RALLYE OLA ENERGY DU MAROC 2026

28 September – 03 October

Date:	**Friday, 02nd October 2026**	Time:	**13.15 hrs.**
Subject:	**STEWARDS DECISION 4**	Document No:	**2.5**

From: *The Stewards*

To: Competitor: **No 239** Name: **RIK VAN DEN BRINK**
Crew: **RIK VAN DEN BRINK / GYDO HEIMANS**

Number of pages: 2 *Attachments: -*

The Stewards, having received a report from the FIA Technical Delegate (Doc No 6.3) and having summoned and heard the Team Manager (Mr Jérôme BROEKS) and the FIA Technical Delegate, have considered the following matter and, after due deliberation, determine as follows:

Facts: On 01.10.2026 at 20:09, the team was draining the fuel tank at the bivouac, whilst no fire extinguisher operator was on standby; at the same time, the mechanic was carrying out other work; the safety perimeter around the vehicle was less than 3 metres.

Offence: Breach of FIA 2026 ISC Art. 12.2.1.i, and FIA 2026 CCRSR Art. 51.

Decision: **To impose a fine of 5000 EUR on Competitor Car No 239.**

In accordance with Article 12.8 of the FIA 2026 International Sporting Code, fines shall be paid within 48 hours of their notification. Fines may be paid by means of any mode of payment, electronic included (https://fiafines.fia.com). Any delay in making payment may entail suspension during the period the fine remains unpaid.

Reason: The hearing began on 2 October 2026 at 11.30.

The FIA Technical Delegate explained that, after being approached by the Team Manager at 18:10 on 01.10.2026, he forwarded a screenshot (an extract from the regulations containing the text of Article 51 of the CCRSR), stating that, to carry out the actions they had requested (to drain the fuel from the tank of car No 239 in order to change a fuel pump), they were obliged to follow the procedures set out in Article 51.

During the hearing, the Team Manager explained that he understood all the requirements set out in the regulations and those specified in the message forwarded by the FIA Technical Delegate, and that he understood that these had to be complied with.
In his view, the Team members were required to comply with these requirements. Although he initially said the entire procedure had already been completed at that time, the photo evidence proved otherwise; he then admitted it had not been completed. On the contrary, the emptying procedure was still in progress, and he admitted that the mandatory requirements were, in fact, not met.
When asked whether he understood that such actions posed a danger not only to his Team members but also to everyone in the vicinity, he confirmed that he did. However, he was unable to explain why this had happened.

The Stewards find that the regulations were clearly breached in this case.

Article 51 of the FIA 2026 CCRSR states that:

When necessary as part of service (i.e. changing of fuel tank, changing of fuel pump, changing of fuel filter, changing of any other item of the fuel circuit), emptying and/or refilling is permitted in a service area provided that:

- *the work is carried out with the knowledge of the FIA Technical Delegate;*
- *fire extinguisher with operator on standby to be provided by the competitor;*
- *no other work is carried out on the vehicle while the fuel circuit is open and/or during the emptying and/or refilling operation;*
- *a safety perimeter of minimum 3 m is established around the vehicle;*
- *only the fuel needed to reach the next refuelling zone is added.*

All the requirements set out above are mandatory. The information provided to the Stewards shows sufficient evidence that the Competitor has failed to comply with at least three of the requirements set out in Article 51.

The Competitor failed to meet the requirements:

- *fire extinguisher with operator on standby to be provided by the competitor;*
- *no other work is carried out on the vehicle while the fuel circuit is open and/or during the emptying and/or refilling operation;*
- *a safety perimeter of minimum 3 m is established around the vehicle.*

It has been indisputably confirmed that the Competitor (who is obliged to comply with the regulations even in the absence of additional instructions) had also received instructions from the FIA Technical Delegate on the procedures to be followed.

However, despite being bound by the regulations and the FIA Technical Delegate's additional instructions, the Competitor ignored both. Such actions posed a serious risk not only to Team members but also to other competitors and other persons involved in the event.

The consequences of such unlawful and unjustified behaviour by the Competitor could be extremely serious.
This could cause immense reputational damage to the event, the entire championship, the discipline as a whole, and to motorsport in general. Most importantly, however, such unlawful behaviour could compromise the greatest value of all: people's lives.

The Stewards have concluded that there was a breach not only of the requirements set out in Art. 51 of the FIA 2026 CCRSR, but also of Art. 12.2.1.i of the FIA 2026 ISC (failure to follow the instructions of the relevant officials for the safe and orderly conduct of the Event).

When deciding on the penalty to be imposed, the Stewards have determined that a fine is appropriate in this case. When determining the amount of the fine, it is necessary to take into account the seriousness of the offence.

The decision is made in accordance with FIA 2026 ISC Art. 11.7.1. a, Art. 11.7.3.a, Art. 11.7.3.f, 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 FIA 2026 International Sporting Code and Chapter 5 of the FIA Judicial and Disciplinary Rules.

Arnas PALIUKENAS	**Jan SEINEN**	**Abdelmoughit ABDANE**
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):	**JÉRÔME BROEKS**	*Date:*	**02.10.2026**
Position within the team:	**TEAM MANAGER**	*Time:*	**14:20**

Published on the Digital Notice Board on 02.10.2026 at 14.55 hrs.