

Date: **Friday, 09th January 2026**
Subject: **STEWARDS DECISION 15**

Time: **13.30 hrs**
Document No: **2.16**

From: *The Stewards*
To: *Competitor No 261 Name: **QIAN'AN JIU JIANG LANDSAIL RACING CLUB***
*Crew: **BENYANG XU / LEI TIAN***

Number of pages: 2

Attachments: -

The Stewards, having received a report from the Clerk of the Course (Doc. 3.30) supported with evidence from the tracking system, having summoned and heard the Crew members and the translator (Mr. PAN LIU), have considered the following matter, and after due deliberation determine the following:

Fact: During SS5, Competitor No 261 drove in the opposite direction of the Selective Section for approximately 6.1 km.

During SS5, Competitor No 261 recorded more than 3 overspeeding pulses of exceeding 40 kph within the speed control zone between WP 113 and WP 115.

Offence: Breach of Article 27.1.3 and 37 of the 2026 FIA CCRSR.

Decision: **To impose a time penalty of 1 hour on Competitor Car No. 261 for SS5.**

Reason: The Stewards received a report indicating multiple speeding infringements within a speed control zone. The Stewards heard from the Team Manager and the crew members. During the hearing, the crew stated that they had entered the speed control at WP 114. They subsequently realised that they had missed WP 113 and drove back to this waypoint in order to pass it. The crew also stated that they believed that the GPS system subsequently recorded that they were still within the speed control zone. After the crew arrived at WP 113 they continued along the route of the selective section. The crew stated that they were not aware that driving in the opposite direction of the Selective Section was prohibited.

Article 27.1.2 and 27.1.3 of the FIA 2026 CCRSR states:

27.1.2: Crews must always drive in the direction of the Selective Section, as indicated in the road book and by the track layout when it exists. Crews are allowed to momentarily deviate from the intended direction, briefly reverse or reroute to the correct direction for correcting navigation mistakes or avoiding natural or artificial obstacles.

27.1.3: Intentional driving against the direction of the Selective Section for any reason other than those outlined in Art. 27.1.2, deliberate backtracking over significant distance and/or significant deviations from the route without justifiable cause are forbidden.

The Stewards find that the above-mentioned articles have been breached. As the vehicle was driven against the direction of the selective section for a distance of 6.1 km, this cannot be considered as momentarily deviating from the intended direction, briefly reversing, or rerouting to the correct direction. Driving in the opposite direction of the selective section not only constitutes a danger to the crew themselves, but also to other competitors.

Furthermore, the crews were explicitly reminded in CoC Communication No. 1 of the articles stating that driving in the opposite direction is prohibited.

Furthermore Article 37.1 and 37.3 of the FIA 2026 CCRSR states:

37.1: Organisers must establish speed control zones when a Selective Section passes through a populated area and at other locations at their discretion.

37.3 When entering the opening radius, the crews will be informed by their NAV-GPS that they are approaching a speed control zone. 90 metres after this waypoint, independently of the route followed by the vehicle, the tolerance zone ends, and penalties may apply.

Speed control zones are implemented in locations where a potentially dangerous situation may arise. Further investigations by ERTF have shown that the recorded speeding infringements were not recorded within the speed control zone. However, when turning around after WP 114, the crew technically entered the speed control zone and did not exit it, as the FZ waypoint was not passed. ERTF has stated that the warnings for the speed control zone are also visible on the digital roadbook and that these warnings cannot be disabled. The Stewards therefore consider that a penalty for this infringement is justified.

In determining the penalty the Stewards take into consideration that the competitor has already been penalised by the Clerk of the Course for missing the waypoint and several overspeeding infringements in the same location and find the above-mentioned penalty to be appropriate. The penalty consists of a time penalty of 30 minutes for the speeding infringements within the speed control zone and 30 minutes for driving in the opposite direction on the selective section.

This decision is based on 2026 FIA ISC Art. 11.7.1.a, Art. 11.7.3.a, Art. 11.7.3.f, and Art. 12.4.1.h.

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 FIA Judicial and Disciplinary Rules.



Jan SEINEN
Chair of the Panel of Stewards



Alqassim HAMIDADDIN
FIA Steward



Saleh ALEM
ASN Steward

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

Name (in block letters):	KAIKAI ZHU	Date:	09.01.2026
Position within the team:	TEAM MANAGER	Time:	15:30

Published on the Digital Notice Board on 10/01/2026 at 12.35 hrs.