

NEWSLETTER #2



NEWSLETTER #2 CONTENTS

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LETTER FROM SCOTT FLAVELLE AND KEVIN HODDER

Greetings Eco-Challengers!

We've recently returned from Fiji having climbed, trekked, biked, bushwhacked, paddled, rappelled, sailed and swam the entire race route. Wow! What an epic adventure we have in store for you. The course is wild, gritty and technical, and we can't wait to share it with you come September!

One change that we want to inform you of is that packrafting will no longer be a part of the expedition in Fiji. Course-testing has proven that it would be much better to use stand up paddleboards on that particular body of water instead of packrafts. The good news for you is that your pack just got lighter!

Our time on the course really hammered home the importance of having solid skills in navigation, route-finding and decision making. These abilities are not only essential for your success on the expedition but also for your safety. At many places, your team must determine which route to follow between checkpoints. Inherent with this choice is the responsibility of determining whether a river is safe to cross, a section of jungle is possible to travel through at night, a storm is possible to sail through, etc. These are all decisions that will be left up to you as a team. We urge you to make good use of the next few months to improve your technical skills and team dynamics. Even the best can get better!

There is a saying in Fiji that, "even the ocean is hilly"! This is a funny way of letting visitors know that they probably won't encounter flat ground nor smooth seas on their journey. Please be aware of this fact when determining your training regimen. Be prepared for choppy seas and expect the trekking and mountain biking sections to be relentlessly hilly. The Fijian topography combined with the density of vegetation and prohibitive climate is certain to bring unprepared athletes to the brink.

As you can imagine, the rivers in Fiji can rise and fall rapidly due to periodic and intense rainfall. These elements can turn a small creek into a significant river in a very short amount of time. This will have an obvious effect on the skills that you will require on the river paddling legs. Less obvious, though, may be the fact that river-crossing skills on the trekking and mountain biking sections will also play a key role in your safety and success. Please realize that you will have to walk (or swim) across numerous rivers on the course. Sometimes you will have to do so while carrying your mountain bike. Practice accepted individual and team river-crossing techniques (while carrying mountain bikes and packs) extensively during your preparation.

As mentioned previously, the course will require you to navigate through significant sections of dense jungle and getting lost may have serious consequences.

LETTER FROM SCOTT FLAVELLE AND KEVIN HODDER CONT.

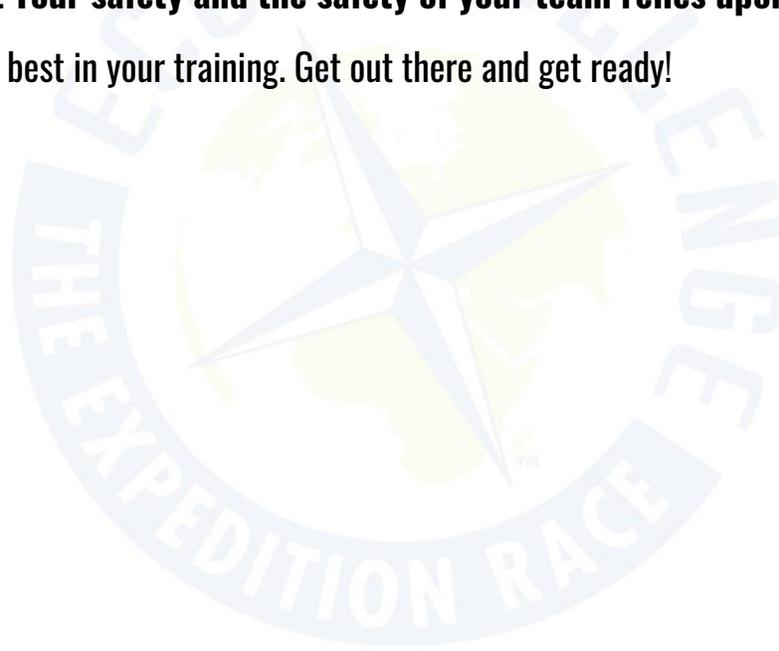
Remember, the use of GPS devices of any kind is strictly prohibited. You must be skilled at using the map, compass and altimeter as your main tools. Only those teams who have adequately honed their navigation skills (through both dense forest and open terrain) will be able to progress efficiently along the course. Your team must also be prepared to perform your own self-rescue and first aid. This is an expedition, not a vacation, after all and although we'll have medical resources that may be dispatched in case of emergency, you should not expect immediate rescue at any point along the course.

Please review the Certificates of Ability that your team will complete as soon as they are posted on the competitor website. Your technical ability must be at the minimum level dictated by these certificates. Each document must be signed by a qualified guide or instructor. We urge you to be diligent and receive the best instruction and evaluation of your skills as possible. There are no shortcuts to this process. **Your safety and the safety of your team relies upon these skills.**

For now, we wish you the best in your training. Get out there and get ready!

Sincerely,

Scott and Kev



NOTE FROM MINDY ZEMRAK AND ASHLEY HOLT, COMPETITOR RELATIONS TEAM

Hi Everyone,

It's been great getting to know you all the last few months. We hope that you've been enjoying your training! Currently, you don't have many deadlines to satisfy for us, so use the time to get ready for the race! Please read the newsletter carefully and as always, feel free to contact us with any concerns or questions you have!

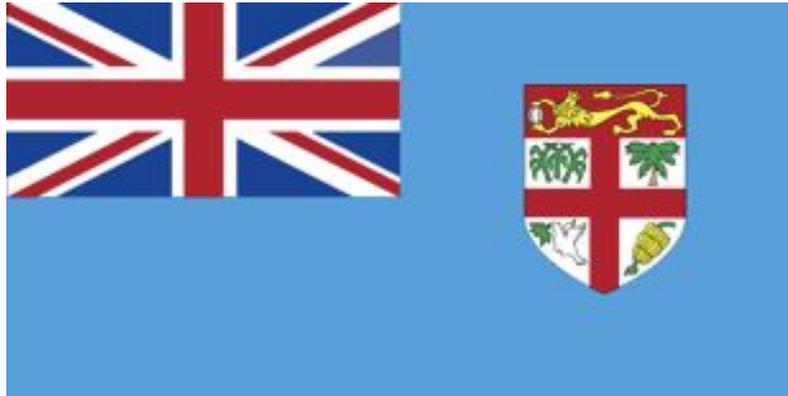
Best,
Mindy and Ashley

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Mindy Zemrak
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FIJI D.Y.K (DID YOU KNOW?)



DID YOU KNOW...

- The flag of Fiji was adopted on October 10, 1970.
- The Union Flag on the upper left represents the country's long association with Great Britain.
- The blue background is symbolic of the surrounding Pacific Ocean.
- The coat of arms displays a golden British lion holding a cocoa pod, as well as panels that display a palm tree, sugar cane, bananas and a dove of peace!



TEAM ROSTER

TEAM ROSTER

Below is the team roster for Eco-Challenge Fiji, we are super excited to have such an amazing international field! Please note that some team names will change between now and September.

Please keep this roster confidential, as it has not yet been made public:

TEAM NAME	COUNTRY
#KeepMoving	USA
Able Abels	USA
Adventure Racing Benelux	Belgium
Avaya	New Zealand
Bend Racing/Yoga Slackers	USA
Bikes & Beyond	Canada
Black Hill	Czech Republic
Bones Adventure	USA
Costa Rica AR Team	Costa Rica
Cyanosis Adventure Racing	South Africa
EA Sports - Canyoneros	USA
Eagle Scouts Team	USA
Epic Ecuador	Ecuador
Estonian Ace Adventure	Estonia
Freemind	Italy
Hombres de Maiz	Guatemala
Hustle Clean	USA

TEAM ROSTER CONT.

TEAM NAME	COUNTRY
Mad Mayrs	Australia
Mana Fiji	Fiji
Merrell Chips Adventure	Uruguay
MRC/CP Zero/Main Nerve	USA
North-South	Ireland
Pasokin Columbia Vidaraid	Brazil
Playboy Team X	USA
Regulators	USA
Science of Winning	Russia
Strong Machine AR	USA
Sundance Kids	USA
Super Fighters	USA
Swedish Armed Forces	Sweden
Team AR Georgia	USA
Team Atenah Brasil	Brazil
Team Braveheart	USA
Team Canada	Canada
Team Colombia	Colombia
Team Colorado	USA

TEAM ROSTER CONT.

TEAM NAME	COUNTRY
Team Curl	USA
Team East Wind	Japan
Team Eco DXB	Dubai
Team India	India
Team Iron Cowboy	USA
Team Israel	Israel
Team Meridianoraid	Spain
Team Nika	USA
Team Onyx	USA
Team Out There	USA
Team Peak Pursuit	Canada
Team Rubicon	USA
Team Salt2Summit	USA
Team Scouts	Australia
Team Stray Dogs	USA
Team Tabu Soro	Fiji
Team Turk	Turkey
Team UK Adventurers	UK
Team Unbroken	USA

TEAM ROSTER CONT.

TEAM NAME	COUNTRY
Team XTres-Outlab	Argentina
Teenek Mexico	Mexico
The Canadens	Canada
Thought Sports	Australia
Thunderbolt AR	Australia
Tierra Viva	Argentina
Tiki Tour	New Zealand
Tollocan Mexico	Mexico
Uruguay Natural US	Uruguay
US Military	USA
Wombat Stew	Australia



IMPORTANT UPCOMING DATES

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The race will take place entirely within the month of September 2019. **Please note there has been a change to the race schedule below- the race cut-off will now be on the 21st, instead of the 23rd.** That being said these dates are subject to further change. Specific dates as of now are as follows:

<u>Month</u>	<u>Date</u>	<u>Event</u>
September	5	Team Members Arrive in Nadi, Fiji
	6	Remaining Team Members Arrive in Nadi, Fiji. Team Registration and Ability Testing opens at 12 noon
	7	Team Registration and Ability Testing at 8 AM – 6 PM
	8	Team Registration and Ability Testing, Race Briefing closes at 5 PM
	9	Eco Service Project
	10	Race Start
	21	Race Cut Off: Noon 5 PM: Prize Giving and Awards Ceremony - Pullman Resort 6 PM: Closing Party – Pullman Resort
	22	Team Members Depart Nadi, Fiji

COMPETITOR NEWSLETTER SCHEDULE

All newsletters can be found on the competitor website. Like we've mentioned before, we trust that you will take the time to read each newsletter carefully and reply when requested by filling out forms or answering questions.

As a reminder, the Eco-Challenge Fiji secure competitor website section can be found at:
<https://www.ecochallenge.com/team-login/>
password: bula

This site is for registered Eco-Challenge Fiji competitors and team assistant crew members only and may not be shared with others.

The following is the Competitor Newsletter calendar for Eco-Challenge Fiji (subject to change):

Monday, May 6	Newsletter #3
Monday, June 3	Newsletter #4
Monday, July 1	Newsletter #5
Monday, August 5	Newsletter #6
Monday, August 19	Newsletter #7



MANDATORY GEAR LIST

MANDATORY GEAR LIST

The first version of the Mandatory Gear List will be posted on the competitor website. Please review it carefully. As the title implies, this list details the minimum, mandatory gear that teams (including competitors) must bring to competitor registration. This list may change and should not be considered the final version. You will be responsible for bringing the items listed in the last version released before the start of the race. This version will be marked as FINAL.

Expect routine gear checks throughout the race to ensure that all teams are carrying the mandatory equipment for that leg of the race as dictated in the Expedition Guidebook. Penalties may be imposed if a team is missing mandatory gear.

There also is a long list of items that are not considered “mandatory” but are important for your success on the expedition. Items in this category include:

- Water Containers
- Backpacks
- Personal, Prescribed Medication
- Race Clothing and Footwear
- Dry Bags
- Blister and Foot Care Products
- Pots, Pans, Bowls, Cutlery, Etc. (For TACs cooking at the Camps.)

A group of trekkers is shown in a mountainous region, likely in a jungle or high-altitude area. They are wearing helmets, backpacks, and trekking gear. The trekkers are positioned in a line, and the scene is overlaid with a blue tint. The text "JUNGLE TREKKING" is prominently displayed in white, bold, uppercase letters across the center of the image.

JUNGLE TREKKING

JUNGLE TREKKING

Race Director - Kevin Hodder

Kevin was the Race Manager for the Argentina, Borneo, New Zealand and Fiji Eco-Challenges. He was the Manager of Olympic Operations for Whistler Olympic Park at the Vancouver 2010 Winter Olympics.

Competitor Responsibility Code:

At Eco-Challenge Fiji, two (2) competitors per team must:

- Possess all the navigation and jungle travel skills as outlined by the Navigation and Jungle Travel Certificate of Ability.

It can be highly rewarding to navigate through a thick section of jungle and end up at your intended waypoint. Making this happen, however, is often a huge challenge. The terrain in Fiji can be very repetitive and “micro”, leaving few distinct landmarks visible within the dense vegetation. One of the strategies that we adopted on the survey was to follow creeks as far as practical. Although the travel was extremely slow (mainly due to incredibly slippery river rock), it was relatively efficient considering the alternatives of getting lost or battling the dense bush beside the creek. A critical technique that we employed in the jungle was to continually estimate our rate of travel. This allowed us to predict where we were on the map at all times and how long it would take to us to get to our next landmark. Carefully monitoring our watch became as essential as following our compass with this technique. At risk of being repetitive, please remember that rescue in the jungle will be difficult and time-consuming at best so it is critical to “stay found” at all times.

Some good news is that you don’t have to worry about poisonous snakes or spiders in the jungle and the only hazardous plant that we were made aware of in Fiji is called salato. This plant is similar to a nettle in the way that it has tiny, stinging hairs that release an irritant when broken. Touching this plant will cause an extremely itchy rash that can last days or even weeks. More information on salato and a photo of the plant can be viewed [here](#).

Cuts, scrapes, bumps and bruises are inherent to the sport of expedition racing, especially when traveling through a jungle environment and across slippery rocks. I wore full-fingered cycling gloves, long sleeves and long pants whenever bushwhacking to protect myself from the thorny bushes and vines. I still ended up with lots of little scrapes and was diligent in treating minor wounds quickly in an attempt to avoid infection and disease. We used a “waterproof bandage” solution that is intended to seal cuts and scrapes and had good results. An example of this product can be viewed [here](#). Similar products with a brush-on application are also available.

JUNGLE TREKKING CONT.

February is typically within the rainy season in Fiji so, as expected, we were able to find fresh water fairly consistently along the course. The obvious exception was when we were on the ocean. Your research will have told you that September is historically a much drier month. Water will probably still be available along most of the route; however, we recommend each athlete having the capacity to carry three liters while trekking and biking. This doesn't mean you have to fill your reservoirs at all times but you'll probably want the option on certain sections. We treated every drop of water that we drank in the field and strongly recommend that you do the same! We used a variety of products to do so including Pristine, Steripen and Aquatabs. Each had their advantages but all seemed to do the job.

While on the course we used both hammocks and tarps as our shelters. Finding suitable trees for supports was not always possible but flat ground suitable for tents was available even less. The best hammocks that we know are made by Hennessy Hammock and can be viewed [here](#). The Hyperlite Zip is their lightest model but large athletes may have trouble fitting in it. Check the specifications carefully before ordering. Since the tarp that is provided with the hammock may not protect you from a raging, Fijian downpour, consider supplementing it with your own.

As I mentioned earlier, the rock is very, very slippery in the jungle (and throughout Fiji for that matter). Although we tested several brands and models of trail runners, we never found a pair of shoes that gave us significant traction on these rocks. We'll keep testing products and let you know if we find a pair that stand above the rest.

As for blister prevention and foot care, I followed many of the strategies suggested in the book *Fixing Your Feet* by John Vonhof. I used BodyGlide on my toes and soles and synthetic, low-friction socks from Swiftwick with pretty good success. The truth is that your feet will be wet for days in Fiji so you should expect your feet to take a beating. Although you probably aren't going to eliminate foot issues altogether, it is critical that you have a strategy that should limit them from becoming debilitating.

Finally, you will obviously be extremely hot at times while racing in Fiji. It may be less intuitive to expect to be cold at times as well. Expect the race course to take you to elevations of greater than 1000 m (3300'). Although this may not sound imposing, when you're wet and depleted you can quickly become cold to the point of shivering. Plan on bringing clothing that will keep you warm in these situations. I even brought a short, thin wetsuit that I wore under my outerwear at times and was glad I had it!

Note that all of the products mentioned were a personal choice and there may be other products that would work just as well (or better). These products were solely based on a personal experience and you should make your own choices.



MOUNTAIN BIKING

MOUNTAIN BIKING

Mountain Bike Leg Coordinator: Brian Finestone

Brian is a professional trail designer who has managed the Whistler Mountain Bike Park for over a decade. He is also an author and has written multiple guidebooks including two editions of Whistler Mountain Biking.

Terrain and Riding Surfaces

The mountain bike routes in Fiji are not only designed to link iconic sections of the race course together but also to provide cultural interactions, technical challenges and great riding. Although you should expect some sections of hike-a-bike, the vast majority of the route has been proven to be rideable under the conditions we experienced during the survey. Most of the route follows vehicle-width dirt roads with reasonably well-maintained surfaces. There are a few kilometers of more technical riding where the trail surface ranges from slickrock to packed dirt. These sections will be difficult and provide an advantage to teams with singletrack mountain biking skills. When testing the course, we experienced a lot of rain and certain sections of trail became very muddy. We're not expecting these conditions to prevail in September however a seasonal downpour is to be expected and your choice of tires should take this into account.

Safety and Hazards

On sections of the course, you will be sharing the road with vehicle traffic. The Race Management Team is designing strategies to help manage some of the traffic hazards. It is critical however that all teams do their part and follow the rules of the road. Cars drive on the left side of the road in Fiji and so should cyclists unless directed otherwise. It is important to ride in single file and be highly visible at night.

We experienced blind corners, bridge crossings, loose aggregate, potholes, creeks, landslips and livestock on the route. We learned to take the downhill sections slowly especially at night! Several bridge crossings required riding on wooden planks. This wood was extremely slippery when wet and should be approached with caution by braking in advance of the wooden surface. We followed the general rule of avoiding braking and cornering on wet wood unless absolutely necessary.

Bike Choice

I recommend a light, dual-suspension mountain bike designed for either cross country or enduro riding. Twenty-nine (29) inch wheels will be ideal.

MOUNTAIN BIKING CONT.

Lighting

As is detailed on the Mandatory Gear List, all riders must have headlights on the front of their bike and flashing, red lights mounted on the rear of their bike at night. We strongly recommend headlights and headlamps with a minimum of 500 lumens. A big consideration when choosing the right lighting solution for your needs is the length of the battery burn time. Expect multiple, long (100 km +) mountain bike legs in Fiji and realize that the nights will be approximately 12 hours in duration. There will be charging stations at the Camps for your team assistant crew to use but it is critical to have enough battery power to get you through several long nights. This will likely mean you need multiple lights and/or multiple batteries. It is also important to ensure that you can bring your lights and batteries on the airplane to Fiji.

Navigation

Since this is an expedition as opposed to a mountain bike race, you will have to consistently refer to your map while on the mountain bike route. Route markers will be kept to a bare minimum. We used map boards made by Nordenmark that mount on your handlebars and keep your map visible while you ride. They are highly recommended and can be viewed [here](#).

Carrying Systems

Please note that you will have to carry various pieces of gear including your PFD and running shoes at times on the mountain bike route. Consider using seat and frame pouches to free up some space from your backpack and spread out the weight. You probably won't need to carry your bike for prolonged periods but you will have to hoist it at numerous river crossings and other obstacles. Keep this in mind when configuring your bikes.

Field repairs

Modern mountain bikes have many moving parts that can fail. Field repairs are a common and expected part of mountain biking and should be taken into consideration by teams to ensure all four bikes survive the expedition. Spare tubes, an extra shifter cable, zip ties, chain breaker, multi-tool and a dual-purpose shock / tire micro pump will keep most bikes rolling. Two things to remember:

- There are no bike shops in Fiji. Therefore, it is imperative that your team is self-sufficient.
- CO2 cartridges for tire inflators are not available in Fiji. Your pump must be able to provide your desired tire pressure.

MOUNTAIN BIKING CONT.

Bike Assembly and Bike Boxes / Cases

Expect to assemble and pack your bikes multiple times in Fiji. Small parts like steer tube spacers can easily be dropped (and lost) in grass. Consider bringing extra parts that will be impossible to replace in Fiji.

We recommend a bike travel system like the Evoc Bike Travel Bag Pro as a suitable bike case for the race. It can be viewed [here](#). The Race Management Team used these cases on the survey for both airline travel and on-course transportation with success. It is worth searching YouTube for video tutorials and tips for packing your bikes for safe airline handling from the pros. Even with a quality bag like the Evoc Pro, we strongly recommend removing brake discs from wheel sets prior to air travel. Don't risk a bent disc!

Towing Systems

Towing a tired teammate on flat and uphill sections of the course is permitted. Find a system that works for you and practice it in advance!

Tires and Brakes

A lot of the riding will be done on rough, loose angular aggregate so cornering traction will be important. Other surfaces include slickrock, mud, clay, pavement, dirt and small river rock. I recommend tires with a small to medium knob set along with side knobs for off-camber traction. As for tire pressure, I rode the course efficiently with 29 psi on the front tire and 31 psi on the rear.



Hydraulic disc brakes are the standard for modern mountain bikes. I recommend a minimum of 160mm rotor discs but 180mm or larger will offer better stopping power on steep grades or in wet conditions.

MOUNTAIN BIKING CONT.

Shoes and Gloves

Even though the course will require you to walk in bike shoes at times, I suggest using clipless pedals for maximum efficiency. The Race Management Team tested the entire mountain bike route with SPD pedals and cleats.

Remember, your hands are going to be wet and sweaty while mountain biking in Fiji. We found that wearing quality cycling gloves allowed us to grip our holds more effectively in these conditions.





CLIMBING AND FIXED ROPES

CLIMBING AND FIXED ROPES

Race Technical Director: Scott Flavelle

Scott coordinates the race course design, safety, rescue, and rope climbing sections of Eco-Challenge Fiji. He is an internationally certified mountain guide, and has been designing Eco-Challenge races since British Columbia in 1996.

Competitor Responsibility Code:

On the fixed rope sections at Eco-Challenge Fiji, competitors must be able to:

- Take full responsibility for their own safety on the fixed ropes
- Perform all the fixed rope climbing skills, as outlined below in the Technical Guidelines, without direction or supervision from a safety monitor or climbing guide, including:
 - Ascending fixed ropes on various inclines using two hand-held ascenders, and safely bypass multiple fixed anchors utilizing an additional lanyard (or Personal Attachment System)
 - Traversing horizontal fixed ropes using lanyards with auto-lock carabiners, and safely bypassing multiple fixed anchors,
 - Rappelling cliffs of varying inclines and heights while bypassing multiple fixed anchors
 - Connecting to zip lines or Tyrolean traverses (double parallel ropes)

Fixed ropes are placed on the course to provide a means for vertical progress and for protection in the case of a slip or fall. Factors such as fatigue, weather, darkness, poor judgment or lack of skill can all mean a greater personal risk than normally associated with fixed rope use. To minimize the risk, we require that competitors must be attached to the fixed ropes by two points at all times. This includes: while ascending, descending, rappelling, traversing or bypassing anchors. In order to be clipped in at two points at all times, a third point of attachment is required when bypassing anchors and/or when changing systems from ascending to descending or traversing. These three points may be any combination of the ascenders, rappel device, rappel automatic system, or lanyards and carabiners, depending on the situation.

Technical Guidelines

Fixed Rope Rules:

- Competitors must always be clipped to the fixed rope and anchor system with two attachment points at all times
- Only one competitor may utilize one section of fixed rope between anchors at a time

CLIMBING AND FIXED ROPES CONT.

Rope Ascending

The ascending terrain incline may vary between 30° to 90°. Therefore, it is best to develop ascending techniques that can be used on all slope angles for the reasons of:

- Safety
- Minimizing energy output
- Simplicity of equipment
- Efficiency – to not delay other competitors

Recommended Ascending Technique

The race course will ascend a variety of slope inclines, it is recommended that you use the following Ascending Technique:

- Each ascender attached by a locking carabiner to a girth hitch sling (lanyard) on climbing harness, right hand ascender above the left-hand ascender, left foot loop tied to left hand ascender and looped around left foot. (Right foot loop is optional)
- Ascend fixed rope by sliding up right-hand ascender, resting on the lanyard attached to the harness, slide up left hand ascender, stand up in left hand foot loop, slide up right hand ascender until the lanyard to the harness is tight, rest on lanyard, repeat, repeat, repeat...

Passing Anchors and Knots While Ascending

- There will be many intermediary anchors along the extensive lengths of fixed ropes. It is imperative that these anchor passes are done efficiently and safely, therefore:
- When the top ascender arrives at the knot attaching the fixed rope to the anchor, attach a lanyard to the central point of the equalized anchor sling, then reattach the top ascender above the anchor knot, reattach the second ascender or second lanyard above the anchor knot, and when these two points of attachment are re-established, disconnect the lanyard from the anchor.

Rappelling

- The incline of the rappels may vary between 45° and 90°, with a maximum length of 100m.
- It is essential to practice on all inclines, but especially to experience the unusual problems of rappelling within waterfalls. Remember, the greater the length of rappel, the more friction there is. It is essential that a rappel greater than 50m is practiced with your race equipment to ensure adequate braking, heat dissipation, and that a slow and safe descent is possible.
- All rappelling must be done utilizing a backup Prusik or autobloc loop below the rappel device.
- All rappel devices must be tested by weighting them prior to unclipping from the anchors.

CLIMBING AND FIXED ROPES CONT.

Extended Rappel Device

Rappel Device and Prusik must both attached to either the main tie-in point or the belay loop on Climbing Harness.

- The rappel device must be extended approximately 30 cm from the belay loop on the climbing harness.
- The hollow block loop (13.5” made by Sterling), or a homemade Prusik loop is then tied with an autobloc or 3 wrap prusik knot below the rappel device and attached by a carabiner to the belay loop of the harness.
- The homemade prusik Loop should be made from a piece of 6 or 7 mm Perlon cord approximately 105 cm long and knotted into a loop with a double fisherman knot leaving tails of 3 cm after the double fisherman’s knot is tightened under body weight. The finished Prusik loop size should make a 30 cm diameter loop, and should be made to these specifications so that it is not so long that it jams into the rappel device, and not so short that it creates too much friction and becomes awkward and slow to descend.

Passing Anchors and Knots on Rappel

If a rappel leads to another anchor, this must be passed safely, securely, and efficiently. In addition to the rappelling system, two lanyards are required to clip oneself to the anchor while detaching and reattaching the rappel system below the intermediary anchor.

Method - Rappel to foot stance usually about a meter below the anchor. Clip both lanyards into the main loop of the anchor equalization sling or the main central locking carabiner. Remove rappel device and Prusik. Reattach below. Unclip lanyards and continue rappelling.

Zip Lines (e.g. flying fox, Tyrolean traverse)

Any suspended traverse will entail two attachment points.

Methods - Attach two locking carabiners directly from your harness belay loop, or lanyards, directly onto a doubled rope.

Team and Competitor Qualifications

Certificates of Ability: Each individual competitor must send a Fixed Ropes Certificate of Ability signed by a Qualified Climbing Instructor or Mountain Guide to the Competitor Relations Department.

This certificate is to confirm that the competitor has the fixed rope climbing skills to competently participate in this event, without supervision, following all the required techniques as outlined in the technical guidelines above. Competitors and teams currently without sufficient experience must plan on significant instruction, training, and practice prior to arriving at the event.

CLIMBING AND FIXED ROPES CONT.

Registration, Equipment and Skills Testing

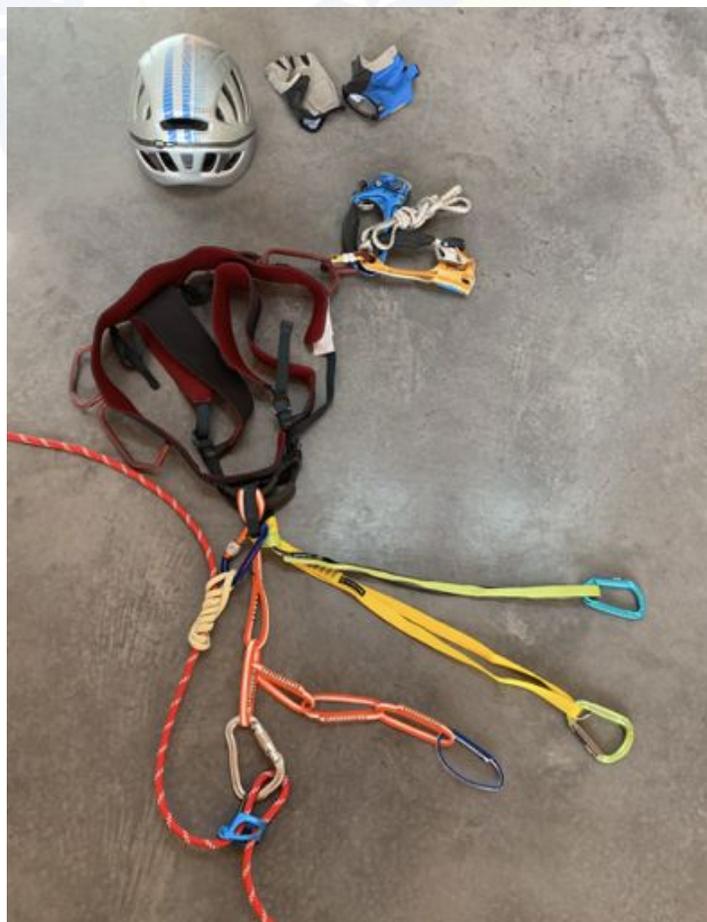
During the competitor registration in the days before the race, all teams must demonstrate their competency in all the required skill disciplines. Any competitors which do not meet the minimum technique standards, or who do not have the minimum standard of technical climbing equipment will not be allowed to participate in the race.

Competitors that meet the minimum standards during the cursory registration tests will have displayed a minimum competency only. Competitors are responsible for themselves on the race course and must stay focused, alert, and within their abilities at all times.

Fixed Ropes Mandatory Gear

Please refer to the Mandatory Gear List for a complete breakdown of the required equipment. All equipment must be UIAA or CE approved or equivalent, and must be in very good condition. Please realize that there are no shops that sell climbing equipment in Fiji. Make sure you have exactly what is required when you arrive at competitor registration.

For your reference, this is a photo of compliant gear for the Climbing and Fixed Ropes sections.

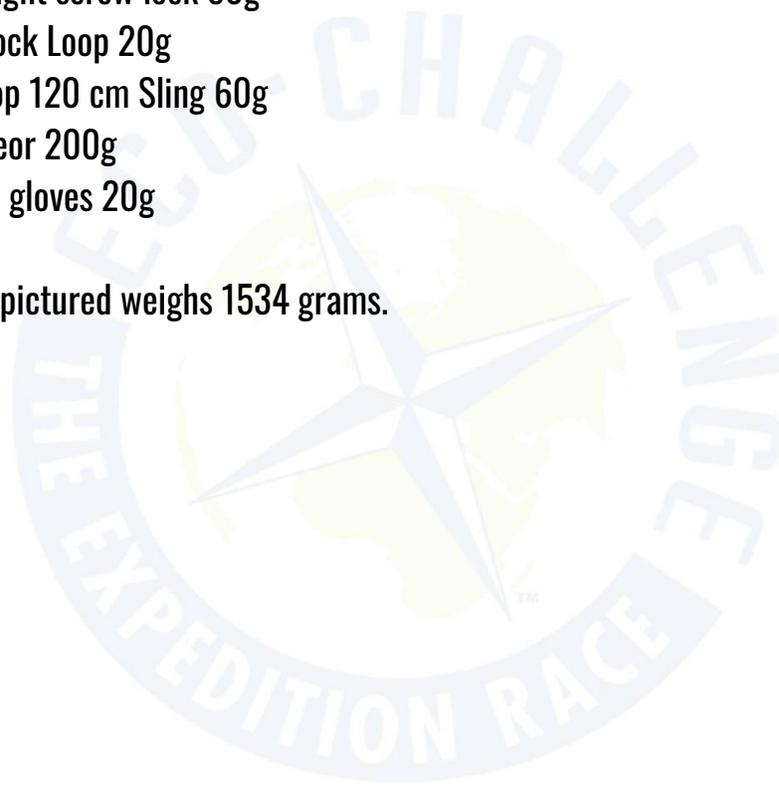


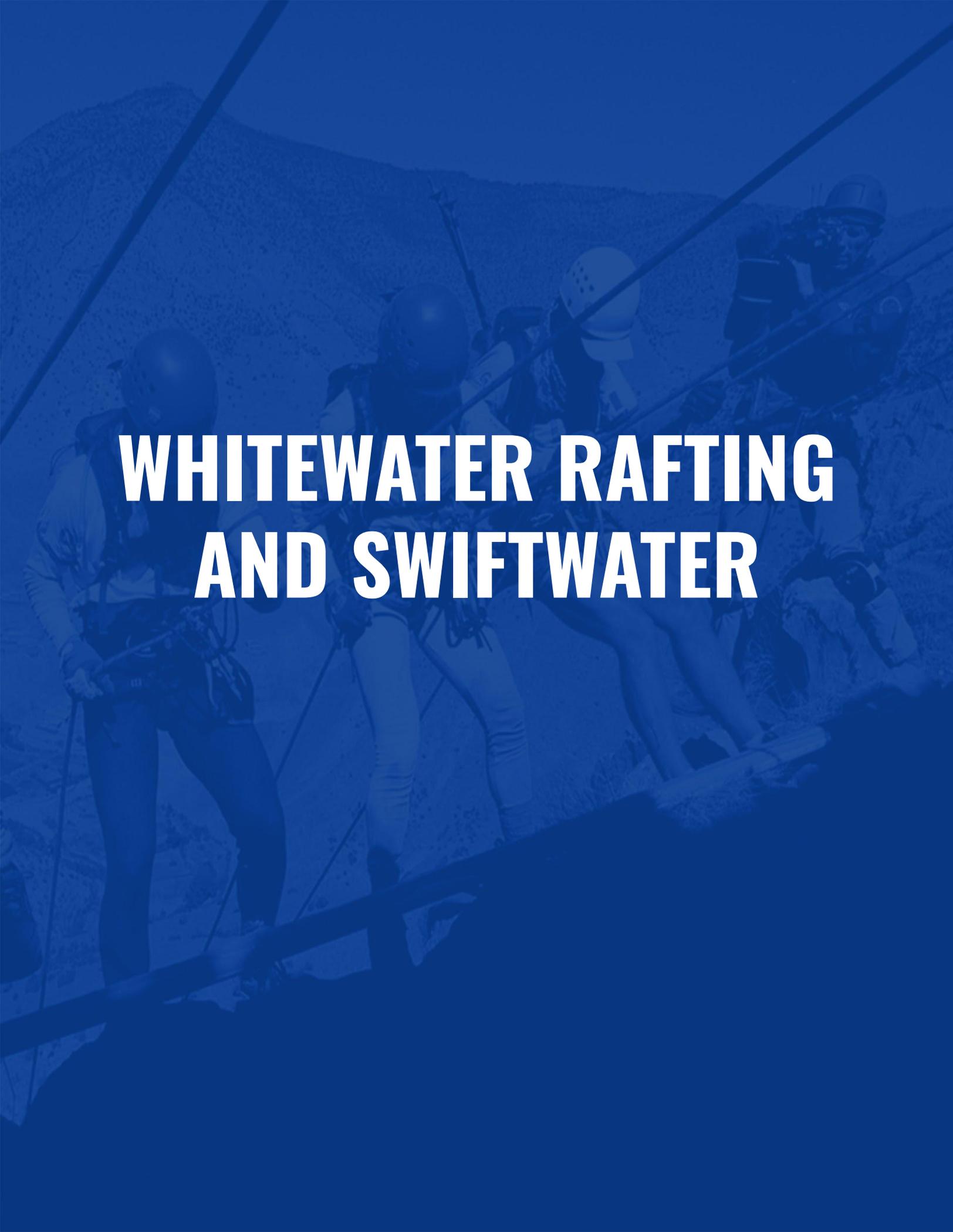
CLIMBING AND FIXED ROPES CONT.

Example Photo Includes:

- Arc'teryx FL365 Harness 360g
- **Metolius PAS 22 Personal Anchor System**
- Petzl Ascenders 2 x 200g
- Black Diamond ATC-XP 64g
- Black Diamond Nylon 18mm Sling 2 x 36g
- 5 Locking Carabiners: Edelrid Pure Slider 42g, Edelrid HMS Slider FG 66g, DMM older 80g, Light screw lock 50g, Light screw lock 50g
- Sterling Hollowblock Loop 20g
- Dyneema Foot Loop 120 cm Sling 60g
- Helmet Petzl Meteor 200g
- Leather fingerless gloves 20g

Total Fixed Rope gear as pictured weighs 1534 grams.



A group of people in white gear and helmets rappelling down a rock face, with a blue overlay and white text.

WHITEWATER RAFTING AND SWIFTWATER

WHITEWATER RAFTING AND SWIFTWATER

Lead Race Coordinator and Swifter Specialist: Ryan Vrooman

Ryan is an internationally certified river guide and Swiftwater rescue instructor with over 20 years of experience guiding and teaching on rivers all over the world.

As you may have already envisioned, the course has many river elements including a spectacular section of whitewater rafting. The Whitewater Rafting and Swiftwater Certificate of Ability encompasses the skills you will need to succeed and manage your risks. Proper preparation and training will be key. The major focus of the certificate will be river crossings and rafting skills. As was mentioned in the opening letter, we have eliminated the packrafting section from the race course.

Competitor Responsibility Code:

At Eco-Challenge Fiji, you must:

- Take responsibility for your own safety on swiftwater sections including the whitewater rafting section without direction or supervision by a safety monitor or river guide.
- Possess all the whitewater rafting and swiftwater skills as outlined by the Whitewater Rafting and Swiftwater Certificate of Ability.

Personal Floatation Device (PFD) aka Lifejacket

A detailed description of what specifications your PFD must meet in order to be acceptable for Eco-Challenge Fiji are included with the Mandatory Gear List. It is important for you to realize that you will have to carry your PFD for long sections of trekking and mountain biking. Consider this fact when selecting your PFD and have a solid system to attach it to your pack. Make sure you test this system extensively so you know it works. I recommend the NRS Ion or Siren (women's) as an appropriate choice of PFD. These are light, comfortable, streamlined and affordable. They meet all the specifications for our river and ocean sections.

Swimming

All competitors are required to be strong swimmers, both in flat and moving water. Training should include swimming fully clothed in race gear, both with and without a PFD. Make sure you do your training in a safe and controlled environment. Swimming will be your primary method of self-rescue in any incident so practice diligently.

As well, on the ocean leg, you will be required to skin dive down and retrieve something from the ocean floor. The depth of this dive will be approximately 18 feet at high tide. This is worth practicing!

WHITEWATER RAFTING AND SWIFTWATER CONT.

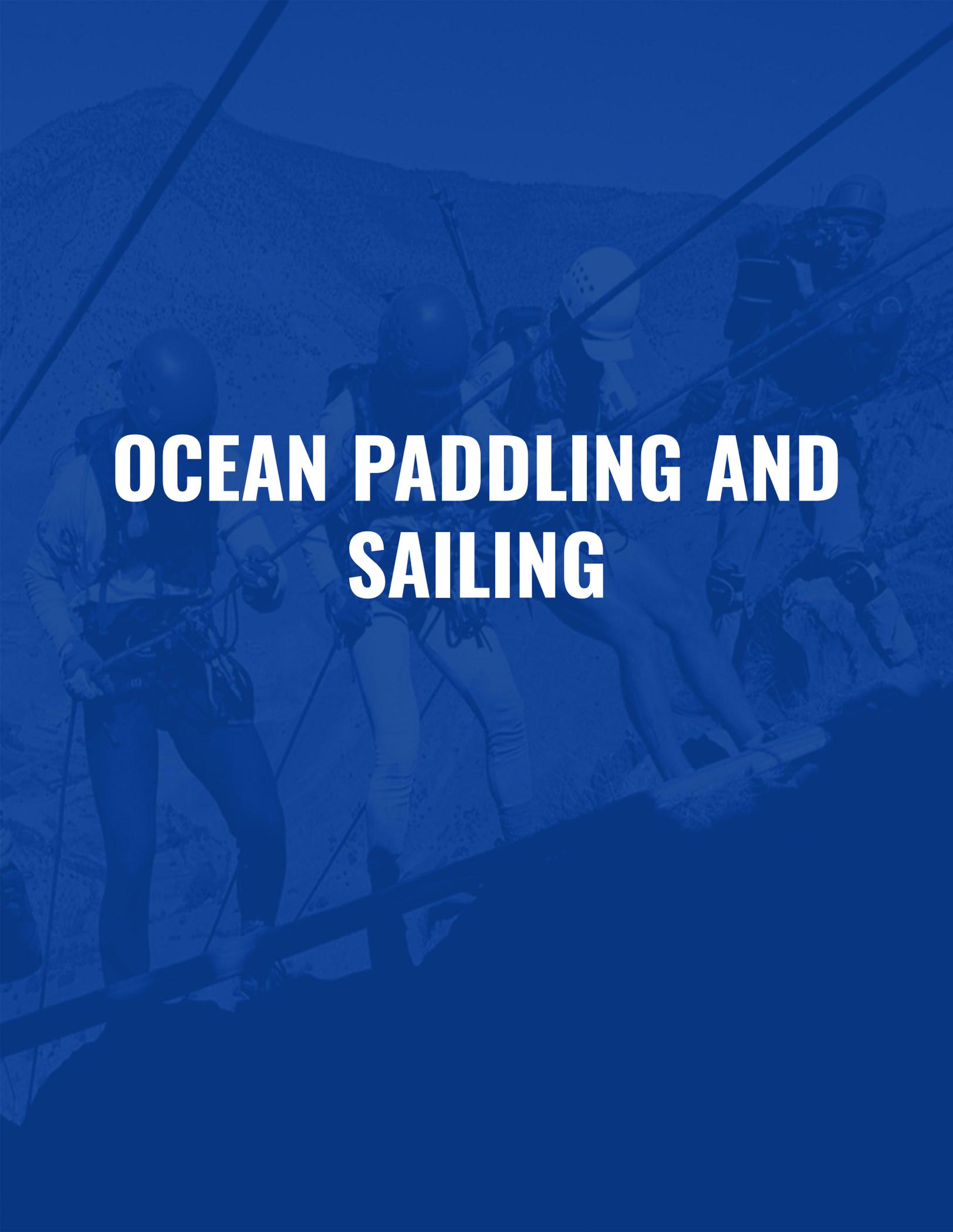
River Crossings and River Travel

The Race Management Team found some of the best off-trail trekking in Fiji was along the river systems. Small creeks and large winding rivers often allowed for quicker travel than battling through the dense jungle. Having the ability as a team to judge when it is safe to travel in or across rivers (and when they are best avoided) should be a primary focus of your training. Practice individual and team river-crossing techniques. Although it's possible that you won't have to employ these techniques in the typically dry month of September, it is the tropics so you have to be prepared for powerful high-water crossings. You should anticipate and practice river crossing techniques solo, as a group, and while holding mountain bikes.

Rafting

We will be providing 13' self-bailing rafts, whitewater paddles and whitewater-specific helmets for the rafting section. The character of the river can vary greatly depending on the water level. At low water it can be a technical "bump and grind" down a class II / III- river, but with a bit of rain it can swell to a class III experience with large hydraulics. We will have river safety crew stationed along the river, but your team must be capable of guiding the boat and performing self-rescue.

Competitors are also strongly encouraged to be certified in river rescue. There are many Swiftwater Rescue Technician courses available and a quick web search will identify any near you. While we highly recommend these courses, it should be noted that they can focus heavily on rope use and complicated rope systems. Competitors will not be permitted to use ropes for anything but throw bag rescues. If a raft becomes wrapped or stuck to the point that it requires a rope rescue then river safety crew members will assist your team. This assistance is performed in an attempt to keep the river clear and allow the race to continue so it will not result in disqualification for the team.



OCEAN PADDLING AND SAILING

OCEAN PADDLING AND SAILING

Ocean Leg Coordinator: Colin Philps

Colin is the son of an Australian naval architect and his mother is of Tongan and Fijian decent from the Lau Group of islands, the epicenter of voyaging canoe-building heritage. An avid sailor and outrigger paddler, who has represented Fiji in Olympic Yachting, he is the co-founder of the Fiji Islands Voyaging Society (now the Uto ni Yalo Trust) that led the Fiji revival in traditional navigation and voyaging in 2009. Colin is passionate about ocean conservation and assisting island communities.

Your team will be paddling and sailing across aquamarine waters to explore numerous islands. If you are properly prepared, it will be a challenging and rewarding experience. To approach these islands your team must paddle and sail several long stretches of open-ocean. Expect these stretches to be over 25 kilometers in length.

Your team must be able to read a tide chart and use a nautical chart. On the ocean leg, certain sections of reef will be “dry” at lower tides. Using the charts, you must be able to determine whether adequate water will exist over the reefs at the time when you plan to canoe across them. If water depth is not adequate, you must be able to plan a route that will navigate around the reefs.

Canoes

Many people consider the most significant artifact in the history of the Pacific to be the outrigger canoe. The people of Oceania were craftsmen of a stone-age culture who successfully carried out what is considered a monumental human achievement in the migration and settlement over the vast expanse of the Pacific Ocean, an ocean that covers more than one-third of earth’s surface.

Your team will be using two different types of outrigger canoes during Eco-Challenge Fiji:

- One will be a modern, fiberglass outrigger paddling canoe
- The other will be a wooden sailing canoe known as a Camakau (pronounced Thamakau).

The Camakau has rich historical importance in Fiji. They were the mainstay of any warrior fleet as they were maneuverable and very fast in a variety of ocean conditions. The Camakau has a symmetrical main hull along with an outrigger or “cama” to help stabilize the craft.

Camakau were traditionally built from Vesi (Intsia Bijunga), one of the most highly valued trees in the Pacific. Vesi trees grow in extremely rocky areas and sometimes appear to grow straight out of solid volcanic rock. Since vesi is now an endangered tree it is no longer available for canoe building. Hence the canoes being built for Eco Challenge will be constructed from local Fijian plyboard.

All Camakau canoes being used in Eco-Challenge Fiji are being hand built by local, Fijian craftspeople. Although the design is ancient, each boat will be new for the race. After the race, these canoes will be given to local communities as a gift from Eco-Challenge and the participating teams.

OCEAN PADDLING AND SAILING CONT.

Camakau Specifications

Length: approximately 20'

Width: including outrigger approximately 7'6"

Depth of Canoe: approximately 2'

Length of Mast: approximately 13'8"



OCEAN PADDLING AND SAILING CONT.



Camakau Sailing Tips

The Camakau is always sailed with the outrigger (cama) to windward and when sailing to windward, the canoe is shunted not tacked as in a modern yacht. This means that the bow does not pass through the eye of the wind.

In shunting, the steering paddle is moved to the bow and the tack of the sail rig is moved to the stern. The bow effectively becomes the stern and vice versa while the outrigger remains to windward to compensate for the force of the wind on the sail. The hull is symmetrical and therefore the bow and stern are identical so the canoe sails equally well in either direction.

To tack (change direction) in a modern yacht, you head up into the eye of the wind. However, shunting requires you to head away from the wind (bear away) until the wind is directly a beam. Then the switch is made steering paddle to the bow and the tack is moved to the stern, which now becomes the bow. Before bearing away to execute a shunt, the mainsheet must be released completely. Fortunately, the tack can be moved very easily by way of a color-coded rope and pulley system that will be explained at registration where a prototype of the canoe will be made available for viewing.

Once the rig has been moved, the sail can be sheeted in and away you go. It is possible to steer the canoe in up 12-14 knots of wind by just by adjusting the mainsheet tension. However, this requires a perfectly balanced rig. Whilst it will be possible for teams to adjust the mast rake and rig tension, the rigs will be set up for the most likely wind conditions that will be experienced in September.

OCEAN PADDLING AND SAILING CONT.

Camakau Sailing Tips Cont.

For those of you with very little sailing experience, the saving grace is that the canoes being supplied paddle relatively well. So, if in doubt, whenever you face any difficulty, drop the sail and paddle. Keep in mind that the safest starting point before you raise the sail, is to ensure the wind is directly on the beam (90 degrees to the main hull) on the outrigger side. It is very IMPORTANT to remember this point at all times when raising the sail. The best suggestion is for two crew members to be given the task of maintaining the canoe in this position using their paddles whilst the other two crew members raise the sail.

In the event of a capsize, the floatation in the spars makes the canoe relatively easy to right. If you capsize to windward and end up with the mast vertical below the surface, a righting line will be lashed to the outrigger. This line must be passed over the bottom of the main hull and by pulling on this rope, the outrigger will be raised out of the water bringing the mast horizontal. From this point it only requires the weight of one person standing on the side of the hull reaching up and putting their weight on the kiato or beams connecting the main hull and outrigger to right the canoe again.

Night Travel

When paddling or sailing on the ocean leg at night, regardless of the craft, your team will be required to follow these guidelines:

- A green glow stick must be secured to the bow and stern of each outrigger with a zip tie.
- A waterproof strobe must be secured to a top shoulder of each competitor's PFD. The strobe can be turned on to make a competitor more visible to rescuers if they have capsized or fallen out of their boat at night.

Self-Rescue

Rescue on the ocean, particularly at night, will be very difficult. It is therefore imperative that your team not only be skilled at paddling and sailing in open waters but be capable of self-rescue in rough waters. Practice:

- Righting a capsized sailboat or outrigger
- Climbing back into the sailboat or outrigger from the water
- Bailing a swamped sailboat or outrigger.

Practice these skills until you are completely competent...and then practice them again! Your safety and that of your teammates depends upon these skills.

Note: bailing buckets and righting lines will be provided with each outrigger.

A group of four people are rappelling down a rope on a rocky cliff face. They are wearing helmets, harnesses, and safety gear. The background is a rugged, rocky mountain slope. The entire image is overlaid with a semi-transparent blue filter.

STAND UP PADDLEBOARDING (SUP)

STAND UP PADDLEBOARDING (SUP)

Each team will be provided with four inflatable stand up paddleboards. All boards will be new for the race and be equipped with a leash. Each board will have lashing points and elastic cord to strap down a backpack. Your team should expect to paddleboard in both river and ocean environments. It is recommended that you practice paddling both down and up flat rivers!

Paddles:

Height-adjustable paddles will be provided. Race logistics will not allow you to bring your own SUP paddles. All paddles will be new for the race and have a standard T-grip and carbon fiber shaft.





TEAM ASSISTANT CREW (TAC)

TEAM ASSISTANT CREW (TAC)

Once again, a warm welcome to all of the TACs! We are excited to have assistant crews as part of Eco-Challenge again!

As we described in the previous email, TACs will provide all customary support services to their team, such as supplying competitors with fresh clothing, food, water, batteries and other supplies at the camps. The crew member must be prepared to maintain and organize all team equipment including mountain bikes and climbing gear. They must make their own camp and prepare meals for themselves and their team. Good supermarkets exist in Nadi for stocking up on food supplies prior to the expedition.

TAC members should be aware that we are not allowing the use of GPS-capable or internet-capable devices at any of the camps or on the course. This means no tablets, laptops or smartphones will be allowed. Consider it a “digital detox” of sorts. We will be providing the TACs with a communication device (most likely a basic cell phone) that will allow them to call the Event Management Team for assistance should they need it while in Fiji.

Team Assistant Crew Logistics

Each TAC will have to rent their own vehicle. They will be responsible for driving their vehicle between designated Camps. Eco-Challenge is working with a local supplier to have vehicles onsite for each team to reserve once they arrive into Fiji. Eco-Challenge race organizers will ensure vehicles are being held for each team, but the reservation and payments will come directly from the team. More detailed information will be coming in the next newsletter.

It is important to note that TACs will not transport bike boxes or team gear containers along the race course. These services will be provided by Eco-Challenge race organizers.

The following amenities will be available to each TAC at the camps:

- Fresh water supply. This will be in the form of water tanks so each TAC will require their own water containers or jugs.
- A dedicated campsite.
- A parking space.
- Access to electricity for charging batteries, etc.

More information regarding the TAC's will be included in the next newsletter.

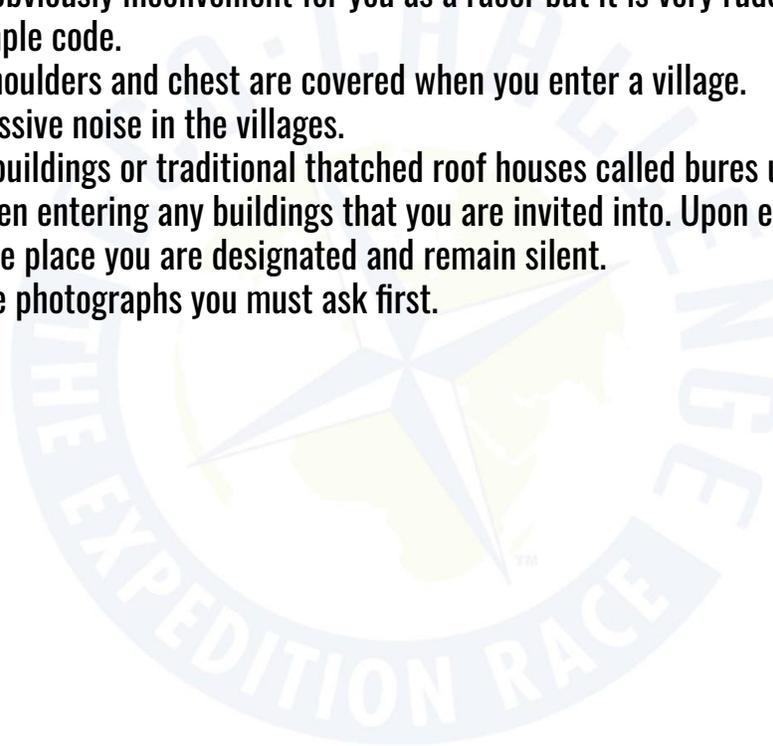


CODE OF CONDUCT FOR FIJI

CODE OF CONDUCT FOR FIJI

One of the true joys of travelling to exotic lands is being introduced to the native customs of the area. Fiji is a land rich in ancient traditions that are foreign to most visitors. We must respect these traditions while we are in Fiji especially when passing through or near the remote villages. It is imperative for the success of the race that all racers, including the team assistant crew, follow the guidelines listed below:

- Avoid walking directly through a village on Sunday. This is a strict day of worship in Fiji. It is almost always possible to walk around the villages instead of through them.
- Do not wear your hat or carry your pack on your shoulder(s) in or around the houses and other buildings. This is obviously inconvenient for you as a racer but it is very rude otherwise. Please adhere to this simple code.
- Make sure your shoulders and chest are covered when you enter a village.
- Do not make excessive noise in the villages.
- Do not enter any buildings or traditional thatched roof houses called bures unless invited.
- Remove shoes when entering any buildings that you are invited into. Upon entry, sit cross-legged in the place you are designated and remain silent.
- If you wish to take photographs you must ask first.





ENVIRONMENTAL COMMITMENT & ENVIRONMENTAL GUIDELINES

ENVIRONMENTAL COMMITMENT

As always, our challenge is to prove to the world that expedition racing can occur with only minimal impact on the environment. The name “Eco-Challenge” is meant to inspire responsible stewardship to the ecology. All of us must play an active role in this pursuit.

To all of our new athletes please accept this as a challenge and a realization of the importance of this commitment when you race in Eco-Challenge Fiji. We are currently finalizing the service project for Eco-Challenge Fiji. More information will be coming in Newsletter #3.

ENVIRONMENTAL GUIDELINES

Trekking:

Wherever a trail exists, try to use it. Obviously, some of the areas you will travel through do not have any trails. It is your obligation to find the safest and best route and not to create a trail. Do not disrupt the soil such that a visible trail is detected. Where possible, walk side-by-side so no trail is created.

Refuse:

All trash must be removed from the course! That means - you pack it in, you pack it out. There will be trash receptacles at the camps and some of the CPs. Please use them.

Solid Human Waste:

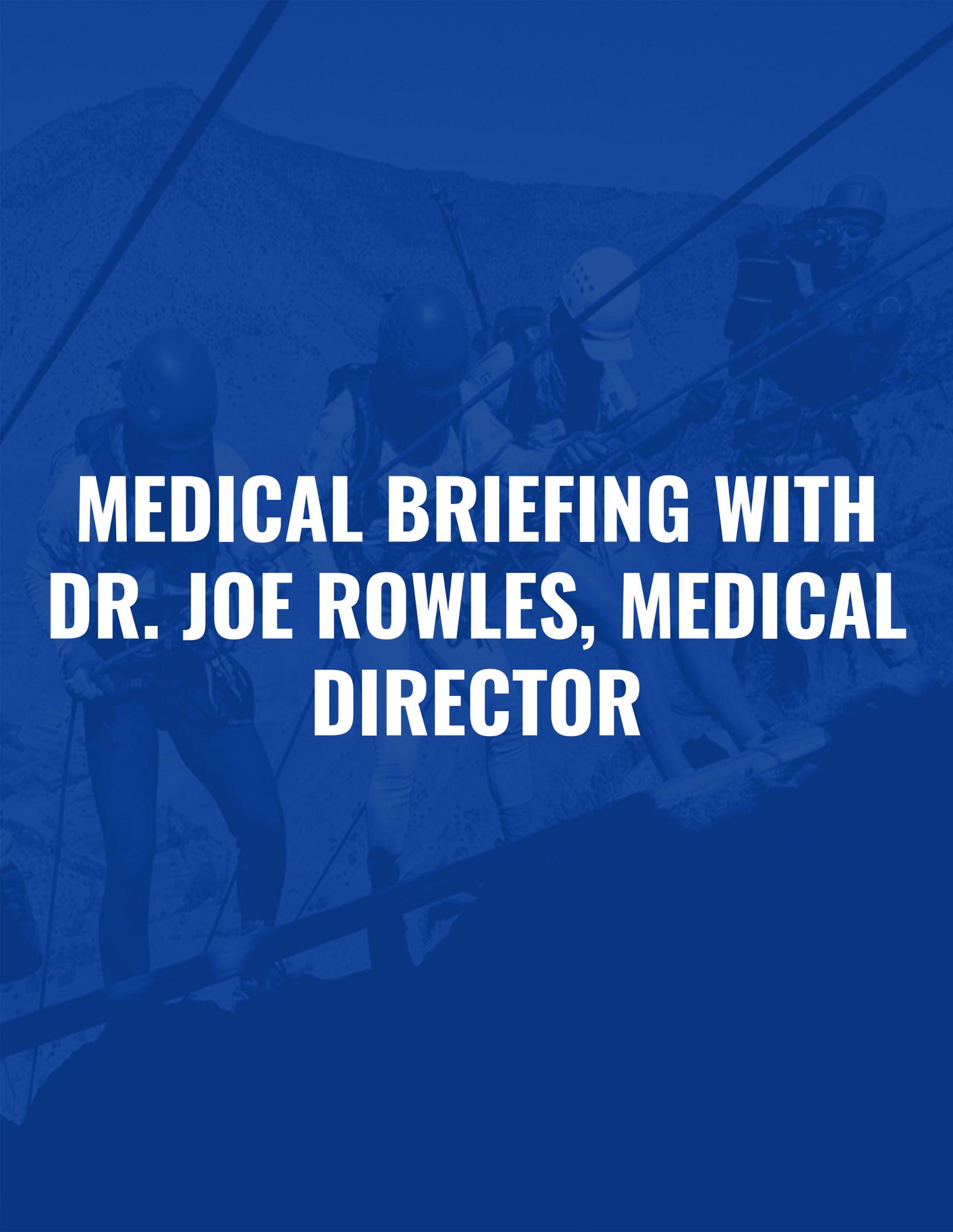
If there is a toilet you must use it. If not, solid human waste and paper products must be buried at least 15 cm deep in the soil. Your team will be required to carry a trowel to dig the hole. You must not bury your waste within 50 m of a waterway.

Camping:

Select an area where you will cause little or no soil disruption. Tree cutting will be allowed. Leave no trace of your campsite.

Environmental Service Project:

All competitors are required to participate in Eco-Challenge Fiji Environmental or Community Service Project in Fiji prior to the race. There will be more details in Competitor Newsletter #3.



**MEDICAL BRIEFING WITH
DR. JOE ROWLES, MEDICAL
DIRECTOR**

MEDICAL BRIEFING WITH DR. JOE ROWLES, MEDICAL DIRECTOR

Dehydration

Dehydration and heat illness are likely to be the main hazards during the race. Temperatures will probably reach 90°F and humidity will be high. Athletes coming from cooler climates should be aware it can take at least a week to acclimatize. Exercising daily once in Fiji prior to the race will help with acclimatization. Proper hydration is key in preventing heat illness during the race. For shorter races (Ironman for example) athletes can become dehydrated but still finish and then rehydrate. This won't work for a race as long as Eco-Challenge Fiji. Dehydration will lead to reduced physical and mental performance, and, if untreated can lead to life threatening heat stroke. The best way to monitor your hydration status is how often you urinate. If you are going at least 5 times in 24 hours you know you are adequately hydrated. Get used to this being a regular topic of conversation as you'll want to keep an eye on your teammates to make sure everyone is hydrated! We'll look at how to prevent, recognize and treat heat illness in further newsletters.

Immunizations

You should make sure your vaccinations are up to date. Measles, Mumps and Rubella (MMR), Diphtheria, Tetanus, Pertussis (DTP), Varicella (chickenpox) and Polio are routine vaccinations in many countries and strongly recommended before arriving in Fiji. As well as these, Hepatitis A and Typhoid are recommended as you may be exposed to these in fresh water during the race.

Tropical/Local Disease

Mosquitoes in Fiji do transmit some diseases you need to be aware of although happily there is no malaria in Fiji. Dengue fever is a mosquito-borne virus which causes high fever, joint pain, rash and headache. It is rarely fatal in healthy individuals but will almost certainly leave you unable to participate in the race. Dengue fever is spread by the Aedes Aegypti mosquitos (the one with stripy legs) which mainly bite in the early morning and at dusk. The time from an infected bite to symptoms is between 4 and 10 days so a bite early on could end your race.

Zika is another virus spread by the same mosquito which causes similar symptoms although usually less severe. It can have implications for those wanting to start a family. Advice regarding Zika and pregnancy can be found [here](#).

Bite avoidance is key in protecting yourself. Mosquitos will bite through most tech fabrics. It is a good idea to treat your clothes with permethrin before you leave home and use a deet based insect repellent during the race. A high DEET concentration cream is probably the best option for protection with minimal extra weight. Long pants/sleeves will also help.

MEDICAL BRIEFING WITH DR. JOE ROWLES, MEDICAL DIRECTOR CONT.

Leptospirosis

Leptospirosis (sometimes known as Weil's disease) is a bacterial infection transmitted by wild and domestic mammals. It is excreted in urine and then finds its way into soil and fresh water. The bacteria are absorbed through the eyes, mouth, nose and breaks/cuts in the skin. Time from exposure to symptoms developing ranges from 2-30 days (normally 7-10 days). Early symptoms include fever, headache, muscle pains, abdominal pain and vomiting. Most cases are mild but it can be life threatening if not recognized and treated. When recognized early treatment is usually straightforward with antibiotic tablets. There has been a recent outbreak of leptospirosis in Fiji. Low dose doxycycline can provide some protection from contracting the disease. Speak to your doctor if this is something you would like to consider.

Team First Aid Kit

The contents of these kits are detailed in the Mandatory Gear List. All medicines must be in original packaging that displays name of medicine and dosage until inspected at registration. Make sure essential medicine is well protected and it is recommended to bring 2 lots; 1 for using during the race and another in case of loss or damage. After this, tablet may be shrink-wrapped or repacked but must still be labelled.

Also, although not required, these items are highly recommended: Diaper Rash Cream and Non-Stretch Zinc Oxide Strapping Tape.

ILLEGAL DRUGS

The use and possession of Illegal drugs are prohibited at Eco-Challenge Fiji. We are aware some people might use marijuana or CBD for medical purposes. But please note it is ILLEGAL to possess any form of marijuana or CBD in Fiji and it can lead to severe punishment from Fijian authorities.



CERTIFICATES OF ABILITY

CERTIFICATES OF ABILITY

The Certificates of Ability will be available on the competitor website. There is a Certificate of Ability for each of the following disciplines and they must be completed and submitted to Competitor Relations no later than **August 9, 2019**:

Fixed Ropes:

- Each competitor must have a qualified climbing instructor or mountain guide verify that they have achieved the skills specified on the certificate and sign the document.

Navigation and Jungle Travel:

- At least two (2) competitors per team need to have the Navigation and Jungle Travel Certificate of Ability signed by a qualified guide or instructor.

Whitewater Rafting and Swiftwater:

- Each competitor must have a copy of the Whitewater Rafting and Swiftwater Certificate of Ability signed by a qualified river rescue instructor or river guide.

Wilderness First Aid and CPR Certification:

- At least two (2) competitors per team must hold basic first aid certification from a registered training facility.
- A valid First Aid certificate that includes a minimum of 13 hours of First Aid training

Signed certificates must be emailed to Competitor Relations **no later than AUGUST 9, 2019**. Please note this date has been pushed back to provide teams more time. Teams who have not submitted their certificates by August 9 will not be allowed to race.

If you have any questions about the deadline or on the certificates, please email Ashley right away: comprel@ecochallenge.com



TRAVEL & ACCOMMODATIONS

AIR TRAVEL UPDATE

Eco-Challenge race organizers have negotiated discounted airfares with Fiji Airways for all participants. These discounted airfares can only be purchased through our preferred travel agency partners, **Stage and Screen Travel**. When you are ready to book your flights, please contact Stage and Screen Travel. Their contact information is:

Stage and Screen Travel

Tania O'Donoghue or Daniel Yoo

+1 213.627.4270

Email: tania.odonoghue@stageandscreen.travel

When calling, make sure you mention you are booking for Eco-Challenge Fiji. Include your name and team name when calling.

Please note: it is NOT mandatory to use this discount offer but booking through Stage and Screen ensures the best possible rates through Fiji Airways and their associated partners.

Booking travel for your friends and family through Stage and Screen is allowed as well. Please identify to Tania and/or Daniel which names are with the team and which names are friends and family.

Note: Many teams will cross the international date line in their travels to Fiji. Please make sure you arrive by September 5 or 6.

COMPETITOR ACCOMODATION IN NADI

Pre-Race: Eco-Challenge is providing FOUR (4) nights of accommodation for each Team on the following nights in Fiji:

September 5-8, 2019

Pullman Resort

Nadi, Fiji

Post-Race: Eco-Challenge is providing a maximum of 3 nights of accommodation post-event in Nadi (with a mandatory check-out by September 22). For example, if you finish on the September 21 race cut-off, Eco-Challenge will provide ONE night of accommodations. If you finish on September 19, Eco-Challenge will provide THREE nights of accommodations. If you finish or withdraw any time before September 19, each Team is responsible for accommodations until September 19, then Eco-Challenge will cover hotel costs thru the mandatory September 22 check-out.

FRIENDS AND FAMILY ACCOMMODATION IN FIJI

There are also extra rooms at the Pullman Resort for friends and family at a special Eco-Challenge Fiji discounted rate. For booking information at the Pullman Resort for friends and family please contact **Anush Devi** at the Pullman and make sure you identify yourself as being with Eco-Challenge Fiji:

Anush Devi
Reservations Manager
Email: h9741-re@accor.com
Phone: +679 672 1510

AIRPORT TRANSPORTATION

We will provide transportation for you and your race equipment from Nadi airport to the host hotel on a schedule to be determined shortly. If you arrive prior to or depart after the scheduled times, you will be responsible for arranging transportation to and from the host hotel for you and your race equipment. Teams will be notified of the schedule for airport transfers in a later newsletter.

FLARES AND SMOKE SIGNALS

As you cannot travel on airlines with smoke signals and flares, we are sourcing these materials and will provide them for each team in Fiji.

TRAVELING WITH GEAR

Airlines will have a weight limit. Please be sure to check with the airline you are using for limits on weight and dimensions.

VOLUNTEER UPDATE

We are currently working on the volunteer process. For now, please keep checking the website and social media for any volunteer updates.



IMMIGRATION

IMMIGRATION

There are only 3 countries that need pre-entry visas to enter Fiji:

- COSTA RICA
- ECUADOR
- GUATEMALA

The visa application form and checklist has been uploaded to the competitor website.

Please note you will need to apply for pre-entry visas at least 3-4 weeks before travel and is only for entry purposes (valid for 3 months for a stay of 14 days). The work permit will be applied when the team member is in the country. **Again please note this only applies to teams from Costa Rica, Ecuador and Guatemala.**

For countries that **do not need to obtain a Visa**: a valid passport for at least three months beyond the intended period of stay in Fiji and a ticket for return or onward travel is required.

Additionally, an arrival card will be given to each person on the plane before the flight arrives in Fiji.

All competitors who don't require a visa should tick 1.17.1 (b) which is Film/Cinema. See below for reference:

Answer this section **ONLY** if you are **NOT** a Fiji Citizen or Resident

1.16 Expected date of leaving Fiji

1.17 What is the main reason for your visit? 1. Business: a. Investment b. Film/Cinema

2. Convention/ Conference 4. Visiting friends/relatives 6. Transit

3. Holiday 5. Education/Training 7. Other

1.18 What is your usual country of residence?

The full arrival card will be uploaded to the competitor website for your reference.



FREQUENTLY ASKED QUESTIONS

FREQUENTLY ASKED QUESTIONS

Q: I am qualified to sign my team's Certificates of Ability; can I sign for my team?

A: If you feel that you meet the qualifications listed on the certificate, then you may sign the certificates for your team. Please follow the directions on the certificate and attach proof of why you believe you are qualified to sign. Keep in mind that Certificates of Ability have been implemented for you and your safety.

Q: Will the Mandatory Gear List change?

A: MAYBE. There are still parts of the course to confirm and the Mandatory Gear List may change before the race. See the instructions at the top of the list – you are responsible for the the last version released before the start of the race and it will be clearly dated at the top. The final list will be marked FINAL.

Q: If a team member drops out in the weeks before the race because of availability or medical reasons, how long do I have to find a new member? What is the final date that the teams need to be 100% locked?

A: If this occurs, please let Ashley and Mindy know ASAP. They will send you a competitor entry form for you to fill out for the replacement. All teams must be 100% locked by July 26.

Q: Do I have to send in my Certificates of Ability if I have raced in Eco-Challenge before?

A: YES. All competitors must submit their Certificates of Ability by the deadline of AUGUST 9, 2019 or they will not be allowed to compete in the race. Signed certificates from previous Eco-Challenge races will not be accepted.

Q: When do we have to be in Nadi?

A: No later than September 6, 2019.

Q: Can we bring a Go-Pro or another filming device to personally film our team on the race?

A: This question has been asked by a lot of teams. As of now we are still making that decision. We will have an update for you in the 3rd newsletter.

FREQUENTLY ASKED QUESTIONS CONT.

Q: For navigation can we bring an altimeter that uses barometric pressure?

A: Yes! Two (2) Casio altimeter watches are part of the Mandatory Gear List and will be given to each team at Competitor Registration.

Q: I use CBD for pain relief, am I allowed to bring it for the race?

A: No. Marijuana is illegal in Fiji and not allowed in any form, including CBD.

Q: Does ocean paddling and sailing refer to the same vessel? Or will there be ocean kayaking as well?

A: There will be no ocean kayaking. The ocean paddling will be done on two types of outrigger canoes. The Gamaku (which can be sailed and/or paddled) and a fiberglass, racing outrigger canoe will be used.

Q: Can you tell us whether the Packrafts will be on the ocean or on rivers (or both)?

A: Packrafts are no longer part of Eco-Challenge Fiji.

Q: For the rappelling/ropes section, are we actually setting up the whole site? Or will someone be there to put you on the ropes?

A: All ropes will be put in place by Eco-Challenge race organizers for rappelling and ascending. There also will be safety guides monitoring the ropes.

Q: For the CPR certification does the Team Assistant Crew count as one of the two people that need to be certified?

A: No. The two people that need to be certified need to be competitors racing on the course.

Q: Will the certifications be unique to each country?

A: The Eco-Challenge Certificates of Ability are created by Race Management and are not aligned with any standard certifying board or association. Each of the certificates will clearly define the skills that the athletes must possess specifically for the Eco-Challenge race. This means you should be able to have the certificates signed by qualified / certified guides or instructors in your home nations.

Q: Can the Team Assistant Crew meet us anywhere on the course? Or are we limited to the Camps?

A: The only interaction between competitors and their team assistant crew member will be at the start of the race and at the Camps. Interaction between teams and TACs at points along the course is strictly prohibited.