



Date:	Saturday, 05 August 2023	Time (decision):	22:40 hrs
Subject:	DECISION No. 01	Document No.:	2.4
From:	The Stewards		
To:	Competitor car no: 32 KEVIN SARAIVA Crew: KEVIN SARAIVA / BEATRIZ PINTO		
Number of pages: 4		Attachments:	[0]

The Stewards, having received a report from the Clerk of the Course as well as data from Anube, summoned and heard the driver Kevin Saraiva (Summons no. 01), the driver of the car no. 29 (Summons no. 02), the driver and co - driver of the car no. 38 (Summons no. 3), the driver and co-driver of the car no. 31 (summons no. 4) and after analysing the video material, have considered the following matter, determine the following:

Fact: The crew of car No. 32 did not place a red triangle warning the next crews about the incident that occurred in SS 11 and did not take enough other steps to ensure proper warning to the following crews. As a result, another accident occurred when the crew car no. 29 hit the car no. 32.

Offence: Breach of Art. 53.3.3 of the FIA 2023 Regional Rally Sporting Regulations.
Breach of Appendix 11 – iv of the Supplementary Regulations

Decision: To impose a fine penalty of the 1000 EUR on the Competitor

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:

The driver of the car no. 32 Mr. Kevin Saraiva explained that, after hitting the side of the road, got out of the car and went to the first straight line to show the OK Sign. As the co-driver stayed in the car, the driver is not sure if she pushed the SOS button. The driver mentioned that he showed the OK Sign and, with his hands indicated that the following car should slow down. The two first following cars (no. 38 and no. 31) passed car no. 32 without any issues. When the third car no. 29 drove, according to the driver, he showed the OK Sign and signed, with his hand, to slow down. Car no. 29 did not slow down and hit car no. 32.

The driver of the car no. 29 Mr. Ernesto Cunha stated that he did not see anyone on the side of the road and, after a curve, he crashed with car no. 32. If he had seen anyone, he would have stopped, as the most important for him is safety and he was not concerned with the classification of the Special Stage, as that would have been amended. He also referred the fact that the co-driver was outside car no. 32 and when he hit the car, it hit her and a marshal. At the moment of the accident, Kevin,



driver of car no. 32, came back to the car and the co-driver of car no. 29, Rui Raimundo, went up the road to show the sign to the next competitor, in order to avoid another accident. As Kevin approached the car to make sure the co-driver was safe, he apologised to Ernesto, stating that he still does not have enough experience in rallies. As for Mr. Cunha, his main concern is that the co-driver and the marshal were safe and there were no injuries involved in the accident.

The driver of the car no. 38 Mr. Artur Quintal, stated that he was the first car passing through the Special Stage after the accident. He saw the driver of car no. 32, Kevin with an OK Sign and with his hands, signing to slow down, while walking fast away from the car and up the road. The driver also mentioned that the co-driver of the car no. 32 was outside the car. Being so, and because everything was okay, he slowed down and continued until the end of the Special Stage. The co-driver did not see the accident because he was concentrated, giving directions to the driver and was only aware of the accident by the end of the SS. Kevin was on the same side of the road as the car, as he showed the OK Sign and signed, with his hands, for the following car to slow down.

The co- driver of the car no. 31 Mr. Luís Marques, explained that he saw the driver of car no. 32 with the OK Sign, and immediately warned the driver. Aware that there was a car ahead, even though he did not know on which side of the road, the driver slowed down and, because he had seen the OK Sign, passed through and saw the co-driver of car no. 32 outside the car and drove until the end of the SS. Mr. Margues also mentioned that there was no warning in the GPS.

The explanations were corroborated by the on-board video footage provided by crews no. 38 and no. 31.

The Stewards decide that crew car no. 32 did not comply with the mandatory procedure established by the RRSR Art. 53.3.3.

The aforesaid article of the Rules provides that:

„In the case of an accident where immediate medical intervention is not required or of a car stopping for any other reason on or beside a special stage, whether temporarily or permanently, the following applies:

- The OK switch on the emergency console must be activated within one minute (if applicable).
- The green „OK” sign must immediately be displayed to the following cars and to any helicopter attempting to assist. If the crew leaves the vehicle, the “OK” sign must be displayed so that it is clearly visible to all following crews.
- The red triangle must be placed in a conspicuous position on the same side of the road as the car by a member of the crew at least 50 meters before the car's position, in order to warn following drivers, even if the car is off the road “.

SR Appendix 11 Art. iv.:

„Each competing car must carry a red reflective triangle which, in the event of the car stopping in a Special Stage, must be placed by a member of the crew in a conspicuous position at least 50 meters behind the car, to warn following drivers.....In the event of an accident where no



injuries are sustained requiring immediate medical intervention, the OK sign in the road book must be clearly shown by a crewmember to the next three following vehicles. If the crew leaves the vehicle the OK sign must be displayed so that it is visible, where possible, to other competitors.The Stewards may penalize any crew, which can, but fails to comply with this rule under the International Sporting Code“

Instead of ensuring that the red triangle (at least 50 meters in front of the car's position) was visible to all the following crews, the driver ran away from the location of the car's position to show the next crews the OK Sign.

The mandatory procedure does not provide for crew members to display the OK sign as far away from the car as possible.

The OK Sign can also be displayed without moving far from the car.

The main thing is that that OK Sign is visible to the following crews.

But with a red triangle there is a different situation.

It must be placed at a distance of at least 50 meters. And necessarily on the same side of the road as the position of a car.

This requirement was not met by the crew members of the car no. 32.

And the fact that the driver showed the OK Sign, in the absence of a red triangle placed in accordance with the requirements of the rules, does not change the situation in principle.

It should be noted that the driver was standing and showing the OK Sign away from the car, on the other side of the road, than his car. As a result, the following crews may not have understood what the driver meant. The display of the OK sign itself means only that medical assistance is not needed. And certainly, does not mean that there is an obstacle on the road.

The fact that two crews, understood what the driver meant, and the third crew did not understand this, again, does not change the situation fundamentally. This does not justify the behavior of the crew. Attention should be drawn to the fact that the co-driver of the crew was also out of the car. And she was also able to take the necessary steps to ensure that the requirements of the rules were complied with. If already the driver ran far from the car, then the co-driver could place a red triangle as provided for by the rules, i.e. at a distance of at least 50 meters from the car. But she did not. Both crew members failed to enforce the rules, with sufficiently serious consequences.

In this case, the members of crew No 32 also did not use the procedure described in SR Appendix 7 (Tracking/GPS System). This was done only by the crews who stopped at the scene later, i.e. crews No 55 and No 47.

The Stewards understand that the crew members did not violate the rules intentionally. But the violation was committed. The consequences have arisen.



On the other hand, as mentioned earlier, two crews managed to understand the signs displayed by the driver of the crew no. 32 and managed to successfully pass the scene. This, of course, does not remove the responsibility of crew no. 32, but shows that the driver took steps (albeit not in accordance with the requirements of the rules) to warn the following crews about the incident that occurred.

This can be considered by the Stewards when imposing an appropriate penalty.

In this case, the Stewards consider it expedient to impose a fine penalty.

The decision is based on the FIA International Sporting Code Art. 11.9.1, art.11.9.2. a, Art. 11.9.3.a, Art. 11.9.3.f, and Art 12.4.1.c.

Competitors are reminded of their 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

Jordi PARRO

FIA Steward

Luis Tourais de MATOS

ASN Steward

Received by the Competitor:	
Name (in block letters):	Kevin Saraiva
Position within the team:	Competitor
Signature:	Kevin Saraiva
Date: 5/08	Time: 22:45