
Date:	02.08.2026	Time:	11:40 hrs
Subject:	STEWARDS DECISION No. 4	Document No:	2.5

From: The Stewards
To: The Competitor TEEMU SUNINEN of car No. 26
Crew TEEMU SUNINEN / JANNI HUSSI

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. 26 was the first competing car to arrive at the scene and the crew did not stop.

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

Decision A 30-second time penalty, to be applied to the special stage time of Competitor TEEMU SUNINEN of Car No. 26 on SS11 (Parkkola 1).

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 TEEMU SUNINEN, Co-driver JANNI HUSSI, Team Manager FILIPPO LORENZON, and from the Competitor's Representative ANDREA GASPARI of Car No. 26 (Competitor TEEMU SUNINEN).

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. 26 at Rally Sweden 2026.

The Crew of Car No. 43 informed the Stewards that, following a rollover approximately 3.38 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, which was Car No. 26. The Co-driver stated that, after releasing himself from the overturned vehicle and while exiting it, he saw Car No. 31 pass the scene.

The Driver of Car No. 26 informed the Stewards that, as the Crew approached the scene, he first saw a marshal on the right side of the stage signalling him to slow down. He then observed several people on the left side of the stage also signalling 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 looked at the FIA Safety Tracking Device and observed an "OK" indication on a green background. As Car No. 26 passed the stricken vehicle, the Driver saw two people approximately 20 metres further along the stage. He assumed that these persons were the Crew of the stricken vehicle and that they were uninjured. He therefore continued.

The Stewards asked the Crew of Car No. 26 whether they had observed any "OK" signal, either by means of the physical OK board or a hand signal, from the occupants of the stricken car. The Crew of Car No. 26 stated that they understood the green "OK" indication displayed on the FIA Safety Tracking Device to mean that the Crew of Car No. 43 did not require assistance and that they could therefore continue without stopping.

The Stewards do not agree with that interpretation.

The Crew of Car No. 26 confirmed that they had attended the FIA Safety Briefing at Rally Sweden earlier in the 2026 season. The Stewards showed them a slide from the presentation delivered by the FIA Sporting Delegate concerning the obligations of a crew approaching a stopped car on a special stage. The instruction on the slide clearly stated:

- If you are shown SOS, you must stop and assist.
- If you cannot see OK, you must stop and assist.
- You may pass only if you see a crew member displaying OK.

The Stewards consider that Article 53.3.2 of the 2026 FIA WRC Sporting Regulations requires that any crew which sees a car that has suffered an accident and where the OK sign is not "physically" shown shall immediately and without exception stop to render assistance.

The Stewards further consider that Article 53.3.2, read together with the remainder of Article 53 and the guidance provided during the FIA Safety Briefing, required the Crew of Car No. 26 to stop and verify the condition of the Crew of Car No. 43 before continuing.

The Stewards do not consider that, in the circumstances of this case, the green "OK" indication displayed on the FIA Safety Tracking Device relieved the Crew of Car No. 26 of that obligation. As explained during the FIA Safety Briefing attended by the Crew, competitors may continue only after seeing a member of the stricken crew displaying an "OK" signal. The Crew of Car No. 26 confirmed that no such signal was observed.

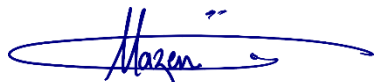
This interpretation is consistent with the safety objectives of Article 53. The electronic "OK" indication assists communication but cannot replace a direct assessment by the first crew arriving at the scene. Circumstances may change after the electronic indication has been activated, and an approaching crew cannot assume that the condition of the occupants or the hazards at the scene remain unchanged. Stopping to verify the situation ensures that assistance is provided whenever necessary.

Having considered the matter extensively, as well as the representations made, the Stewards determined that the Crew of Car No. 26 failed to comply with Article 53.3.2 of the 2026 FIA WRC Sporting Regulations and therefore impose a 30-second time penalty, to be added to the Crew's stage time for SS11.

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>	ANDREA GASPARI	<i>Date:</i>	02.08.2026
<i>Position within the team:</i>	TEAM REPRESENTATIVE	<i>Time:</i>	11:45

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