

# Appendix 3 – Competing Abroad

## Common Regulations for

# Competing Abroad – Appendix 3

This brief outline is designed to help competitors and officials avoid problems which can be associated with competing at events overseas.

### General

Use this checklist if you are planning to compete abroad:

- Is the event on the FIA International Calendar (or the respective ASN's National Calendar for Competition with Authorised Foreign Participation), otherwise it could be a long trip for nothing.
- Have you got the right Competition Licence (International Driver and Entrant Licence or EU Licence, as appropriate)
- If you are taking any banned substance on the current WADA list, a TUE is only required **PRIOR** to competition for drivers who are competing in **FIA International events**. Please contact the MSA for further instructions.
- Have you 'permission to start'. Entry Forms often require the stamp of approval of your National Sporting Authority (the MSA). Your International Licence is also your 'Visa' authorising you to compete abroad. In case of doubt, the MSA can always stamp your entry form, but don't leave it until the last minute before the closing date for entries.
- Is/are your Licence(s) signed
- Do the Regulations call for you to take passport size photographs for event identification
- Do the Organisers require any specific paperwork, identification or information
- Do you have the right homologation/identity papers/log book.

### European Events

Holders of National A or International Licences may compete in events that are published on the respective ASN's National Calendar for Competition with Authorised Foreign Participation. They do so under the regulations for that event and under the jurisdiction of the appropriate ASN (National Sporting Authority).

These events will not be on the International Calendar.

See Section H for separate arrangements for Professional Drivers.

**Note:** Throughout these sections an asterisk (\*) indicates a requirement for additional information to be printed in the Supplementary Regulations (SRs).

*Text shown in Italics indicate a Regulation which may be amended in the SRs.*

### Travelling Arrangements

Taking competition cars and spares across international borders can be a fraught business and very time consuming. Allow enough time and ensure that your papers are arranged in advance.

### Personal Arrangements

- Take your Driving Licence even if you are the Co-Driver; many foreign countries insist on seeing this whether you are intending to drive or not. You may be refused the start without it
- Find out if the countries you are visiting require an International Driving Permit
- It is essential to have Green Card Insurance to protect yourself. In some countries an additional 'Bail Bond' cover is essential. (NB UK Third Party Fire and Theft cover is not necessarily valid abroad.) Always check with your motor insurer that your UK cover is valid in the country you are visiting
- Take the vehicle registration documents or an authority from the vehicle owner that you are entitled to be driving it (eg in the case of a company vehicle)
- Particularly with large or trailered vehicles, check that you are allowed to travel on the roads during weekends or public holidays (eg in France, Italy and Germany)
- Find out if you need a Travel Visa for the countries you are visiting
- Include your 'GB' plates
- Check which, if any, inoculations are necessary for each country you are visiting
- Take out Medical Insurance that covers you during an event as well as before and after.
- Check what emergency equipment you need to carry. Bulb kits, fire extinguishers, warning triangles and reflective clothing for example are mandatory in many countries.
- Make sure your vehicle's lighting complies with the requirements for the countries visited.

### Vehicles/Spares

When crossing any international border, particularly outside the EU, ensure you can account for all equipment, including trailers, trailered vehicles and spares. This should be done on entry and exit. Customs officers will need to ensure that you take out what you took in and any missing items are considered as having been sold and therefore could be liable for tax.

Some countries accept a list of equipment and spares deposited on arrival and cleared on departure at the same post (if you are sensible). Other countries, particularly, in the case of race vehicles and trailed equipment, require formal 'Carnet' documents with Bank Guarantees to the value of the equipment.

Lack of paperwork on arrival at a customs post could mean a fine in addition to delays. Even clearing Customs on entry without being checked does not mean you are clear; you will have to exit the country and you also may be subjected to roadside checks.

In general the more paperwork you carry the better. It can help to have paperwork for the event or an invitation or acceptance to compete to reassure Customs that your visit is genuine. Take duplicates or copies of all papers with you, and perhaps copies of the original invoices for the vehicles and spares to reduce the possibility of a VAT investigation on re-entry into the UK.

(Carnet de Passage) and more information can be obtained from: The RAC, The AA, Chamber of Commerce (ATA Carnet), Freight Transport Association (Owner Document Road Permit), HM Revenue and Customs. The motoring organisations may be able to offer both Personal and Vehicle Protection bonds in case of accident. Check out their schemes.

### Community Movement Carnets

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These are no longer required for movement between and through countries which are full members of the EU. This does not mean that you won't be stopped and asked to explain exactly what you have on board, so it is still a good idea to have some form of documentation to prove ownership.