent Secretariat

1800hrs Closing date for co-driver details Permanent Secretariat

1800hrs Deadline for registering for flexi-service Permanent Secretariat

1800hrs Closing date for helicopter registration Permanent Secretariat

#### Thursday 11 September

1800hrs Deadline for ordering pump fuel from the organisers Permanent Secretariat

1800hrs Closing date for media accreditation applications Permanent Secretariat

#### Thursday 18 September

1000hrs Publication of seeded entry list [www.rally-hokkaido.com](http://www.rally-hokkaido.com)

1800hrs Publication of Service Park layout and service bay allocations Permanent Secretariat

#### Sunday 21 September

1000hrs Publication of Road Books and Route Map Permanent Secretariat

### 3.2 Schedule during the rally week

#### Monday 22 September

0900hrs Service Park open for competitor bump-in, and delivery of sea containers Kita Aikoku Service Park

#### Wednesday 24 September

From 0900hrs Rally Headquarters opens A bldg. next to Tokachi Oval

0900 - 1900hrs Opening hours of Rally HQ Rally HQ

From 0900hrs Establishment of Official Notice Board Rally HQ

1300 - 1900hrs Registration for reconnaissance, service vehicle registration, collection of material for competitors, administrative checks. Rally HQ

0900hrs Scrutineering schedule posted Official Notice Board

1300 - 1900hrs Media Centre opens Media Centre

From 1300hrs Media Accreditation commences Media Centre

#### Thursday 25 September

0800 - 1900hrs Opening hours of Rally HQ Rally HQ

0800 - 1900hrs Opening hours of Media Centre Media Centre

0900 - 1800hrs Reconnaissance See Recce Schedule

0830 - 1900hrs Scrutineering, marking and sealing of components Super Pit Chu-oh Ten

## Friday 26 September

0630 - 2200hrs	Opening hours of Rally HQ	Rally HQ
0630 - 2200hrs	Opening hours of Media Centre	Media Centre
0700 - 1200hrs	Reconnaissance	See Recce Schedule
0830 - 1230hrs	Scrutineering, marking and sealing of components	Super Pit Chu-oh Ten
1200 - 1300hrs	Shakedown	SATSUNAI River SSS
1330hrs	First Stewards meeting	Stewards meeting room
1430hrs	Pre-rally media conference	Media Centre
1500hrs	Publication of Start List for Leg 1	Official Notice Board
1545hrs	Rally Show	Kita Aikoku Service Park
1645hrs	Ceremonial Start	Kita Aikoku Service Park
1737hrs	Start of Leg 1 A	Kita Aikoku Service Park

## Saturday 27 September

0430 - 2200hrs	Opening hours of Rally HQ	Rally HQ
0430 - 2200hrs	Opening hours of Media Centre	Media Centre
0500hrs	Start of Leg 1 B	Kita Aikoku Service Park
2100hrs	Publication of Start List for Leg 2	Official Notice Board

## Sunday 28 September

0530 - 2100hrs	Opening hours of Rally HQ	Rally HQ
0530 - 2100hrs	Opening hours of Media Centre	Media Centre
0600hrs	Start of Leg 2	Kita Aikoku Service Park
1723hrs	Finish Ceremony	Kita Aikoku Service Park
1800hrs	Post event scrutiny	Super Pit Chu-oh Ten
1830hrs	Final Media Conference	Kita Aikoku Service Park
2030hrs	Posting of provisional classifications	Official Notice Board

## Monday 29 September

0900 - 1200hrs	Opening hours of Rally HQ	Rally HQ
0900 - 1200hrs	Opening hours of Media Centre	Media Centre
1000hrs	Issuance of Results CD	Rally HQ
1200hrs	Closure of Rally HQ and Media Centre	Rally HQ

## 4 Entry Details

### 4.1 FIA Titles applicable for this rally

2014 FIA Asia-Pacific Rally Championship for Drivers and Co-Drivers (Round 5)  
 2014 FIA Asia-Pacific Rally Production Cup for Drivers and Co-Drivers (Round 5)  
 2014 FIA Asia-Pacific Rally Cup for Manufacturers (Round 5)  
 2014 FIA Asia-Pacific Rally Junior Cup (Round 4)  
 2014 FIA Asia-Pacific 2WD Rally Cup for Drivers, Co-Drivers and Manufacturers (Round 5)  
 2014 FIA Asia Rally Cup for Drivers and Co-Drivers (Round 2)

#### 4.1.1 Asia-Pacific Rally Championship titles

2014 Team Trophy (Round 5)

#### 4.1.2 JAF titles for which the rally counts

2014 JAF Japanese Rally Championship

### 4.2 Criteria for acceptance of entries

Competitors, drivers and co-drivers are required to possess appropriate international competition license issued by respected countries. Holders of such licenses issued overseas are required to have letter of permission by the ASN of the country, or obtain their approved seal on the entry form.

Maximum number of entries accepted (APRC and JAF Japanese Rally Championship combined) is 90 cars, and in case if number of entries exceeds it, the organiser holds right to select the cars to compete the rally. Competitors registered to APRC and Asia Cup are guaranteed for entry, regardless the condition above.

APRC registered competitors and Asia Cup registered competitors will be guaranteed an entry.

### 4.3 List of entry fees (payment of entry fees)

<b>Asia-Pacific Championship and Asia Cup competitors (except for Junior Cup competitors)</b>	
With the Organisers' optional advertising	JPY280,000
Without the Organisers' optional advertising	JPY380,000
<b>Asia-Pacific Rally Junior Cup competitors</b>	
With the Organisers' optional advertising	JPY260,000
Without the Organisers' optional advertising	JPY360,000
<b>Japanese Rally Championship competitors</b>	
	JPY260,000
<b>Japanese Rally Championship Open Class competitors</b>	
	JPY210,000

The above entry fee includes rental fee for the RallySafe tracking system. If you need Antenna kit please apply for it with the Entry Booklet (Appendix:D2). For other items included in the entry fee please refer to the "4.4 Entry Package".

Payment for organiser-supplied fuel (applicable to all the teams except for the ones adopting FIA-supplied fuel) is payable with bank transfer only, effective this year. Price for the organiser-supplied fuel will be announced in the Fuel Order Form upon commencing entries to the event.

Entry fees and fuel payment are payable only by bank transfer to:

Bank name: Hokkaido Bank	BankAccount Number: 1064661
Bank Branch: Ryutsu Centre Mae	Swift Code: HKDBJPJT
Account Name: RALLY HOKKAIDO	

## 4.4 Entry Package

The entry fee includes the followings :

Item	APRC and/or Asia Cup resistered competitors	Other APRC or Asia Cup competitors	JRC competitors
Accommodation 2 days (Fri,Sat) / 宿泊2泊(金・土)	2	2	—
Accommodation 1 days (Sat) / 宿泊1泊(土)	—	—	2
Rally Guide 1 / ラリーガイド1	Download from website	Download from website	Download from website
Supplementary Regulations / 特別規則書	Download from website	Download from website	Download from website
Rally Guide 2 / ラリーガイド2	Download from website	Download from website	Download from website
Road Books / ロードブック	2	1	1
Route Map / ルートマップ	2	1	1
Official Programme / 公式プログラム	4	1	1
Results CD / リザルトCD	1	1	1
Competitor credential passes / 競技者パス	2	2	2
Service credential passes / サービスクルーパス	8	4	4
Guest credential passes / ゲストパス	4	—	—
Service vehicle passes / サービス車両通行証	2	2	2
Auxiliary vehicle passes / 補助車両通行証	1	—	—
Service space (Kita Aikoku Service Park) / サービスパークスペース (北愛国サービスパーク)	15x10m	7.5x5m	7.5x5m

## 4.5 Additional material

Additional material can be purchased by submitting the entry booklet included in Appendix D of these guide to the rally secretariat.

## 5 Service Park

### 5.1 Information about the Service Park

A central service park will be located at the Kita Aikoku Community Square in the town of Aikoku, Obihiro.city. The surface is a mix of gravel and asphalt and a gravel surface remote service area will be located next to RIKUBETSU stage in the town of Rikubetsu.

Central service park (Kita Aikoku) will be opened for competitors from Monday 22 September 0900hrs, and will be managed by the Organiser from Thursday 25 September.

Competitors may bring and park their service vehicles and auxiliary vehicles within their designated areas in the Kita Aikoku main service park and Rikubetsu remote service area. Other vehicles must be parked in the parking area adjacent to the service park. Two service vehicle plates will be issued per competitor. Extra auxiliary vehicle plates can be ordered for JPY10,000 per vehicle.

All crews competing in APRC, Asia Cup and JRC will be eligible for flexi-service. To register for flexi-service, Section B.3 of the Entry Booklet (Appendix D) must be completed and returned to the Rally Secretariat by Friday 5 September.

### 5.2 Waste disposal at the Service Park

There will be no public waste bins available at Kita Aikoku Service Park. Please bring your waste materials back with you.

However, exceptions are applied for extra-large waste bins to be ordered with the Entry Form. This waste bin is for industrial waste materials. Burnable and non-burnable wastes need to be separated and packed in appropriate waste bags accordingly.

Paid disposal processing service is available for wastes you cannot take away with you. In order to use it you need to purchase designated plastic bags through the organiser. Wastes which are properly segregated, separated and packed in the designated bags will be collected for disposal at each team's designated service areas in Monday afternoon, and any wastes other than those will NOT be collected. The special waste bags can be ordered with the Entry Form. Please note extra charge will be applied for wastes which are not properly segregated, even if they are packed in the designated bag. Instructions on the segregation will be provided together with the waste bags.

There will be no waste bins in Rikubetsu Remote Service area, and please make sure you bring all the wastes back with you.

## 6 Two-way radio

### 6.1 Application procedure

The use of two-way radios is strictly controlled in Japan. Those wishing to use two-way radio communication equipment should complete the relevant section of the Entry Booklet in Appendix D, with details of the frequency, model number and transmission output of the radio. This must be returned to the Rally Secretariat at least three months prior to the rally. Some two-way radios may not be used in Japan depending on frequency and transmitting output.

Mr. Akira YONEZAWA  
Tel: +81(0)11 864 2003  
Fax: +81(0)11 864 1182  
Em: yonezawa@rally-hokkaido.com

## 7 Import of vehicles and spare parts

### 7.1 National laws / customs clearance

As internal shipping and freight charges can be expensive, Rally Hokkaido organisers recommend that all sea freight be imported through the closest Port of Tomakomai. Customs authorities there are familiar with customs procedures for overseas team competing at Rally Hokkaido. Container transportation from Tomakomai to the service park takes about three hours.

The general principles of customs clearance are as follows:

- (1) FIA CARNET is required and mandatory for all overseas registered cars that are to be driven on the public roads in Japan i.e. rally car, recce car, service van, other cars. A carnet certification document will be provided by JAF via the Organisers, that serves as temporary compliance and this should be carried within the vehicle. Every automobile (including rally cars and every foreign registered vehicle) which is driven on public road in Japan must be covered with Jibaiseki. (compulsory insurance)
- (2) ATA CARNET can be used for the following - for tools/parts/tyres (that are re-exported), and promotional items. All of the items imported under ATA Carnet are to re-exported after the rally. Even if it is temporary, the import of Contraband goods is prohibited.
- (3) PRO FORMA INVOICE - please check with the Organisers or your freight agent on use of pro-forma invoices.

Application for special permission of import of hazardous goods such as high pressure gas cylinders and medical supplies must be submitted with required documents. You are also required to arrange import of such items by yourself.

It is recommended that anyone wishing to import vehicles and goods for Rally Hokkaido contact the official freight agent for Rally Hokkaido -

Name:	KURIBAYASHI & Co., Ltd. Tomakomai Branch
Address:	13-16, Motonakano-cho, 2-chome, Tomakomai, 053-0005 Japan
Tel:	+81 144-32-3511
Fax:	+81 144-36-6839
Contact:	Mr Jungo KONO: kouno@kurinet.co.jp Mr Katsuyuki KOBAYASHI: kat-kobayashi@kurinet.co.jp

### 7.2 Vehicle regulations

Vehicles temporarily registered for Rally Hokkaido have to comply with the Road Vehicles Act and the Road Traffic Law and the provision of the JAF National Sporting Regulations for Vehicles (lighting devices, noise generated by the car, etc) except when Appendix J of the FIA International Sporting Code differs.

For vehicles that are not already registered in Japan, two documents are required and must be carried in the vehicles and a third is recommended for competition vehicles:

- (a) A translation of the Carnet, issued by JAF and distributed by the Organisers. This document serves as a temporary vehicle compliance document. For rally cars this is included in the entry fee, however for other vehicles minimal processing charge will be applied.

- (b) 'Jibaiseiki', compulsory insurance. Every automobile (including rally cars and every foreign registered vehicles, in addition to domestic cars) that drives on public road in Japan are required to be covered by it. The policy can be purchased with JPY6,500 for foreign vehicles not registered in Japan.
- (c) Rally car insurance in Third party insurance. This is recommended for rally cars and recce cars. The fee is approximately JPY20,000 depending on engine size.

The Entry Booklet in Appendix D contains a section on importing vehicles. Vehicle details are required for documents (b) and (c) above.

### 7.3 The condition for driving in Japan

International visitors should be aware that a valid Japanese license or International Driving Permit is required for driving on public roads. International Driving Permits MUST be issued under the 1949 Geneva Traffic Convention and this will be stated on the front of the document. Please contact the organisers if you are unable to obtain such a license.

German, French, Swiss, Italian, Belgian and Taiwanese driving license holders may request a translation of their license from JAF. The combination of this translation and your driving license is valid as an alternative to the 'Geneva Convention' International Driving Permit. Except the above driving license holders will be required to switch your license to Japanese one (Gaimen Kirikae).

The detail of Gaimen Kirikae is on the website: <http://www.jaf.or.jp/e/switch.htm>

## 7.4 Difference of Rules of the road

	International regulations	Japanese regulations
<b>Stop sign</b> When the intersection has the Stop sign as shown, all cars must come to a full stop and check in all directions before crossing		
<b>Light signals</b>		
<b>Level-crossings with gates</b> Drivers must stop in front of a level-crossing, even if there are no stop signs, gates, half-gates or light signals giving warning of the approach of trains. They shouldn't move off again until they have ascertained that no train is approaching.		
<b>Other level-crossings</b>		
<b>Do not overtake</b> You mustn't enter the right side of the road in order to overtake another vehicle in zones that have the road sign.		
<b>Compulsory minimum speed</b>		
<b>Maximum speed limit</b> It is expressed by " km " not " miles ". Don't exceed the maximum speed limit which is posted on the road signs		
<b>Pedestrian Crossing sign</b>		



Japanese regulations	
<p><b>Green arrow light</b> Vehicles may proceed in the direction of the arrow.</p>	
<p><b>No Right Turn, Left Turn etc.</b> Vehicles must not proceed in any direction other than that shown on the sign.</p>	
<p><b>Red flashing light</b></p>	<p>These are not common, but are located on some of the rural sections of road outside Sapporo and the other towns. Vehicles must stop at the stop line and make a safety check before proceeding</p>
<p><b>End of traffic regulation</b> End of regulation designated by the sign</p>	

- ★ Drivers must watch for and give way to pedestrians as they turn onto another road.
- ★ Drivers must travel on the left hand of the road.
- ★ Drivers must indicate to pull out from a stationary position, as they are turning, to overtake traffic traveling in the same direction, to change lanes and to overtake obstacles on the side of the road.

**The meaning of the center lines**

①

②

③

Drivers mustn't change lanes where the lanes are divided by a yellow line (①). If the lanes are divided by a white line and a yellow line parallel to it, the drivers on the side of the yellow line may not cross into the other lane (②). Drivers are allowed to cross into the other lane for overtaking (③).