DAKAR RALLY 2026

03 – 17 January

Date:	**Thursday, 08th January 2026**	Time:	**15.15 hrs**
Subject:	**STEWARDS DECISION 12**	Document No:	**2.13**

From: *The Stewards*

To: *Competitor **No 213** Name: **TOYOTA GAZOO RACING SA***

*Crew: **SAOOD VARIAWA / FRANÇOIS CAZALET***

Number of pages: 1 *Attachments: -*

The Stewards, having received video evidence from the FIA Sporting Delegate and having investigated the action that was shown, have considered the following matter, and after due deliberation determine the following:

Fact: The navigator of car #213 was not wearing his safety belts in the correct way for approximately 5 seconds during Selective Section No 3, although the vehicle was in motion.

Offence: Breach of Article 47.1 of the 2026 FIA CCRSR

Decision: **To impose a time penalty of 50 seconds on Competitor Car No 213 for SS 3.**

Reason: The Stewards reviewed on-board video footage showing that Competitor Car No. 212 stopped on SS3. The video evidence clearly shows that the navigator started unfastening his safety belts approximately 5 seconds, while the vehicle was in motion, before coming to a complete stop.

The Cross-Country Rally Sporting Regulations are very clear in Article 47.1 in saying: "***Whenever a vehicle is in motion on any type of Selective Section*** *and until the stop control, the crew must wear homologated crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III – Drivers' Equipment as intended by the equipment manufacturer* ***and have their safety belts correctly fastened***. (…)"

Safety belts, together with the Frontal Head Restraint (FHR), are essential safety devices designed to protect the crew in the case of an accident. Compliance with these requirements is fundamental, as safety remains one of the FIA's primary concerns, and the FIA is committed to doing everything possible to protect, among others, the crew members.

The stewards find that there is a breach of the regulations, and that the crew gained a time advantage through non-compliant behaviour of the crew member. Therefore, a time penalty that also compensates for the time advantage is justified.

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	**Alqassim HAMIDADDIN**	**Saleh ALEM**
Chair of the Panel of Stewards	FIA Steward	ASN Steward

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

Name (in block letters):	**PEDRO ALMEIDA**	*Date:*	**08.01.2026**
Position within the team:	**TEAM MANAGER**	*Time:*	**16:55**

Published on the Digital Notice Board on 08/01/2026 at 17.25 hrs.