

12<sup>th</sup> – 18<sup>th</sup> October 2023

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Date: **Friday, 13<sup>th</sup> October 2023**  
Subject: **STEWARDS DECISION N° 2**

Time: **10.45 hrs**  
Document No: **2.4**

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From: *The Stewards*  
To: **BAIC ORV**  
*FIA 2023 World Rally-Raid Championship registered Manufacturer*

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*Number of pages: 3*

*Attachments: 0*

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The Stewards, having received a report from the FIA Sporting Delegate (email, 12<sup>th</sup> October 2023), having examined the information included in the report, summoned and heard the representative of the Manufacturer Mr. Jean – Marc Fortin, have considered the following matter, determine the following:

**Fact:** The Manufacturer BAIC ORV has duly registered in the 2023 FIA World Rally-Raid Championship for Manufacturers (at the same time committing to participate in a minimum of four rounds of the World Rally-Raid Championship with at least one vehicle of Groups T1, T2, T3 or T4) and was not represented by any car on the entry list of the fifth round, RALLYE DU MAROC 2023, although had not participated in the previous round Desafio Ruta 40.

**Offence:** Breach of Article V1 3.4.3 of the 2023 FIA Cross-Country Rally Sporting Regulations

**Decision:**

- **to withdraw 100 points scored so far by the Manufacturer BAIC ORV in the current season of the 2023 FIA World Rally-Raid Championship for Manufacturers**
- **to impose a fine penalty of 10000 EUR on the Manufacturer BAIC ORV**

In accordance with Article 12.8 FIA International Sporting Code, the payment of the fines must be done online, within 48 hours of their notification, at the following address: <https://fiafines.fia.com>. Any delay in making payment may entail Suspension during the period a fine remains unpaid.

**Reason:** During the hearing, the representative explained that he understands that the Manufacturer has violated the rules.

With the registration to the W2RC as Manufacturer signed to observe all the provisions of the Code and as supplemented or amended of the Code, the current Cross-Country Rally Sporting Regulations and the Supplementary Regulations of each event. For the purposes of the Cross-Country Rally Sporting Regulations, a registered Manufacturer is a Championship participant in accordance with Art. 1.3 of the International Sporting Code, and as such must adhere to the obligations imposed on them and abide by the decisions of the sporting authority.

12<sup>th</sup> – 18<sup>th</sup> October 2023

A registered Manufacturer shall be deemed to be acquainted with the statutes and regulations of the FIA and the national regulations and shall undertake to submit themselves without reserve to the above and to the decisions of the sporting authority and to the consequences resulting therefrom.

According to Art V1 3.4.3 of the 2023 FIA Cross-Country Rally Sporting Regulations, a Manufacturer undertakes to participate **in a minimum of four of the events of the Championship** with at least one car of Groups T1, T2, T3 or T4 complying with the technical regulations in force.

The above requirement of the rules is not an end in itself. It is enshrined in order to ensure a fair sports fight between all Manufacturers and their Drivers and Co-drivers (including, but not limited to, giving priority to the drivers, etc.).

In addition, a violation of the rules of this kind causes significant damage to the image of the World Rally-Raid Championship, the image of the FIA, the image of the promoter, the organisers, and motorsport in general.

The Stewards concluded that the above-mentioned violation of the regulations, and at the same time the failure to fulfill the obligations assumed on the part of the Manufacturer, is a very serious and a severe sanction must be imposed.

The Stewards decide that in this case there are grounds for applying the penalty provided for in the Art. 12.4.5 of the 2023 FIA ISC (to withdraw points for the Championship).

According to the Art. 12.4.5.a of the Code, points should not be deducted separately from Drivers and Competitors, save in exceptional circumstances. In this case, however, the Stewards decide that exceptional circumstances exist. Considering the specifics of the discipline and the fact that the Manufacturer violated the article (V1 3.4.3 of the 2023 FIA CCRSR) of the regulations, which creates obligations specifically for the Manufacturer, but not for the Drivers, the Stewards decide that there are grounds for not applying the same penalty to drivers and co-drivers nominated by the manufacturer.

Moreover, the **mentioned article of the rules provides for the obligation to participate in at least four events with at least one car**. Although the manufacturer has **been represented by more than one crew this season**. And even more so, not a single driver or co-driver. That is, in the article (V1 3.4.3 of the 2023 FIA CCRSR) there are no links with drivers and co-drivers. Therefore, liability in this case lies only with the manufacturer.

12<sup>th</sup> – 18<sup>th</sup> October 2023

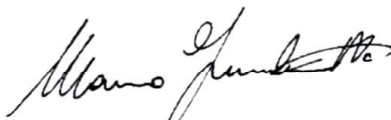
When assessing the responsibility of the manufacturer, the Stewards consider it necessary to impose a fine penalty as well.

The Stewards decision is based on the 2023 FIA International Sporting Code Art. 11.9.1, Art. 11.9.3 f, Art. 12.3.1, Art. 12.4.1.c, Art.12.4.5, Art.12.4.5. a.

The Manufacturer is reminded that he has the right to appeal certain decisions of the Stewards, in accordance with Article 15 of the FIA International Sporting Code and Chapter 4 of the FIA Judicial and Disciplinary Rules, within the applicable time limits.



**Arnas PALIUKENAS**  
FIA Chairperson of the Stewards



**Mauro FURLANETTO**  
FIA Steward



**Ahmed HOUBRI**  
ASN Steward

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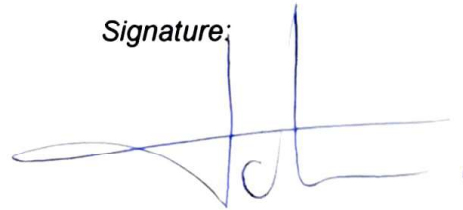
Received:

Competitor: **BAIC ORV**

Date: 13 October

Time: 11.09

Signature:



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