
Date:	02.08.2026	Time:	12:10 hrs
Subject:	STEWARDS DECISION No. 5	Document No:	2.6

From: The Stewards
To: The Competitor LAURI JOONA of Car No. 31
Crew LAURI JOONA / ANTTI LINNAKETO

All Competitors / crew members

The Stewards, having received a report from the Clerk of the Course, summoned the above crew members as well as a competitor's representative, have considered the following matter and determine the following:

Facts At 08:38 hrs on Saturday 01.08.2026, Car No. 43 rolled approximately 3.30 km into SS11 (Parkkola 1). Car No. 31 was the second competing car to arrive at the scene and did not stop.

Offence Breach of Article 53.3.2 of the 2026 FIA WRC Sporting Regulations

Decision **Reprimand and Fine of €1000** jointly and severally on the Crew LAURI JOONA / ANTTI LINNAKETO of Car No. 31.

Reason The Stewards examined the available video evidence and telemetry data from the FIA Safety Tracking Device and heard separately from:

- a) Driver PATRICK ENOK, Co-driver SILVER SIMM, and from the Competitor's Representative ANDRIS MÄLNIEKS of Car No. 43 (Competitor PRINTSPORT).
- b) Driver LAURI JOONA, Co-driver ANTTI LINNAKETO, and from the Competitor's Representative HENRI ARPIANEN of Car No. 31 (Competitor LAURI JOONA).

The Stewards also received confirmation from the FIA Sporting Delegate regarding the content of the 2026 FIA WRC Safety Briefing attended by the Crew of Car No. 31 at Rally Sweden 2026.

The Crew of Car No. 43 informed the Stewards that, following a rollover approximately 3.30 km into SS11 (Parkkola 1), they were initially trapped inside the vehicle and experienced some difficulty exiting. As they did not require medical assistance, they activated the "OK" display on the FIA Safety Tracking Device.

Spectators nearby gathered around the vehicle to offer assistance and to slow approaching cars. After hearing another car approaching and becoming concerned for the safety of those spectators, the Crew activated the "Road Blocked" function on the FIA Safety Tracking Device and then again selected the "OK" display to indicate that they did not require medical assistance.

The Crew stated that they did not see the first car to pass the scene. The Co-driver stated that, after releasing himself from the overturned vehicle and while exiting it, he momentarily saw Car No. 31, which was the second competing car to arrive, pass the scene.

The Driver of Car No. 31 informed the Stewards that, as the Crew approached the scene, he first saw a marshal on the right side of the stage signalling to him to slow down. He then observed several people on the left side of the stage also signalling to him to slow, which he did.

He subsequently saw a car in the ditch on the left side of the stage, with people standing behind it. He observed that the FIA Safety Tracking Device was displaying an “OK” indication on a green background. As Car No. 31 passed the stricken vehicle, the Driver saw two people wearing helmets standing behind the car and assumed that they were the Crew of the stricken vehicle.

The Stewards asked the Crew of Car No. 31 whether they had observed any “OK” signal, either by means of the physical OK board or a hand signal, from the persons whom the Driver believed were the Crew of Car No. 43. The Driver stated that he believed that he saw one of those persons make a hand signal towards him and therefore believed it was safe to continue.

The Stewards reviewed the on-board video from Car No. 31, which broadly confirmed the Driver’s description of the approach to and passage of the incident. However, the video did not clearly establish whether either member of the Crew of Car No. 43 displayed a physical “OK” signal to Car No. 31.

The Competitor’s Representative of Car No. 31 informed the Stewards that he had reminded the Crew during pre-event meetings of their obligations when approaching a stopped car on a special stage. He further stated that there was no sporting disadvantage in stopping because a time would be allocated by the Clerk of the Course in accordance with Article 52 of the 2026 FIA WRC Sporting Regulations. He added that the Crew was aware of those obligations, having stopped at another incident earlier in the event and having been allocated a time as a result.

Article 53.3.2 of the 2026 FIA WRC Sporting Regulations requires

“Any crew which has the red “SOS” sign displayed to them, or which sees a car which has suffered an accident and the OK sign is not shown, shall immediately and without exception stop to render assistance. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point...”

The Stewards consider that Article 53.3.2 required the Crew of Car No. 31 to stop and render assistance unless an “OK” signal was shown by the Crew of the stricken vehicle.

The Crew of Car No. 31 stated that the Driver believed he had seen one of the occupants of Car No. 43 make a hand signal indicating that they were OK. While the on-board video did not clearly confirm that such a signal was displayed, it also did not allow the Stewards to exclude the possibility that the Driver may have observed such a signal.

Nevertheless, the Stewards were not satisfied, on the balance of probabilities, that a sufficiently clear “OK” signal had been displayed to the Crew of Car No. 31. In the absence of such a clear signal, the obligation under Article 53.3.2 remained to stop and render assistance.

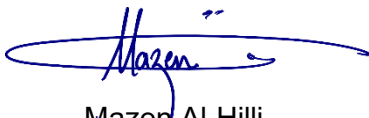
The Stewards nevertheless considered that there were significant mitigating circumstances. The Crew of Car No. 31 reduced their speed considerably when approaching the incident, observed the green “OK” indication on the FIA Safety Tracking Device, saw two helmeted persons standing outside the stricken vehicle and believed that one of them had displayed an “OK” hand signal.

These circumstances materially reduced the seriousness of the breach and distinguished the conduct of the Crew of Car No. 31 from a deliberate or complete disregard of the requirements of Article 53.3.2.

Having considered all the evidence and the representations made, the Stewards determined that the Crew of Car No. 31 failed to comply with Article 53.3.2 of the 2026 FIA WRC Sporting Regulations. In light of the mitigating circumstances and having regard to penalties imposed for comparable breaches, the Stewards imposed a Reprimand together with a fine of €1,000, for which Driver LAURI JOONA and Co-driver ANTTI LINNAKETO are jointly and severally liable.

The FIA WRC Sporting Regulations place significant responsibility on competing crews as the first line of assistance following an incident on a special stage. Article 53.3.2 reflects that principle by requiring crews to stop unless it is clear that assistance is not required. Any time lost in complying with that obligation is addressed through the allocation of a time in accordance with Article 52 of the 2026 FIA WRC Sporting Regulations.

Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Article 15 of the 2026 FIA International Sporting Code and Chapter 5 of the 2026 FIA Judicial and Disciplinary Rules.


Mazen Al-Hilli
The Stewards


Chris McMahon


Riku Bitter

This decision was notified to the Competitor's officially nominated representative as below:

<i>Name (in block letters):</i>	HENRI ARPIAINEN	<i>Date:</i>	02.08.2026
<i>Position within the team:</i>	TEAM COORDINATOR	<i>Time:</i>	12.15

Published on the Organiser's Digital Notice Board on 02.08.2026 at 12.25 hrs.