



Qatar 2026

Official Rules

Chapter II



Shell
Eco-marathon

Table of Contents

1. General	4
Article 200: Participants	4
Article 201: Guest Policy	4
Article 202: Mandatory Documents.....	5
Article 203: Ordering Mandatory Equipment	5
Article 204: Insurance.....	5
Article 205: Damages Not Covered by the Organisers	5
Article 206: Drop Out Policy.....	6
Article 207: Event Schedule.....	6
Article 208: Logistics Information.....	6
2. Health, Safety, Security and Environment (HSSE)	8
Article 209: Smoking	8
Article 210: Drugs and Narcotics.....	8
Article 211: Alcohol	8
Article 212: Transport of Materials to the Event.....	9
Article 213: Participant Drones	10
Article 214: Disqualification	10
3. Paddock safety	11
Article 215: Paddock Access.....	11
Article 216: Tools and Work Equipment.....	11
Article 217: Complete Paddock Area Housekeeping	11
Article 218: Fire Safety	11
Article 219: Electrical Safety.....	11
Article 220: On-Site Welding Rules.....	12
Article 221: Safety Data Sheets (SDS)	12
Article 222: Emergency Exits.....	12
Article 223: Waste Management	12
4. Competition/Practice	13
Article 224: Technical Inspection	13
Article 225: Definition of Mileage Challenge Competition	13
Article 226: Attempt requirements	13
Article 227: Urban Concept compulsory stop	13
Article 228: Number of attempts	13
Article 229: Start and finish of the attempt.....	14
Article 230: Results verification	14
Article 231: Track map.....	15
Article 232: Flags on the track:	16
Article 233: Team Manager and Drivers' Accreditation	16
Article 234: Timekeeping.....	16
Article 235: Breakdowns and Other Incidents.....	16
Article 236: Panelling Area.....	16

5.	Global Championship	17
	Article 237: Qualification for the Global Championship	17
6.	Off-Track Awards	19
	Article 238: Introduction	19
	Article 239: Award application.....	19
	Article 240: Report format requirements.....	19
	Article 241: Data and Telemetry Award sponsored by Schmid Elektronik.....	20
	Article 242: Technical Innovation Award sponsored by Southwest Research Institute.....	21
	Article 243: Vehicle Design Award sponsored by Qatar Museums.....	21
	Article 244: Safety Leadership Award	22
	Article 245: Spirit of Shell Eco-marathon Award.....	23
7.	Awards and Prizes.....	24
	Article 246: On-Track Award Overview and Prizes	24
	Article 247: Off-Track Award Overview and Prizes	24
	Article 248: Certificates.....	24
	Article 249: Transfer of Prizes.....	24
8.	Miscellaneous Terms and Conditions	25
	Article 250: Photography and Videography Rights and Consent.....	25
	Article 251: Release from Liability	25

1. General

The Shell Eco-marathon Qatar 2026 Chapter II Rules should be read together with the [Shell Eco-marathon 2026 Official Rules, Chapter I](#), and all other rules and instructions of the Organiser, and apply during the entire duration of the participants' presence onsite.

Where terms have already been defined in the Shell Eco-marathon 2026 Official Rules, Chapter I, the same shall apply for Shell Eco-marathon Qatar 2026 Rules, Chapter II.

Qatar Shell Service Company W.L.L. (a company incorporated under the laws of the State of Qatar, having Commercial Registration No. 6290, and headquartered at Tower 121, 6th Floor, Zone No. 66, Street No. 100, Building No. 121, P.O. Box 3747, Doha, State of Qatar), hereafter known as "Event Organiser" or "Organiser" is the Organiser of Shell Eco-marathon Qatar 2026, the "Event".

The Event will be open to participants from January 21 – 25, 2026, at Lusail International Circuit, Doha, Qatar (the "Site"), a sport club operating under the guidance of the Ministry of Sports and Youth and incorporated by Minister of Sport decision No. (210) for the Year 2015, having its address at Al Wusail, North Relief Road, PO Box 23931 Doha, Qatar.

Article 200: Participants

- a. Each Team is allowed to bring a maximum of 15 Team Members to the competition, including Chaperones and Faculty Advisors. All Team Members must be:
 - i. Registered in the Logistics Phase on the registration website;
 - ii. Affiliated with the competing institute, whether as a student or faculty. Legitimate Chaperones, such as parents, are accepted.
 - iii. Over the age of 16.
- b. 14- and 15-year-olds may be accepted under the following conditions:
 - i. Allowed only if accompanied by a Chaperone. There must be at least one adult per two 14 and 15-year-old students, in addition to the Faculty Advisors or Team Manager. Teams with six or more students under the age of 16 will be allowed two extra slots for Chaperones. Refer to Article 0 vii in Chapter I for the definition of a Chaperone.
 - ii. Appropriate supervision plans detailing how the safety and welfare of the children will be ensured, must be agreed with the Organiser at shellecomarathon@shell.com prior to the competition and provided by the end of the Logistics Phase registration.
- c. Only these 15 registered Team Members will receive accreditation to access the paddock area. The team manager, driver and reserve driver will be given an additional wristband upon registration at technical inspection.
- d. Each team is responsible for all costs and expenses associated with participating in the event (i.e. travel to/from the Event, hotel accommodations, meals, vehicle costs, shipping and freight for vehicle, etc.)

Article 201: Guest Policy

Guests of registered team members can visit the Event from Thursday, January 22 to Sunday January 25 from 08:30 to 18:00.

These visitors will receive a specific lanyard for identification and have access to non-technical areas only. They will not have access to team garages, technical inspection, the pit lane, the track and the student amenities area.

Guest access will be on a first come, first served basis until we reach maximum capacity in the venue.

Guests are welcome to join a tour of the competition, hosted by one of our Shell Eco-marathon experts. Registration for these tours will be open on a first come, first served basis on each day of the event. Further details will be confirmed in due course.

Article 202: Mandatory Documents

At participant check-in, on Wednesday, January 21st, from 09:00 to 18:00, the Organiser will verify that all required documents have been submitted online by each Participant prior to the event via the registration website or e-mail. The Organisers will not authorise entry to the Event if the online registration requirements have not been successfully submitted.

a. Team documents (1 x team)

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

b. Individual documents (1 x registered team member)

- The Terms & Conditions of Participation accepted by each participant or parent/legal guardian.
- Venue waiver.

Article 203: Ordering Mandatory Equipment

This article applies to Teams in the Internal Combustion Category that do not yet have the required equipment. The following item is mandatory, must be purchased via the Event Organiser, and must not be modified.

Fuel tanks (gasoline, diesel, and ethanol)

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

Please visit mileage-challenge.com to place an order up to one week prior to the event. A limited number of fuel tanks are also sold on-site during the Event (teams must pay with a credit card; no cash or checks will be accepted).

Article 204: Insurance

The Organiser has as standard limited liability insurance for large scale events that only covers accidental death or disability.

This insurance policy does NOT cover:

- Damages concerning theft or other damage occurring to teams' vehicles, personal belongings and/or equipment;
- Damages derived from inappropriate behaviour;
- Personal injuries.

Teams should get sufficient insurance coverage both for themselves and their vehicles for the duration of the Event.

The Organiser shall not be held liable in the event of unauthorised use of the track (main track and the test track) outside the regularly scheduled hours for testing and competition, or in any case of unauthorised driving outside the stipulated areas (see Article 19 of the Chapter I Rules).

Article 205: Damages Not Covered by the Organisers

Any damage caused by participants to track facilities and surroundings and/or to Shell Eco-marathon facilities and/or the Site, including leaving equipment on-site, shall be charged to the teams having caused said damage. Notwithstanding any other right and remedies available to the Organiser, the Organiser reserves the right to deduct or set off any such damages from the prize money (if applicable), but liability shall not be limited to this amount.

Article 206: Drop Out Policy

Teams that wish to drop out from the competition must inform the Organiser via email at sellecomarathon@shell.com by December 17, 2025. See Article 2 n) of the Chapter I rules.

Article 207: Event Schedule

The official Competition Schedule is published in the [Shell Eco-marathon Results app](#).

This schedule includes all key timings related to the Event, such as participant registration, paddock opening times, technical inspection, track access, and ceremonies. The app serves as the official source for all schedule-related information.

The Organisers reserve the right to make changes to the competition schedule. Any updates or changes to the schedule will be clearly indicated within the app. Participants are responsible for checking the app regularly. The latest version of the schedule will always be available in the app and replaces any previously distributed versions.

Article 208: Logistics Information

a. Travel Stipend

A travel stipend will be offered this year to all competing teams travelling to Qatar. A competing team, for the purposes of this article, is defined by participation in Technical Inspection with a vehicle constructed on a best-effort basis to achieve a valid track competition result at the event. The amount is based on your team's country of origin and has been modelled to reflect the prevailing relative airfares from the respective country to Qatar. The amount will be paid after the Event to the bank account listed in the Payment Details Form submitted in the Logistics Phase.

The amounts per country of origin are presented below. Please email the Organiser at sellecomarathon@shell.com if your country is not on the list. The Organiser reserves the right to make changes to these amounts.

Country	Travel Stipend (USD)
Bahrain	\$ 1,000
Brunei	\$ 8,000
China	\$ 4,500
Egypt	\$ 1,500
India	\$ 1,000
Indonesia	\$ 4,500
Japan	\$ 5,000
Kazakhstan	\$ 3,500
Malaysia	\$ 5,000
Morocco	\$ 3,500
Nigeria	\$ 4,500
Oman	\$ 1,000
Pakistan	\$ 2,000
Philippines	\$ 4,500
Saudi Arabia	\$ 1,000
Singapore	\$ 3,500
Republic of Korea	\$ 4,000
Thailand	\$ 3,000
Tunisia	\$ 3,500
UAE	\$ 1,000
Vietnam	\$ 4,500

b. Accommodation

Participants are free to arrange their own accommodations independently. Shell is NOT responsible for your safety or security at any accommodations of your choosing. Please do your research and use your best judgment in booking accommodations.

c. Shuttles

There will be a shuttle running from Lusail Metro Station to the Site and back every day. Final schedule will be confirmed at a later date. Please note that the shuttle will depart from an alternative location on Friday due to the Metro opening later on this day.

d. Food

The Organiser will provide lunch for the registered Team Members only (up to 15 people per Team) from Wednesday, January 21, to Sunday, January 25. Participants are responsible for purchasing their other meals. Light snacks and beverages will be available to purchase at the Site. Teams can also bring their own food to the Site. Cooking is strictly prohibited anywhere in the venue. All food consumption must be limited to the catering area.

There are no ATMs available on-site.

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

The safety of our participants is the highest priority of the Organiser.

To achieve this and fulfil our duty of care to our participants and visitors, the Organiser will work with all relevant agencies (including local government, national regulators and venue related stakeholders) to put plans, policies and procedures in place to manage risk and potential emergency situations that arise.

The Organiser will ensure that these procedures and policies are communicated to the teams and compliance with all the rules, including safe driving, general behaviour and sporting rules, will be mandatory for everyone. All participants must comply with the safety measures and notify the Organiser about any anomalies or incidents.

Participants are required to play their part by applying the Health, Safety, Security and Environment (HSSE) Golden Rules.

The three HSSE Golden Rules are, YOU and I:

- Comply with the law, standards and procedures;
- Intervene in unsafe and non-compliant situations; and
- Respect our neighbours.

The Organiser will monitor and manage the event using a Safety Team who will be easily identifiable. The purpose of the Safety Team is to promote good practices, challenge unsafe conditions and behaviours, and assist the teams any way that they can. If a participant is asked for cooperation by the Safety Team, they should treat this with seriousness and comply with all reasonable requests.

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

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

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

Article 209: Smoking

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

Article 210: Drugs and Narcotics

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

Qatari government law forbids the distribution and the consumption of narcotics. Law enforcement officers may intervene anywhere on the premises for narcotic searches.

Article 211: Alcohol

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

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

Article 212: Transport of Materials to the Event

a. Delivery address

Lusail International Circuit
Al Wusail, North Relief Road
Doha, Qatar

[Team Name] Attn. [Team Manager Name] / [Team Manager Phone Number]

b. Vehicle delivery and pick-up

Commercial Freight

If the competition vehicle and related equipment is shipped by a commercial transportation company (freight forwarder), please adhere to the below:

- All commercial freight deliveries must be made on January 20, 2026, from 08:00 – 18:00 ONLY.
- All commercial freight pick-ups must be made on January 26, 2026, from 08:00 – 12:00 ONLY

No deliveries will be accepted before or after these dates, so make sure your transporter is aware of this. If your transporter arrives before or after these dates, delivery will not be possible and the truck will have to turn back.

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

Self Drive/Transport

If the competition vehicle is transported by the Team directly, in private vehicles or personal luggage, please adhere to the below:

- Deliveries can only be made on Wednesday, January 21, 2026, from 09:00 – 18:00, ONLY.
- All self-drive pick-ups must be made on Sunday, January 25, 2026, before 18:00 ONLY. Access to the site will NOT be authorised on Tuesday, January 26, 2026.

c. Dangerous goods

Commercial freight transportation regulations are complex, and Shell Eco-marathon student teams are required to seek and understand the current restrictions/regulations from their commercial freight company as early as possible, per Article 24k of Chapter I.

GAC is the official freight partner for the Event. They are able to advise on the process of packing and shipping your Shell Eco-marathon vehicle to the Event. This includes specialist advice on shipping restrictions/regulations for any chemicals and batteries you might be bringing. Please contact them at sports.qatar@gac.com if you require a quotation or need any information.

Commercial transport of Dangerous Goods such as batteries, pressurised containers or flammable liquid is heavily regulated. Details on where to obtain further guidance on shipping of Dangerous Goods can be found in the Dangerous Goods Shipping Guide.

All commercially shipped vehicles will be inspected upon arrival by a certified Dangerous Goods Inspector. Should Teams be found to have contravened internationally recognised standards for the shipping of Dangerous Goods, penalties laid out in Article 8 of Chapter I, up to and including immediate team disqualification even if no prior violation has occurred, may be levied.

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

d. Exportation

Teams are required to comply with the legal terms governing the importation of their cargo. For instance, if a vehicle is imported under a Temporary Import Bond, it must be re-exported by the bond's specified expiry date. The Organisers

reserve the right to remove and dispose of any cargo that is in breach of these import conditions. All associated costs will be borne by the Team. Furthermore, Travel Stipends outlined in Article 208 will only be disbursed after the cargo has been successfully exported.

Article 213: Participant Drones

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

Article 214: Disqualification

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

3. Paddock safety

Article 215: Paddock Access

The Paddock will be open to teams:

- January 21(check-in day): 09:00 – 19:00, for participants with the appropriate accreditation, after check-in and HSSE induction.
- January 22 to 24: 07:00 – 19:00
- January 25: 07:00 – 18:00. All teams and equipment must be out of the paddock spaces by 18:00.

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

Article 216: Tools and Work Equipment

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

- Electrical equipment: this must be properly rated for use in Qatar;
- Only approved universal adaptors are to be used for all appliances and power tools;
- All air compressors must have a suitable test certificate.

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

Article 217: Complete Paddock Area Housekeeping

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

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

Article 218: Fire Safety

The Organiser stresses that teams must take managing fire risks with utmost seriousness. Any improper fuel storage or poorly mitigated fire risks deemed to contribute to an unsafe condition will lead to the removal and disposal of the offending items. At the Event, teams will be briefed on rules and guidelines for fire safety. Team managers will be required to ensure that their team strictly adheres to the rules and guidance provided.

The Organiser will provide fire extinguishers for the paddock area.

Article 219: Electrical Safety

Teams must ensure that the tools and equipment that they bring to the Event are safe for use in Qatar (240V, 50Hz) and without defects. Example of defects include, but are not limited to, damaged plugs, exposed wires

and malfunctioning parts. If the equipment is rated for a different voltage, please use it with an appropriate voltage adaptor.

The Safety team will be patrolling the paddocks to inspect the equipment to ensure compliance. In the event the Organisers are of the view that such tools and equipment is/are unsafe, the Organisers have the sole and absolute right to confiscate the item for return at the end of the Event.

Additionally, teams must comply with the following regulations:

- Fire blankets or lithium polymer battery bags must be used when charging lithium batteries (see Chapter I Article 24j); and only chargers specifically made for the type of battery should be used. Programmable chargers should be set at the right setting before charging. Batteries must not be left to charge unattended.

Article 220: On-Site Welding Rules

On-site welding and cutting/grinding will only be performed by a professional group arranged by the Organiser.

No welding or grinding work is to be carried out in the paddocks. Teams are not authorised to bring their own welding equipment to the event site. Any welding equipment found will be confiscated for the duration of the event.

The welding service is for minor modifications or repairs only. Vehicles requiring major modifications must have the Technical Director's approval.

Article 221: Safety Data Sheets (SDS)

Except for approved race fuels or energy sources, upon request by the Organisers, all teams should be able to provide the SDS of any products they use in their garages, e.g. solvents, cleaning agents, chemicals, etc. These should be stored with the materials and must be available on request.

Article 222: Emergency Exits

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

Article 223: Waste Management

Participants are responsible for the cleanliness of their garages and the immediate area surrounding their garage.

The Organisers will put in place a sorted waste collection system at the Site. Participants are required to sort their waste and to place it in the appropriate containers and bins. Teams are reminded to adopt a responsible approach at this Event, to recycle and reuse items, and avoid wastage.

All unused and waste liquid chemicals/lubricants must be surrendered at the waste collection point at the end of the Event. It must not be disposed of by pouring down the sink or drain or discarded in the paddocks.

4. Competition/Practice

Article 224: Technical Inspection

- a. Technical Inspection is intended to assess the Team's compliance with applicable requirements set out in Chapter I. All vehicles must pass Technical and Safety Inspection before being permitted to participate in competition attempts. For practice runs, only a Safety Inspection is required, as outlined in Article 13.
- b. Technical Inspection is available only during official inspection hours. Teams must present their vehicle at the designated inspection area during these times.
- c. Before entering the Technical Inspection Queue, Teams must complete a self-inspection checklist, which will be provided by the end of the Logistics Registration phase.
- d. Teams may complete Technical Inspection over multiple sessions and return for further checks as needed. There is no limit to the number of inspection attempts. All vehicles must pass inspection before the published deadline to be eligible for competition attempts.
- e. A maximum of three team members may accompany the vehicle during inspection. Team members may rotate based on required expertise. At least one student team member should be present at all times during technical inspection to operate the vehicle and respond to inspector questions. All questions during inspection should be answered by student team members.
- f. Teams who pass Technical Inspection after the first competition session has started will receive half of the defined number of attempts. OR Teams who pass Technical Inspection before the first competition session will receive two additional attempts.

Article 225: Definition of Mileage Challenge Competition

The Mileage Challenge is an efficiency-based competition where teams aim to achieve the highest possible energy efficiency within their respective vehicle category and energy class. Vehicles must complete a set number of laps within a set amount of time, with multiple attempts permitted.

Article 226: Attempt requirements

For the attempt to be valid, teams must complete four (4) consecutive laps in a maximum time of 35 minutes for a total distance of 14.8 km. The time requirement for Prototype and Urban Concept vehicle categories is the same.

Article 227: Urban Concept compulsory stop

Drivers of Urban Concept vehicles must stop twice per lap at designated locations, which will be confirmed at the event. Each stop point will be clearly marked and supervised by a Track Marshal.

Vehicles must come to a complete stop before the stop line, no more than three car lengths away. If the area is occupied, drivers may stop safely behind other vehicles.

Failure to stop correctly or performing a rolling stop will invalidate the attempt.

Article 228: Number of attempts

Each team will be limited to a maximum of six (6) attempts on track. The best result from each team will be taken for the final competition classification.

An attempt is counted when the vehicle crosses the start line.

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

Article 229: Start and finish of the attempt

a. Eligibility to Start

Only vehicles which have passed technical and safety inspection will be allowed in the queue to access the starting line. In addition, both the Team Manager and Driver must have attended the mandatory briefing held on the day of the attempt, see Article 12 in the Chapter I Rules.

b. Participants in Starting Area

The vehicle may be accompanied by the Driver and up to two Pit Crew members, who have the appropriate armbands or vests. Once the vehicle has left the starting line, all non-driving participants must leave the starting area.

The starting area is dedicated for the Driver to take his/her place in the vehicle in safe conditions, and to close the vehicle body. It is forbidden to work on the vehicle in this area. No equipment will be tolerated in the starting area, e.g. heater system, trolley, toolbox, etc.

c. Start line procedures

As per Chapter I, Article 14, vehicles must be at a complete stop before starting and may not receive any external assistance. Pushing the vehicle is strictly prohibited. Drivers must wait for the green flag signal from the flag bearer before entering the track at the designated merging point. Crossing the solid demarcation line between the pit lane and track is forbidden.

If a team is unable to start their vehicle within 30 seconds, they must leave the Starting Area and rejoin at the end of the queue when ready to attempt again.

d. Finish line procedures

Team members, who have the appropriate ID badges, wristbands and armbands or vests must be present in the designated track exit area to receive the vehicle once it exits the track.

Competitors are not allowed to work on their vehicles or manipulate their on-board telemetry system prior to inspection of the vehicle by the Inspectors. The Technical Team are the only people authorised to fill or top up the tank.

Article 230: Results verification

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

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

Article 231: Track map

The track layout is shown on the image below. Track coordinates can be found at the [Shell Eco-marathon Data and Telemetry Portal](#).

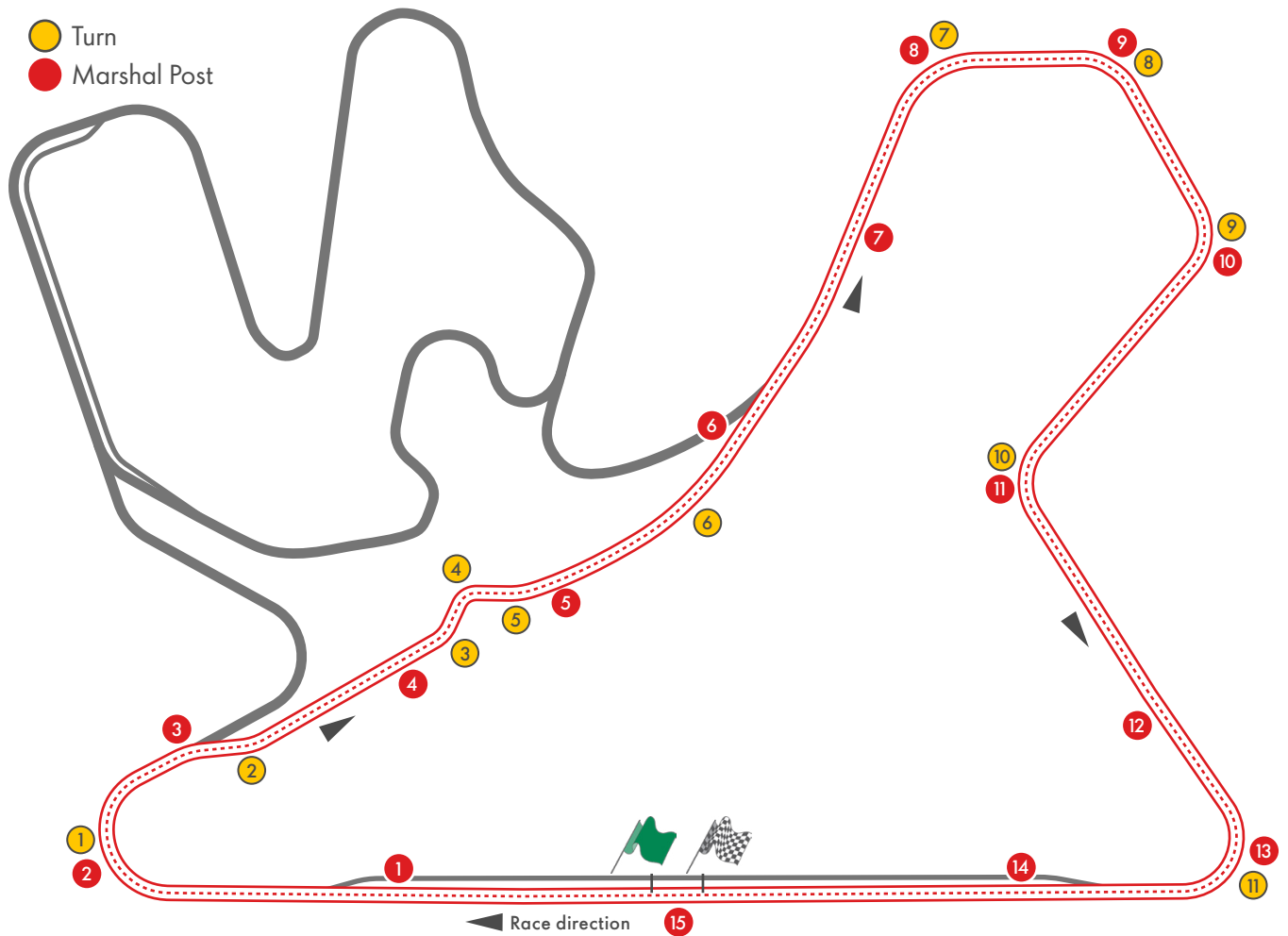


Figure 1 - Shell Eco-marathon Qatar 2026 track representation

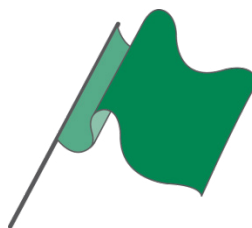
Article 232: Flags on the track:

The following flags may be used during the competition by the Track Marshals.



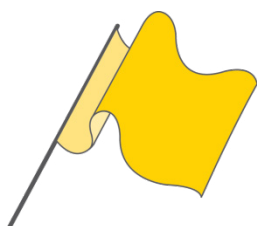
Checkered Flag

End of competition, arrival at finish line



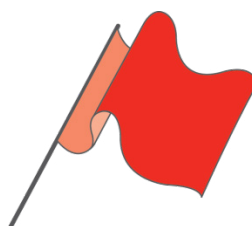
Green Flag

Track access is authorized



Yellow Flag

Danger on track, no passing allowed



Red Flag

Mandatory stop under the orders of race management

Article 233: Team Manager and Drivers' Accreditation

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

This will be your reference for:

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

Article 234: Timekeeping

All vehicles will be fitted with a transponder after technical inspection. Placement will depend on the vehicle's design and may be inside or outside the body, secured with adhesive tape or similar.

In case of a malfunction of the transponder during an attempt, the attempt will be voided, and a replacement attempt will be awarded if the malfunction is verified by the Organisers. The ability to use this attempt will depend on the remaining time in the competition.

Transponders must be returned to the Technical Team during Participant check-out at the end of the event.

Article 235: Breakdowns and Other Incidents

In the event of a red flag, vehicles on track may be granted a replacement attempt, depending on the circumstances and remaining track time. For further details, refer to Article 18 in Chapter I in the Chapter I Rules.

Article 236: Panelling Area

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

5. Global Championship

Article 237: Qualification for the Global Championship

a. Purpose

The Shell Eco-marathon Global Championship 2027 brings together the most capable, innovative, and well-rounded student teams from around the world through an invitation-only format. Invitations are based on a structured qualification process during the 2026 season, recognising Educational Institutions that demonstrate consistent excellence both on and off the track.

b. Eligibility criteria

Points are awarded per Team, but qualification is granted per Educational Institution. To be eligible for qualification:

- i. Teams must compete in an official vehicle category and energy class.
- ii. Teams must comply with all applicable technical and safety regulations.
- iii. Teams must record at least one valid attempt in competition.
- iv. If multiple Teams from the same Educational Institution qualify, only the highest-ranking Team is considered, and the next eligible Educational Institution will be selected.

c. Qualification method

At Shell Eco-marathon Qatar 2026, the four (4) Educational Institutions with the highest total score will qualify for the 2027 Shell Eco-marathon Global Championship. Each Team may earn up to 100 leaderboard points, based on the following components:

Qualification Area	Description	Max Leaderboard Points
On-Track Efficiency	Based on relative energy efficiency from most efficient attempt.	70
Off-Track Awards	Based on placements in Off-Track Awards.	30

d. On-Track Efficiency (maximum 70 leaderboard points)

Leaderboard points are awarded based on a Team's average energy efficiency compared to the best performance in their vehicle category and energy class.

For qualification scoring, only the best half of the available official attempts will be considered, rounded down, with a minimum of two. For example, if six attempts are available, the best three will be used; if five, the best two. If the number of attempts is changed during the event (e.g. due to weather), the number of scoring attempts is adjusted accordingly. If an individual Team loses attempt opportunities due to team-specific reasons (e.g. late technical inspection, penalties), this does not affect the number of attempts used for qualification scoring.

The Team's average over these best attempts is compared to the best result in the same category/class and scaled to a maximum of 70 leaderboard points.

Formula:

$$S_{ontrack} = 70 \left(\frac{E_{avg}}{E_{best}} \right)$$

Where:

- $S_{ontrack}$ = Leaderboard points for On-Track Efficiency
- E_{avg} = Average of the Team's best valid efficiency results.
- E_{best} = Best efficiency result in the same category/class at the event.

If a Team has no other competitors in their category/class (i.e., no other Team has ranked on the leaderboard), the resulting leaderboard points will be reduced by 50%.

e. Off-Track Awards (maximum 30 leaderboard points)

For every Winning Off-Track Award, excluding the Spirit of Shell Eco-marathon Award, Teams earn 4 stage points. For every Runner-Up (second place) Teams earn 3 stage points. Each Team's stage points are summed. The Team(s) with the highest total sets the benchmark, and receive(s) the maximum leaderboard points. All other Teams receive a proportional score out of 30.

Formula:

$$S_{offtrack} = 30 \left(\frac{P_{team}}{P_{max}} \right)$$

Where:

- $S_{offtrack}$ = Leaderboard points for Off-Track Awards
- P_{team} = Total stage points earned by the Team.
- P_{max} = Highest total stage points by any Team at the event (benchmark).

f. Host country qualification

As the host country for the Shell Eco-marathon Global Championship 2027, Qatar will receive one guaranteed qualification slot. If no educational institution from Qatar qualifies through the standard method, the Qatari Team with the highest total points will be used to determine the Educational Institution awarded the Host Country qualification.

g. Final confirmation and invitation

All qualification results are subject to review and final confirmation by the Organisers. Invitations to participate in the Shell Eco-marathon Global Championship 2027 will be issued to the qualifying Educational Institutions following this confirmation.

A formal invitation will be sent to the Faculty Advisor of each qualifying Educational Institution within three working days after the event. The Educational Institution will have up to two weeks to accept or decline the invitation. If an invitation is declined, or if no response is received within the timeframe, the invitation will be extended to the next eligible Educational Institution based on the final rankings, until all qualification slots are filled.

Participation is subject to formal acceptance of the invitation and compliance with all event-specific requirements for the Shell Eco-marathon Global Championship 2027.

If the qualifying Team is made up of Participants from multiple Educational Institutions (Chapter I, Article 2e), the invitation will be extended to the Leading Institution.

6. Off-Track Awards

Article 238: Introduction

Shell Eco-marathon Off-Track Awards celebrate achievements that go beyond performance on the track, recognising creativity, teamwork, innovation, and commitment to safety and communication, all essential to building a successful project.

These awards highlight the broader skills students develop through Shell Eco-marathon, such as design thinking, leadership, and storytelling. For awards requiring an application, preparing a submission is itself a valuable learning experience; for others, all attending Teams are eligible for recognition based on their conduct and spirit.

Judges may engage with Teams during the Event, and student Team Members must be available to respond to questions or provide supporting evidence if requested.

Article 239: Award application

- a. The following awards require a written report to be eligible for consideration:
 - i. Data and Telemetry Award sponsored by Schmid Elektronik
 - ii. Technical Innovation Award sponsored by Southwest Research Institute
 - iii. Vehicle Design Award sponsored by Qatar Museums
- b. The following awards do not require a written report or application; all Teams in attendance are eligible.
 - i. Safety Leadership Award
 - ii. Spirit of Shell Eco-marathon Award
- c. Applications are voluntary and must relate directly to the Team's Shell Eco-marathon project.
- d. Previous winners and runners-up may not re-apply with the same project. Reports must clearly differ from any previously awarded entries.
- e. If multiple Teams from the same Educational Institution apply for the same award, their submissions must be sufficiently distinct; otherwise, all submissions may be disqualified.
- f. By applying for an award, Teams agree that the Organisers may publish their report on the Shell Eco-marathon website, to recognise achievements and share learnings with other Teams.
- g. Submission deadlines for awards requiring a submission are two weeks before the start of the Event.
- h. Teams may use generative AI or large language model (LLM) tools to support their submissions (e.g., drafting or editing text). However, the content must represent the Team's own ideas, work, and analysis. Judges will look for originality, clarity of thought, and the students' own perspective, rather than text produced primarily by AI tools.

Article 240: Report format requirements

- a. Reports must be written in English and submitted in PDF format.
- b. Minimum font size: 10 points.
- c. Reports must include the Team ID and Team name on the cover page, and in the header of each following page.
- d. Personal details (e.g., individual names or contact information) must not be included.
- e. Reports must adhere to the defined maximum page count for each award.
 - i. All components of the report, including the cover page, references, tables, and appendices, count toward the maximum page limit.
 - ii. These limits will be automatically checked by software and strictly enforced. Reports exceeding the limit will be disqualified without notice.

Article 24I: Data and Telemetry Award sponsored by Schmid Elektronik

a. Overview

As announced in the 2026 Official Rules, Chapter I, this season introduces a refreshed competition format and sets the stage for the next level of Data and Telemetry. Building on past successes of the Telemetry System for Urban Concept vehicles, the Bootcamps, and the Off-Track Awards, responsibility for Data and Telemetry now shifts to the Teams.

Shell Eco-marathon and Schmid Elektronik aim to support Teams of both vehicle categories in designing their own solutions for capturing data and analysing track performance as we take this journey together. To reflect this, a new question has been added to the award requirements.

This Off-Track Award helps your driver and vehicle reach the next level in the Mileage Challenge by weaving data and precision into your strategy. It recognises your competitive edge on-track by rewarding the effective use of race data to optimise vehicle performance, refine race strategy, and improve driving tactics – ultimately enhancing on-track results through better energy and time efficiency.

A data-driven approach allows you to address a well-known multi-objective racing problem by developing an optimised strategy that:

- i. Accounts for the straights, slopes, crests, and corners of a track.
- ii. Balances maximum energy efficiency with minimum lap times.
- iii. Ensures driver safety in all conditions, including rain and wind.

The referenced race data must come from your own Telemetry System. This can be either an existing one or a fully conceptual design. Assume you receive a Joulemeter, and depending on your energy class, a Liquid Flowmeter or a Gas Flowmeter, with a data API via Bluetooth or CAN (Controller Area Network, M12 connector). Your task is to connect these energy sensors to your onboard computer and IoT platform.

Answers to the following six questions will be used in judging the submissions:

- i. Data Strategy to Achieve the Three Goals
Given the above goals, what is your overall data strategy, and which parameters related to driver (e.g. weight), vehicle (e.g. speed, energy usage, powertrain condition) and context (e.g. track map, weather data) parameters do you consider relevant for achieving them?
- ii. Capturing Data with a Telemetry System
Based on the required data from (i), how would you design your Telemetry System to capture real-time or near-real-time data? What hardware and software concept do you foresee for your onboard computer? Which components could you develop in-house? What specific technology, sensors, or training would you require from Schmid Elektronik to enable you to build your own Telemetry System?
- iii. Gaining Knowledge from Race Data
What race-related patterns, insights, and knowledge do you derive from the captured data (ii), and which mathematical methods, algorithms, and data-science techniques (e.g. modelling, simulation, machine learning, neural networks, knowledge graphs) do you use to develop your race strategy (iv)?
- iv. Data-driven Race Strategy Development
What is your overall race strategy for keeping your vehicle close to the global optimum under varying driving conditions, while maintaining the three contest goals? How do you use the knowledge from (iii) to make your strategy data-driven, smart, adaptive, and competitive?
- v. Driver Performance on Track
What cues or previews emerge from your strategy (iv), and how do they support your driver's decision-making and manoeuvres in specific driving situations or edge cases while on track?

vi. Qualitative and Quantitative Results Improvement

How does your data-driven approach (i-v) deliver the best possible on-track performance, balancing energy efficiency, lap times, and safety? How did you address the multi-objective racing challenge? What improvement (in %) do you expect in speed and energy usage? Provide supporting analysis.

b. Eligibility

To be eligible for this award, the Team must have successfully passed technical inspection.

c. Objective

Teams must answer the six questions and explain how their expected outcomes improve energy efficiency, track performance, and contribute to the overall goals of Shell Eco-marathon. Participants are encouraged to think creatively, explore unconventional ideas, and even pursue disruptive approaches – such as applying information theory, data science, or AI principles to solve challenges.

d. How to participate

Teams wishing to participate must submit design documentation consisting of an executive summary and a technical description covering items (i)–(vi). The maximum page count is 10 pages.

Article 242: Technical Innovation Award sponsored by Southwest Research Institute

a. Overview

This award is presented to the Team which demonstrates outstanding technical ingenuity along with optimal use of new materials, components, methodology and inventions in their drive train, chassis, body, instrumentation, or tyres. Teams should focus on one specific innovation in their submission.

b. Eligibility

To be eligible for this award, the Team must have at least one valid competition attempt, i.e. the Team must have a result on score board.

c. Objective

Teams will be required to explain their innovative concept, its features, and its benefits, how it relates to the Shell Eco marathon competition and the potential it has for ‘real world’ application. Submissions that provide in-depth information on a specific innovation are preferred over those that give a general overview of multiple innovations to the project vehicle.

Teams are strongly encouraged to consider all intellectual property developed in conjunction with the Shell Eco marathon programme as valuable assets and seek professional advice about its protections through patents or trademarks before publishing.

d. How to participate

Teams interested in the Technical Innovation Award must apply with a report of maximum 10 pages, which must include an Executive Summary at the beginning of the submission that answers the following questions, at minimum:

- i. Describe the specific innovation.
- ii. What makes the innovation unique/novel?
- iii. Is the concept relevant to real world applications? If so, how?

Article 243: Vehicle Design Award sponsored by Qatar Museums

a. Overview

This prize recognises innovative design research and execution and will be awarded to the Team that presents the most original and coherent vehicle in terms of aesthetics, ergonomics, technical feasibility, aerodynamics, and sustainability practices during the vehicle design and production process. Each of these five (5) criteria will be weighted equally in the Jury’s decision.

b. Eligibility

To be eligible for this award, Teams must have successfully passed the Technical Inspection.

c. Objective

Teams are required to describe their design approach, the foundation for their research, factors that make this design special, and issues and solutions encountered during the vehicle production process. Photographs, drawings, and/or animations must be included to illustrate the process.

d. How to participate

Teams must submit a report of maximum 15 pages, which contain as a minimum the following information:

- i. Description of the original design idea the Team pursued and the rationale behind it.
- ii. A minimum of seven (7) images of the vehicle (photographs or drawings) which represent the vehicle, such as:
 - 3/4 front perspective view
 - 3/4 rear perspective view
 - Direct Front view
 - Direct Rear view
 - Side view
 - Top view
 - Cockpit view
- iii. A brief project timeline and overview of the Team structure and work allocation.
- iv. The first year this vehicle participated in Shell Eco-marathon.
- v. New developments for the current year (if the vehicle has participated before).
- vi. Research and tests conducted on the vehicle's aerodynamics, with an emphasis on their impact on both design and energy efficiency.
- vii. Details about vehicle safety and driver ergonomics.
- viii. Details about sustainable practices implemented and sustainable materials used and how well they can be recycled, repurposed, etc.

Article 244: Safety Leadership Award

a. Overview

This award is presented to the Team which, in the opinion of the Organisers, demonstrates the best overall Health Safety Security and Environmental (HSSE) performance onsite throughout the duration of the Event.

b. Eligibility

All Teams participating in the Shell Eco-marathon Qatar 2026 event are eligible for this award.

c. Objective

The Organisers will base their judgment on interactions of the participating Teams with the onsite Safety Team and consider the following points:

- i. Paddock condition, planning and management
 - How is the paddock set out?
 - Has HSSE been considered in the layout and usage of the space?
 - Are materials and equipment stored and handled safely?
- ii. Safety Leadership

- Is the Team role modelling safe behaviour in their interactions within their Team and with others?
- Are they supporting other Teams in ensuring safe working and safe behaviours?

iii. Compliance

- Are all Participants of a Team behaving in a safe manner and within the site rules?
- Has the Team interacted with the onsite Safety Team effectively?
- How has the Team dealt with any problems, issues, challenges or feedback received on any HSSE related matter?

d. How to Participate

There is no requirement to submit documentation to the Organisers before or during the Event. However, Teams are strongly encouraged to engage proactively with the on-site Safety Team throughout the Event regarding their HSSE performance, as well as any questions, issues, or concerns that may arise.

Article 245: Spirit of Shell Eco-marathon Award

a. Overview

This Off-Track Award celebrates Teams that demonstrate the spirit of Shell Eco-marathon, defined by perseverance, innovation, and collaboration. It recognises those who go beyond technical achievement to show exceptional character, resilience, and support for others throughout the Event.

b. Eligibility

All Teams participating in the Shell Eco-marathon Qatar 2026 event are eligible for this award.

c. Objective

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

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

d. How to Participate

There is no requirement to submit documentation to the Organisers before or during the Event. Teams may nominate other Teams for this award, but self-nominations are not permitted.

7. Awards and Prizes

Article 246: On-Track Award Overview and Prizes

The following prizes are awarded separately for both the Prototype and Urban Concept categories.

Shell Eco-marathon On-Track Award	Amount in USD	Comment
Internal Combustion Winner	\$ 3,000	Prize Money, Trophy, on-stage Winners Ceremony
Internal Combustion Runner-up	\$ 2,000	Prize Money only
Internal Combustion 3rd place	\$ 1,500	Prize Money only
Internal Combustion 4th place	\$ 1,000	Prize Money only
Internal Combustion 5th place	\$ 750	Prize Money only
Internal Combustion 6th place	\$ 500	Prize Money only
Battery Electric Winner	\$ 3,000	Prize Money, Trophy, on-stage Winners Ceremony
Battery Electric Runner-up	\$ 2,000	Prize Money only
Battery Electric 3rd place	\$ 1,500	Prize Money only
Battery Electric 4th place	\$ 1,000	Prize Money only
Battery Electric 5th place	\$ 750	Prize Money only
Battery Electric 6th place	\$ 500	Prize Money only
Hydrogen Fuel Cell Winner	\$ 3,000	Prize Money, Trophy, on-stage Winners Ceremony
Hydrogen Fuel Cell Runner-up	\$ 2,000	Prize Money only
Hydrogen Fuel Cell 3rd place	\$ 1,500	Prize Money only
Hydrogen Fuel Cell 4th place	\$ 1,000	Prize Money only
Hydrogen Fuel Cell 5th place	\$ 750	Prize Money only
Hydrogen Fuel Cell 6th place	\$ 500	Prize Money only

Article 247: Off-Track Award Overview and Prizes

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

Shell Eco-marathon Off-Track Award	Amount in USD	Comment
Winner	\$ 3,000	Prize Money, Trophy, on-stage Winners Ceremony
Runner-up	\$ 1,500	Prize Money only

The Spirit of Shell Eco-marathon Award has only one Winner (no Runner-up). The Vehicle Design Award has one Winner in each vehicle category (Prototype and Urban Concept), with no Runner-up.

Article 248: Certificates

Individual result certificates will be issued to the registered participants of all participating Teams. These certificates will be available during the week following the competition.

Article 249: Transfer of Prizes

No substitution or transfer of prizes is allowed. The Organisers reserve the right to award alternate prizes in the event a prize is unavailable. The Organisers also reserve the right to not award any prize should there be no eligible entries or winners.

8. Miscellaneous Terms and Conditions

Article 250: Photography and Videography Rights and Consent

- a. Participants may be recognisable in photos, audio, and video recordings ("Media") made by the Organisers or third parties at all events. The Participants will be notified through signage at the event that such Media recordings are taking place and may choose to object to such recordings by removing themselves from the event.
- b. Where the Participant is an adult (above 18 years of age at the commencing date of the event), they declare through their acceptance of the Terms and Conditions of Participation for the event that they permanently relinquish all rights to the Media for use in both internal and external communications (including but not limited to promotions, advertising, internet presence, TV and radio reports and press reports). The usage and storage of these materials are governed by the [Shell Eco-marathon Privacy Policy](#).
- c. Where the Participant is a minor (below 18 years of age at the commencement of the event), consent is initially required before the gathering of such Media. A parent/guardian(s) can sign an optional consent form allowing Media to be taken of their child/ward. Consent of the Participant can be withdrawn at any time as per the terms set out in the [Shell Eco-marathon Privacy Notice](#). Should the parent/guardian choose not to sign, the minor Participant will be given an additional unique lanyard which will act as a visual indicator that no Media is to be taken of them.
- d. By exception to Article 246 (a – c), where Media is submitted by Participants, it is the Team Manager's responsibility to ensure that any pictured Participant has provided the appropriate consent.

Article 251: Release from Liability

The Organiser, its parent Shell plc and all of its and their respective officers, directors, employees, shareholders, representatives and agents shall have no liability and will be held harmless by participants and institutions for any claim, action, liability, loss, injury or damage to any participant, Institutions and/or any other person or entity, including personal injury or death to any person or damage to personal or real property, due in whole or in part, directly or indirectly by reason of participation in this contest, or the acceptance, possession, use or misuse of a stipend and/or a prize (including any travel or related activity).

Without prejudice to the aforesaid, participants and institutions acknowledge that they will read, understand, accept and execute the Terms and Conditions of Participation document provided by Shell in order to participate in the Event.

