
Date:	03.10.2026	Time:	16:35 hrs
Subject:	STEWARDS DECISION No. 5	Document No:	2.6

From: The Stewards

To: The Competitor ARON DOMŻAŁA of car No. 41
Crew ARON DOMŻAŁA / MICHAŁ KUŚNIERZ

All Competitors / crew members

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

Facts On Friday, 02.10.2026 while on SS2 (Tula – Erula 1), car No. 39 had a heavy landing after a jump at km 5.79. Subsequently the crew stopped at km 5.9 and alerted the SOS Medical at 09:23:38 hrs. The stage was red-flagged at 09:27:08 hrs. Car No. 41, under red flag, passed the location slowly without stopping, despite the SOS displayed on their FIA Safety Tracking Device and, according to the co-driver of car No. 39, having been shown the SOS signal by hand gestures.

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 2-minute time penalty, to be applied to the special stage time of Competitor ARON DOMŻAŁA of car No. 41 on SS2 (Tula - Erula 1).

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

- a) The Team Representative of Competitor TEAM ARMIN SCHWARZ DRIVING EXPERIENCE of car No. 39, Mr. EETU HELLSTEN on Friday, 02.10.2026 at 15:20 hrs.
- b) Driver ARON DOMŻAŁA, Co-driver MICHAŁ KUŚNIERZ, and from the Competitor's Representative MARCIS KENAVS of car No. 41 (Competitor ARON DOMŻAŁA) on Friday, 02.10.2026 at 21.15 hrs.

The Team Representative of car No. 39 spoke on behalf of the crew, who were still in hospital undergoing medical checks. He confirmed that the co-driver had informed him that, following a heavy landing after the jump on SS2, both crew members were experiencing pain and therefore activated the SOS function on the FIA Safety Tracking Device. As the physical SOS sign had fallen inside the car during the heavy landing and the co-driver was unable to locate it immediately, he signalled the need for medical assistance to the following cars by crossing his arms. However, car No. 41, which was the second car to arrive at the incident location, did not stop to render assistance.

The Stewards also received confirmation from the FIA Sporting Delegate regarding the content of the 2026 FIA WRC Safety Briefing attended by the driver and co-driver of car No. 41 at Rally Italia Sardegna 2026.

The Stewards also received confirmation from the Manager of the WRC official timing provider, confirming that car No. 41 had received the SOS signal on their FIA Safety Tracking Device.

After the jump, the crew received a red flag indication on the FIA Safety Tracking Device, which was acknowledged by the co-driver.

The driver stated that the crew had experienced an intercom issue during the stage and that, as a result, he was concentrating on the hand signals given by his co-driver as the crew approached and passed the incident location. Although he briefly noticed a person standing at the roadside, he did not identify that person as the co-driver of car No. 39 and did not understand the hand signals as indicating an SOS situation.

Approximately 200 metres further on, the crew stopped after realising that they had already passed the incident location. At that point, the FIA Safety Tracking Device had changed to the "Stop on Stage" screen and no longer displayed the distance to the incident vehicle. The driver briefly discussed the situation with his co-driver.

As neither of them had understood that the person at the roadside was signalling an SOS situation, the crew assumed that the stationary vehicle had stopped due to a technical problem rather than as a result of an accident. They therefore resumed driving under red flag conditions.

The driver apologised and acknowledged that it was only after subsequently reviewing the onboard footage that he became aware of the co-driver of car No. 39 giving signals at the side of the road. He stated that if he had noticed the co-driver of car No. 39 when passing the incident location, he would of course have stopped immediately to render assistance.

The crew was able to provide onboard footage, which corroborated the statements made.

The Stewards further reviewed the relevant section of the training material for the FIA Safety Tracking Device, which the crew members were required to have viewed. The material explains that, when an SOS/red warning is displayed, the device shows a countdown of the distance to the stopped car and, after the location has been passed, subsequently counts up the distance from that point.

The Stewards therefore find that the crew of car No. 41 ought to have been aware, from the distance information displayed on the FIA Safety Tracking Device, of the approximate location of car No. 39. Even if the vehicle itself was not immediately identifiable from the road as the car involved in the incident, the crew ought to have exercised greater vigilance, particularly as the co-driver of car No. 39 was attempting to draw their attention, and should have stopped at or near that location to establish whether assistance was required.

The Stewards therefore find that the crew of car No. 41 breached Article 53.3.2 of the 2026 FIA WRC Sporting Regulations and impose a penalty which they consider appropriate in the circumstances.

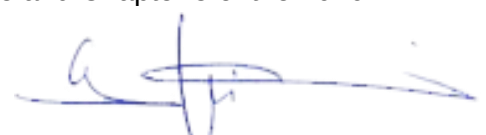
Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Article 15 of the 2026 FIA International Sporting Code and Chapter 5 of the 2026 FIA Judicial and Disciplinary Rules.



Tanja Geilhausen
The Stewards



David Domingo



Claudio Gasparrini

RE: STEWARDS DECISION No. 5 – RALLY ITALIA SARDEGNA 2026

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

<i>Name (in block letters):</i>	MARCIS KENAVS	<i>Date:</i>	03.10.2026
<i>Position within the team:</i>	TEAM MANAGER	<i>Time:</i>	16:40

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