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<b>Date:</b>	11.05.2024	<b>Time:</b>	22:00 hrs
<b>Subject:</b>	STEWARDS DECISION No. 3	<b>Document No:</b>	2.4

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**From:** The Stewards  
**To:** The Competitor DG SPORT COMPETITION of car No. 21  
Crew YOHAN ROSSEL / ARNAUD DUNAND

All Competitors / crew members

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The Stewards, having received video evidence on an incident concerning car No. 21 on SS13, summoned the above crew members as well as a competitor's representative, have considered the following matter and determine the following:

**Facts** The driver and co-driver of car No. 21 did not have their safety harnesses correctly fastened while the car was in motion following a wheel change on SS13 (Paredes 1)

**Offence** Breach of Art. 53.1 of the 2024 FIA WRC Sporting Regulations, Art. 12.2.1.h of the 2024 International Sporting Code, Appendix L Chapter III Art. 3.2 and Appendix L Chapter III Art 4 of the 2024 International Sporting Code

**Decision** To impose a **1-minute time penalty** on Competitor DG SPORT COMPETITION of car No. 21, to be applied at TC13A

**Reason** Present at the hearing held on 11 May 2024 at 20:35 hrs were the driver Mr. YOHAN ROSSEL, the co-driver Mr. ARNAUD DUNAND and the Team Representative Ms. CORALIE BARBASSAT of the Competitor of car No. 21 DG SPORT COMPETITION.

The driver Mr. YOHAN ROSSEL explained that, after hitting a rock in one corner, he immediately thought that the suspension of the car had been broken as the car was behaving in a weird manner. He therefore decided to stop to evaluate the damages. When exiting the car they noticed that, instead of the suspension damage, they had a flat tyre. After quickly changing the flat tyre on a high speed section on SS13, they were afraid that the following car would hit them as they had stopped in a dangerous high speed section. Furthermore, not having a good visibility behind through the rear view mirrors, they started to drive to get away from this dangerous location. The co-driver Mr. ARNAUD DUNAND stated that he was shouting to the driver to wait after they had started to drive as his safety belts were not yet properly fastened but, as the driver's intercom was not connected, he did not hear the co-driver's request. The team representative Ms. CORALIE BARBASSAT added that the crew was scared for the following car to hit their car, as there has been a similar situation earlier this year in Rally Sweden. The driver Mr. YOHAN ROSSEL furthermore stated that he understood his mistake and that he was unaware of the fact that the co-driver's safety belts were not correctly fastened. He also admitted that his FHR device was not correctly positioned after the wheel change.

The video evidence from car No. 21 shows that after changing the flat tyre on SS13, whilst both drivers had buckled their waist safety belts, the driver had started to drive for approximately 4 seconds and then had stopped the car to buckle also his shoulder safety belts. After that, the driver started to drive at a higher speed whilst still tensioning the safety belts. In the meantime, the co-driver was still trying to buckle his shoulder safety belts, which were still loose. The co-driver finally managed to properly tension his safety belts approximately 51 seconds after the car had started to move from the wheel change location. After the flat tyre change and until the end of the

special stage, the FHR device of the driver was not fixed properly and was not positioned under the safety belts.

The Stewards conclude that it is the competitor's responsibility to ensure that the safety equipment is fastened, tightened and used correctly throughout the stage.

Art 53.1 of the 2024 FIA Sporting Regulations clearly states that the safety belts must be fastened whenever a car is in motion and, additionally, Appendix L Chapter III Art. 3.2 and Appendix L Chapter III Art 4 of the International Sporting Code clearly describe the correct use of the FHR device and safety belts, which in this case were not correctly fulfilled. The Stewards find that it is the driver's responsibility to ensure that all the safety measures inside the car are being fulfilled during the special stages and driving with incorrectly fastened safety belts and incorrectly positioned and tightened FHR device is unsafe.

Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Article 15 of the 2024 FIA International Sporting Code and Chapter 4 of the FIA Judicial and Disciplinary Rules.



Silver Kütt  
The Stewards



David Domingo



Luís Tourais de Matos

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

<i>Name (in block letters):</i>	<b>CORALIE BARBASSAT</b>	<i>Date:</i>	<b>11.5.2024</b>
<i>Position within the team:</i>	<b>TEAM COORDINATOR</b>	<i>Time:</i>	<b>22:05</b>

**Published on the Organiser's Digital Notice Board on 11.5.2024 at 22:12 hrs**