
Date:	12.09.2026	Time:	09:55 hrs
Subject:	STEWARDS DECISION No. 4 ERRATUM	Document No:	2.5

From: The Stewards
To: The Competitor MOTORSPORT IRELAND RALLY ACADEMY of car No. 57
Crew CRAIG RAHILL / CONOR SMITH

All Competitors / crew members

The Stewards, having received reports from the Clerk of the Course, attaching data extracted from the FIA Safety Tracking Device of car No. 57, summoned the above crew members as well as the competitor's representative, have considered the following matter and determine the following:

Facts At 10:13hrs on **Friday** 11.09.2026 while on SS1 (Turquia 1), a member of the crew of car No. 56 activated the SOS function on the FIA Safety Tracking Device of their car (notifying the need for medical assistance). The driver of car No. 56 stopped the car on a **trail** running off to the right-hand side of the stage at 13km on the stage. Car No. 57 was the first competing car to arrive at that location on the stage, but the crew of car No 57 did not stop despite the SOS displayed in their FIA Safety Tracking Device.

Offence Breach of Article 53.3.2 of the 2026 FIA WRC Sporting Regulations and Article 12.2.1.h of the 2026 FIA International Sporting Code.

Decision A 1-minute time penalty, to be applied to the special stage time of Competitor MOTORSPORT IRELAND RALLY ACADEMY of car No. 57 on SS1 (Turquia 1).

Reason The Stewards examined the telemetry data from the FIA Safety Tracking Device and heard from the crew, Driver CRAIG RAHILL, Co-driver CONOR SMITH, and from the Competitor's Representative KATHLEEN KENNEDY of Car No. 57 (Competitor MOTORSPORT IRELAND RALLY ACADEMY) on Friday 11th September 2026 at 21.10hrs.

The crew confirmed that they received a red signal on car No.57's FIA Safety Tracking Device while in the relevant area of the stage. They said they were aware the Sporting Regulations oblige them upon receiving that signal to look for a car stopped on or near the stage and if an OK signal is not on display by the affected crew, to stop and render assistance. They said that they slowed the speed of their car and continued along the stage while looking for a stopped car but did not see one. They said the FIA Safety Tracking Device stopped displaying the red signal and so they continued through the stage believing that the signal that had been displayed by the FIA Safety Tracking Device must have been in error. The Stewards asked the crew if car No. 57 had onboard camera footage available. The crew and the competitor's representative responded that while the cameras were fitted and operating, for some reason, no footage was available on the storage device for the first 3 stages. The crew questioned the Stewards about the location of the affected car. The Stewards indicated they would continue their investigations and get back to them.

The Stewards discovered the affected crew, KEREM KAZAZ / CORENTIN SILVESTRE, of car No 56 were taken to hospital for treatment and observation following the incident and were still within hospital.

The Stewards obtained further information from the FIA Safety Tracking Device provider for the purposes of identifying the location of where car No 56 stopped on

the stage. The Stewards were provided with a map of the relevant section of the stage on which that location was marked.

At 21.45hrs, the Stewards spoke with the competitor and driver, GERARDO ROSSELOT, of car No. 58, which was the car following car No. 57 on the stage. The driver confirmed that he was the first car to stop on the stage and render assistance to the crew of car No. 56 (after receiving a red signal on the FIA Safety Tracking Device for his car). He said that when he came across car No. 56 it was stopped to the right-hand side of the stage at 13km and that it was easy to see it and to react. The Stewards then asked the driver of car No. 58 to check an on-board camera available on Rally.tv of a car that had traversed the stage before car No. 56. The driver identified immediately for the Stewards the location on the stage of where he found car No. 56 was stopped.

The location on the stage identified by the driver of car No. 58 matched the map of the location of where car No. 56 stopped as provided to the Stewards. As such, the Stewards are comfortably satisfied that was the location of where car No. 56 stopped on the stage.

At 22.45hrs the Stewards reconvened the hearing with the crew and competitor's representative of car No. 57. The Stewards showed the crew the map of the relevant section of the stage with car No. 56's location marked upon it, a still view of that area from the available on-board footage and of the Rally's recce vision and relayed to the crew that the driver of car No. 58 has stated that is the location where he found car No. 56.

The crew denied that car No. 56 was located there. They said that was an obvious location which they could not have missed if it was. They suggested that car No. 56 must have been further off the stage when they came through the stage compared to when the crew of car No. 58 found it.

The Stewards also played a relevant section of the training video for the FIA Safety Tracking Device to the crew (of which they were required to have observed), in which it states that the FIA Safety Tracking Device displays a countdown of the distance from the crew's car showing the red signal to a car stopped on the stage and then counts up the distance after the car passes that location. The Stewards find the crew ought to have been aware from the distance counter on the FIA Safety Tracking Device of the approximate location of car No. 56 and ought to have stopped at that point and looked for it (even if it was not then visible).

The crew told the Stewards that they are acutely aware of the requirement to stop and the reasons for it (they themselves having been an affected crew relying on other crews to stop and assist them). They apologised to the Stewards but repeated the statement that they did not see a car stopped on or near the stage nor any sign of a car having left the stage.

Despite the crew's insistence that car No. 56 was not there when they passed the location, the Stewards remain comfortably satisfied that car No. 56 was stopped in the same location where the crew of car No. 58 found it at the time that the crew of car No. 57 passed that location of the stage, and that the crew of car No. 57 ought to have stopped.

The Stewards find that there was a breach of Article 53.3.2 of the 2026 FIA WRC Sporting Regulations by the crew of car No. 57 and impose a penalty which they consider appropriate in the circumstances.

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.



Chris McMahon
The Stewards



Edoardo Delleani



Gonzalo Concha

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

Name (in block letters):	MICHELE FERRARA	Date:	12.9.2026
Position within the team:	SPORTING COORDINATOR	Time:	10:00

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