



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

FIA EXTREME H WORLD CUP SPORTING REGULATIONS 2026

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A WORLD IN MOTION



FIA EXTREME H WORLD CUP

2026 FIA EXTREME H WORLD CUP SPORTING REGULATIONS (XHSR)

All major changes to these Regulations compared with the 2025 Regulations are marked in red. However, these markings may not be exhaustive; therefore, it is advisable to read the Regulations in their entirety.

Content

GENERAL PRINCIPLES	6
1. GENERAL CONDITIONS	6
1.1. Application	6
1.2. Official Language	6
1.3. Interpretation	7
1.4. Date of Application	7
2. DEFINITIONS	7
EXTREME H WORLD CUP	10
3. EXTREME H WORLD CUP COMPETITION	10
4. TITLES	10
4.1. FIA Extreme H World Cup Winner for Drivers	10
4.2. FIA Extreme H World Cup Winner for Teams	10
4.3. Other Trophies	10
5. WORLD CUP EVENT CHARACTERISTICS	10
5.1. General provisions	10
5.2. Competition format	10
5.3. Number of Sessions/Races	11
OFFICIALS	11
6. OFFICIALS	11
6.1. Nomination by FIA	11
6.2. Nomination by the ASN	11
6.3. Duties and Responsibilities	11
COMPETITORS, DRIVERS AND TEAMS - REQUIREMENTS	12
7. ELIGIBILITY REQUIREMENTS	12
7.1. Competitors	12
7.2. Drivers	12
7.3. Team	12
7.4. World Cup Reserve Driver	13
8. SAFETY BRIEFINGS	13
8.1. General requirements	13

8.2.	Provider	13
8.3.	Time and venue	13
8.4.	Team members	13
8.5.	Drivers	13
8.6.	Organisers' Personnel.....	13
9.	COMPETITORS' ENTRY FORMS	13
ELIGIBLE CARS, MECHANICAL COMPONENTS AND TYRES		14
10.	CARS IN THE WORLD CUP COMPETITION.....	14
10.1.	Eligible cars in World Cup competitions.....	14
10.2.	Number of cars	14
11.	MECHANICAL COMPONENTS	14
11.1.	Promoter's Spare car	14
11.2.	Replacement	14
12.	TYRES.....	15
12.1.	Tyre Supplier.....	15
12.2.	Tyre registration	15
12.3.	Treatment of tyres.....	16
12.4.	Wheel/Quantity.....	16
13.	ELECTRICITY, COOLING, CHARGING AND REFUELLING.....	16
SAFETY MEASURES AND SAFETY EQUIPMENT		17
14.	SAFETY RESPONSIBILITIES	17
14.1.	Event Organiser Responsibilities	17
14.2.	Competitor Responsibilities	17
15.	DRIVERS' SAFETY EQUIPMENT	17
GENERAL CAR AND PERSONNEL REQUIREMENTS		17
16.	TELEMETRY.....	17
17.	CAMERAS.....	17
17.1.	Paddock judicial cameras	17
17.2.	Car Judicial Cameras.....	18
17.3.	Onboard Cameras.....	18
17.4.	Team Cameras	18
18.	PADDOCK OPERATION REGULATIONS	19
18.1.	General rules	19
18.2.	Access to the garage.....	19
18.3.	Safety in the garage.....	19
19.	TEAM MEMBERS AND SERVICE RESTRICTIONS.....	19
19.1.	Number of Team personnel for each Competitor	19
19.2.	Restrictions.....	19
STANDARD DOCUMENTS AND COMMUNICATIONS.....		20
20.	FIA STANDARDISED DOCUMENTS	20
20.1.	General	20

INSURANCE.....	20
21. INSURANCE COVER.....	20
21.1. Description of the insurance cover	20
21.2. Public Liability Cover	20
IDENTIFICATION AND ADVERTISING	21
22. COMPETITION NUMBERS	21
23.1. Restriction on advertising.....	21
23.2. Mandatory Advertising.....	21
ADMINISTRATIVE CHECKS AND SCRUTINEERING	21
24. ADMINISTRATIVE CHECKS	21
24.1. Time Schedule	21
24.2. Documents required.....	22
24.3. Medical Disclosure and Participation Requirements	22
25. SCRUTINEERING	22
25.1. General	22
25.2. Timetable.....	22
26. CHECKS DURING THE EVENT	23
26.1. Additional Checks.....	23
26.2. Responsibility of the competitor	23
27. FINAL CHECKS	24
27.1. Weighing.....	24
27.2. Selection of cars	24
OBLIGATIONS	24
28. BEHAVIOUR	24
28.1. General Rules	24
28.2. Driving Conduct.....	24
29. BRIEFINGS.....	25
29.1. General	25
29.2. Team Managers	25
29.3. Drivers	25
30. PRE AND POST RACE MEDIA.....	25
COURSES/TRACKS	25
31. MARKING OF THE COURSE/TRACKS	25
31.1. Course Marking Rules.....	25
31.2. Driver's obligations.....	26
32. TRACK ACCESS	26
33. COURSE/TRACK WALK	26
RUNNING OF THE COMPETITION	26

34.	COMPULSORY PRACTICE	26
35.	GENERAL COMPETITION REQUIREMENTS	27
35.1.	Maximum Power Output.....	27
35.2.	Super Sector	27
35.3.	Nomination of Driver 1.....	27
35.4.	STOP Control.....	28
36.1.	General	28
36.2.	Starts	28
36.3.	False starts.....	29
37.	SWITCH ZONE	29
37.1.	General	29
37.2.	Driver Switch Procedure.....	30
37.3.	Safety measures	31
37.4.	Command Centre	31
38.	TIME TRIAL COMPETITION	31
38.1.	Start order	31
38.2.	Competition.....	31
38.3.	Points.....	32
39.	HEAD-TO-HEAD COMPETITION	32
39.1.	General Definition	32
39.2.	Competition.....	32
39.3.	Points.....	33
40.	MULTI-CAR COMPETITION	33
40.1.	General	33
40.2.	Start Positions.....	33
40.3.	Final start position points.....	34
41.	WORLD CUP FINAL	34
42.	INCIDENTS DURING THE COMPETITION.....	34
42.1.	Application of the regulations by the Race Director	34
42.2.	Decisions concerning infringements of Articles 28.1 and 28.2	34
42.3.	Incident investigation	35
42.4.	Post-Incident Attendance Requirement	35
43.	PENALTIES.....	35
43.1.	List of Sanctions.....	35
43.2.	Fines	35
	SIGNALING.....	35
44.	FLAG SIGNALS.....	35
44.1.	Black and white flag (divided diagonally), and black flag.....	35
44.2.	SLOW ZONE (Yellow flag).....	36
44.3.	RED FLAG.....	36
44.4.	Green Flag	37
44.5.	Black flag with an orange disc	37
	RESULTS & REQUIREMENTS AFTER THE COMPETITION.....	37

45.	PARC FERMÉ	37
45.1.	Pre-Session Parc Fermé	37
45.2.	Post-Session Parc Fermé.....	37
45.3.	Final Parc Fermé	38
46.	RESULTS AND CLASSIFICATIONS	38
46.1.	Establishing results and classifications.....	38
46.2.	Publication of results	38
47.	PROTESTS, PETITION FOR REVIEW, APPEALS.....	38
47.1.	Lodging a protest or appeal.....	38
47.2.	Protest or petition for review deposit.....	39
47.3.	Additional deposit	39
47.4.	Cost allocation	39
47.5.	Appeal fee and appeal deposit.....	39
48.	PRIZE-GIVING.....	39
48.1.	Podium Ceremony	39
48.2.	Annual FIA Off-Road Gala	40
	TEST AND PROMOTIONAL EVENTS.....	40
49.	PROMOTIONAL DAYS AND TESTING	40
49.1.	Testing	40
49.2.	Promotional and Performance testing days	40
49.3.	New Driver Session.....	40
APPENDIX I	CONTROL SIGNS	43
APPENDIX II	STANDARD DOCUMENTS	44
APPENDIX III	PROMOTIONAL DAYS FORM	50
APPENDIX IV	TEAM SUPPORT PACKAGE.....	51
APPENDIX V	SWITCH PERIMETER	52
APPENDIX VI	USE OF A WORLD CUP RESERVE DRIVER.....	53
APPENDIX VII	USE OF THE PROMOTER'S SPARE CAR	54
APPENDIX VIII	TEAM START UP PROCEDURE CHECKLIST	55
APPENDIX IX	TEAM END OF DAY CLOSE DOWN PROCEDURE CHECKLIST	58
APPENDIX X	RETURN TO PADDOCK PROCEDURES	59
APPENDIX XI	HEAD-TO-HEAD SPORTING FORMAT	60
APPENDIX XII	LIST OF SANCTIONS	61
APPENDIX XIII	ORGANISATIONAL REQUIREMENT SPECIFICATIONS.....	63
APPENDIX XIV	HIGH-VOLTAGE AND HYDROGEN OPERATIONAL SAFETY REGULATIONS.....	66
APPENDIX XV	GARAGE FLOOR PLAN	82

GENERAL PRINCIPLES

1. GENERAL CONDITIONS

The Fédération Internationale de l'Automobile ("the FIA") organises Extreme H World Cup, the "World Cup", which are the property of the FIA.

The Competition has the status of a "*restricted*" International Competition.

The purpose of the present Sporting Regulations is to establish the framework of regulations applicable to the organisation of the Extreme H event counting towards the World Cup. The World Cup is governed by the FIA International Sporting Code and its appendices (the Code) and these regulations which consist of articles applicable to the following specific Cups:

- FIA Extreme H Drivers World Cup 2026
- FIA Extreme H Teams World Cup 2026

The FIA is the sole rights holder of the World Cup brand and logos, and all commercial and media rights relating to the latter.

1.1. Application

- 1.1.1. All drivers, competitors and officials participating in the World Cup undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the Code, the applicable Technical Regulations, the present Sporting Regulations and the Supplementary Regulations of each event.
- 1.1.2. For the purposes of these Sporting Regulations, tyre manufacturers and any other suppliers associated with competitive cars are considered competition participants in accordance with Article 1.3 of the International Sporting Code. As such, they are subject to the same obligations and must comply with all decisions issued by the sporting authority.
- 1.1.3. In very exceptional cases, the FIA may grant waivers to these regulations. No waiver will be granted when the request concerns safety regulations and/or the performance of the cars. Any article in the Supplementary Regulations which might change these regulations without a waiver is void.
- 1.1.4. The Race Director and the Clerk of the Course are charged with the application of these Regulations and the events' supplementary regulations before and during the running of the event. They must inform the Stewards of any important incidents that have occurred which require the application of these Regulations or the events' Supplementary Regulations. If, during the competition, a single, several or all competitors are directly affected by any such application, the Race Director or the Clerk of the Course must issue and publish a corresponding notification addressed to the competitor/s concerned.
- 1.1.5. Anything that is not expressly authorised by these Regulations is forbidden.
- 1.1.6. Any breach of these Regulations will be reported to the Stewards, who may impose a penalty as stipulated in the International Sporting Code. Any case not provided for in the regulations will be studied by the Stewards, who alone have the power to make decisions (Art. 11.9 of the Code). They may settle any matter which might arise during an event.

1.2. Official Language

The various documents, and in particular the supplementary regulations and any bulletins, must be written at least in English which shall be the final version should any dispute arise as to their interpretation. The documents written in the language of the organising country remain at the discretion and responsibility of the organiser.

1.3. Interpretation

Should any dispute arise as to the interpretation of these Regulations, only the FIA has the authority to decide. During the event, the Stewards will decide on any dispute. Headings in these documents are for ease of reference only and do not form part of the Regulations.

1.4. Date of Application

These Regulations come into force upon their publication on the FIA website. Any subsequent amendments shall come into force on the date of their publication on the FIA website.

2. DEFINITIONS

ASN

National Sporting Authority recognised as such by the FIA.

Beginning of the event

The event begins on the day of administrative checks or the pre-event scrutineering (whatever is earlier).

Bulletin

An official written document intended to clarify or complete the Supplementary Regulations of an event as detailed in Appendix II-3. A bulletin cannot change or amend the FIA Extreme H Sporting Regulations. This can only be done by the issuing of a waiver granted by the FIA.

Briefing

A briefing is a meeting where officials or the organiser will provide additional information to the competitors. Briefings may be held at the organiser's discretion. The date, time and attendance requirements must be specified in the Supplementary Regulations. Any information delivered which in any way affects the timing or regulations must be confirmed by a written Bulletin.

Camera

A device for capturing still, moving or video images to be utilized for media purposes such as advertising, promotion, live-streaming, video, television, etc. and/or for satisfying sporting regulations.

Code

Refers to the FIA International Sporting Code.

Competition

A sequential series of on-track sessions, as defined in and subject to these Regulations, involving multiple cars and ending in the awarding of points towards the **qualifying points**. The first competition element is the start of the first practice session.

Competitor

Represents individuals or legal entities directly associated with a driver and/or team entered in an event, including but not restricted to driver, team management, etc. The competitors admitted taking part must hold an appropriate International Competitors Licence. If no competitor is listed on the entry application, the driver marked as such is deemed also to be the competitor and must hold the two corresponding licences.

If a competitor is unable to be present in person at the competition, they must nominate a representative in writing. The person having charge of an entered car during any part of a competition is responsible jointly and severally with the competitor for ensuring that the requirements are observed.

Communication

Official written document of an informative nature which may be issued by either the Clerk of the Course, Race Director or the Stewards.

Curfew

The defined period of time, during which no work may be carried out on a car by a Team at the Competition site, except as expressly permitted under these Regulations

Decision

A document issued by the Stewards to announce their findings following an inquiry, hearing or investigation. Decision will be published on the official notice board.

Driver

An individual piloting a race car and holds an FIA international driver's competition licence for the current year, which is valid for the competition.

Event

One or more competitions on the Extreme H Season Calendar held in immediate sequence at a single venue.

FIA

Any mention of the FIA refers to the FIA Road Sport Department.

FIA Technical Passport

A document issued by an ASN and authenticated/validated by the FIA Technical Delegate at the first World Cup event in which the car takes part. Each car must be accompanied by this document.

Gate

A Gate consists of a pair of numbered markers (flags), typically red and green, positioned so that competing cars must pass between them. Gates define the course, and drivers are required to navigate them in accordance with the Competition Rules.

Holding Area

An area fenced and controlled with access permitted only to personnel holding the appropriate pass as defined by the organiser.

Incident

An Incident refers to a fact or a series of facts involving one or more drivers. It may include any action by a driver that is reported to the Stewards or Race Director.

Media Zone

A media zone is a designated area at the race track where journalists and broadcasters interview drivers and team representatives after sessions such as practice, qualifying, Semi Final or Final. Access to the media zones shall be limited to personnel holding the appropriate passes.

Notification

An official written document issued and published by the Race Director or Clerk of the Course informing, as appropriate, a competitor(s)/driver(s) of the application of these Regulations and/or the supplementary regulations.

Official Notice Board

All classifications, results, bulletins, notifications and decisions issued by the officials will be published on the Official Notice Board, along with the time of publication. Where applicable, a Digital Notice Board (DNB) may be used.

Official Messaging System (OMS)

Official Messaging System (OMS) is a standardized digital communication platform used by the officials—such as the Race Director and Stewards—to send real-time, official

instructions, updates and race control decisions (e.g., penalties, investigations, warnings), to competitors and drivers during the event.

If the event includes an OMS, it shall be part of the Official Notice Board.

Official Time

The official time of the event will be the local GPS time, as provided by the official timekeeping team and displayed on the timing screens.

Parc Fermé

A zone in which any operation, checking, tuning or repair on the car is not allowed unless expressly provided for by these regulations and where only authorised officials are admitted.

Practice

Practice sessions are scheduled times during race weekends when teams and drivers can test and adjust their cars. These sessions help them get used to the track and get ready for all races.

Promoter

The organisation, promotion, and overall administration of the World Cup are the responsibility of Extreme E Limited (the 'Promoter')

Qualifying

Qualifying are preliminary races in a competition. Qualifying may consist of several races. They allow multiple drivers to race in smaller groups rather than all at once, ensuring fairer and safer competition.

Qualifying points (QP)

Qualifying points shall be awarded to competitors in all races preceding the World Cup Final. The total number of qualifying points accumulated shall determine the starting order for the World Cup Final.

Quarantine Area

In case a car encounters a significant HV and/or H2 problem, either on track or in the paddock, the FIA Safety Delegate may take the decision to place the car in quarantine zone. This quarantine zone will help maintain control of the situation by safely isolating the potential problem.

Race (*Heat*)

A race is part of Time Trial Discipline, Head-to-Head Discipline, Multi-Car Discipline and the World Cup Final.

Session

A time slot for an event activity (Practice, Qualifying disciplines or the Final.)

Spare car

Spare car" is defined as a survival cell that is fitted with any components other than those provided on a replacement survival cell by the Supplier.

Starter

A starter is any driver having passed scrutineering and crossed the start line in a practice session under the power of their car's engine.

Switch Zone

The Switch Zone is a designated and clearly marked area within the event venue where a mandatory driver change must occur during the competition, in accordance with the provisions set out in these regulations.

Team

A team is made up of the competitor, the drivers and support personnel. Each team must include one female and one male driver, sharing equal driving duties

Team Garage

A team garage is the designated area or space at a race venue paddock where a racing team operates during a race weekend.

Wheel

A wheel is made up of a tyre, a complete rim assembly, fitted with a valve.

EXTREME H WORLD CUP

3. EXTREME H WORLD CUP COMPETITION

Extreme H is an off-road hydrogen-powered racing Cup. It's notable for being the first-ever hydrogen-fuel cell motorsport series, recognized by the FIA. **Extreme H** is an evolution of sports and sustainability. It promises high-performance racing, gender-balanced teams, international acclaim, and most importantly, it propels hydrogen into the forefront of clean-energy motorsport.

The Extreme H World Cup 2026 shall involve one event.

4. TITLES**4.1. FIA Extreme H World Cup Winner for Drivers**

This title shall be awarded to the Driver (or Drivers, if the Drivers compete for the same Team), who are classified first in the World Cup Final.

4.2. FIA Extreme H World Cup Winner for Teams

This title shall be awarded to the Team which is classified first in the World Cup Final.

4.3. Other Trophies

Other classifications and trophies may be introduced by the FIA or the Promoter from time to time at their discretion.

5. WORLD CUP EVENT CHARACTERISTICS**5.1. General provisions**

The World Cup event will be run over **six** days, unless otherwise detailed in the Supplementary Regulations.

5.2. Competition format

The Competition shall consist of three distinct disciplines:

- The **Time Trial Discipline** is a timed run conducted individually over a prescribed course, where competitors aim to complete the stage in the shortest possible time.
- The **Head-to-Head Discipline** is a direct elimination format in which two cars compete against each other on identical or mirrored courses. Progression through the Head-to-Head phase shall be determined by the winner of each matchup.
- The **Multi-Car Race Discipline** involves multiple cars competing simultaneously on a defined circuit, with positions determined by finishing order.

Depending on the characteristics of the location, the terrain or the environmental conditions, different starting grids and/or race formats may be organised, with each discipline being able to have a different distance.

5.3. Number of Sessions/Races

- 5.3.1. The Time Trial Discipline shall comprise **one** Time Trial Session.
- 5.3.2. The Head-to-Head Discipline shall comprise one Free Practice Sessions and **one** Head-to-Head Sessions.
- 5.3.3. The Multi-Car Discipline shall comprise one Free Practice Sessions and, one Multi-Car session each with two races. The World Cup Final will be a Multi-Car Race.

OFFICIALS

6. OFFICIALS

6.1. Nomination by FIA

The following officials shall be appointed by the FIA:

- Chair of the Stewards
- International Steward
- FIA Safety Delegate
- FIA Race Director
- FIA Race Directors assistant
- FIA Technical Delegate
- FIA Deputy Technical Delegate
- FIA Sporting Delegate
- FIA Media Delegate
- FIA Medical Delegate

6.2. Nomination by the ASN

The following officials and their deputies (if any) shall be appointed by the ASN:

- National Steward
- Clerk of the Course
- Chief Medical Officer
- Competitors Liaison Officer (CLO)
- Rescue Chief

6.3. Duties and Responsibilities

The officials listed below relate to the teams, competitors, and drivers. For all other officials, please refer to Appendix XIII.

6.3.1. Race Director

The Race Director shall be in Race Control and shall have ultimate authority over the following matters, and the Clerk of the Course may issue instructions regarding them only with the Race Director's explicit approval.

- a) The control of all Practice Sessions, Semi Finals and Finals and any race, adherence to the timetable.
- b) The stopping of any car in accordance with the Code or Sporting Regulations.

- c) The stopping of a practice session, Semi Finals and Finals or suspension of any race in accordance with the Sporting Regulations if they deem it unsafe to continue and ensuring that the correct restart procedure is carried out.
- d) The starting procedure.

The Race Director shall work in consultation with the Promoter.

6.3.2. Clerk of the Course

The Clerk of the Course is responsible for conducting the event in accordance with the applicable regulations. The Clerk of the Course shall work in permanent consultation with the Race Director and shall be present in Race Control during the Competition, from at least the start of the administrative checks until after the official prize-giving or at least until the time limit for a protest has elapsed.

6.3.3. FIA Technical Delegate

6.3.4. The FIA Technical Delegate, who shall be responsible for scrutineering, shall have authority over the other scrutineers.

6.3.5. FIA Sporting Delegate

6.3.6. The FIA Sporting Delegate will liaise with the Clerk of the Course and all other appointed FIA officials and delegates.

6.3.7. FIA Safety Delegate

The FIA Safety Delegate shall cover both Electrical and Hydrogen Safety roles as described in Appendix XIV. These two roles have distinct yet complementary responsibilities, ensuring that all aspects of high-voltage and hydrogen safety are effectively managed.

6.3.8. Competitors Liaison Officers (CLO)

The principal duty of the CLO is to provide information or clarifications in connection with the regulations and the running of the competition to the competitors. A schedule of their activities and location during the competition will also be posted on the official notice board.

COMPETITORS, DRIVERS AND TEAMS - REQUIREMENTS

7. ELIGIBILITY REQUIREMENTS

7.1. Competitors

7.1.1. Competitors must hold a valid International Competitor's Licence and the necessary authorisations issued by their ASN.

7.1.2. A Competitor must have been selected by the Promoter and approved by the FIA to take part in the World Cup. The Competitor is solely responsible for selecting its Drivers.

7.2. Drivers

7.2.1. Drivers must hold as a minimum, a valid International ITC-R or ITC-C Driver's Licence and the necessary authorisations issued by their ASN.

7.2.2. Drivers must have completed the Extreme H Safety briefing.

7.3. Team

7.3.1. A Team in a competition consists of one car and one male Driver and one female Driver.

7.3.2. Each team may register up to two (2) male drivers and two (2) female drivers for the event. These individuals must be nominated either as competition drivers ("Drivers") or as reserve

drivers ("Reserve Drivers"). All Drivers, including Reserve Drivers, shall always satisfy and comply with the eligibility requirements applicable to the Competition.

7.3.3. The same drivers must be used throughout the entire competition. A change of driver may only be permitted if the team submits a written request to the Stewards and the Stewards approve it for a justified and significant reason.

7.3.4. Any replacement of a driver shall only be permitted with a **Reserve Driver of the same gender**.

7.3.5. Pursuant to the Code, the Team and its Drivers are under the obligation to participate in the Competition. Any failure by the Competitor and/or its Drivers to take part shall entail the application of a penalty, except in cases where such failure is the direct consequence of Force Majeure.

7.4. World Cup Reserve Driver

7.4.1. If a Reserve Driver is required after the start of the competition, only the registered team Reserve Driver or the official World Cup Reserve Driver may be used.

7.4.2. Any request to use a male or female World Cup Reserve Driver must be made in writing by email to the Race Director and to the Competition Secretary (the email addresses are listed in the Supplementary Regulations) and will be considered in the order in which they are received. Appendix VI contains details on the use of a World Cup Reserve Driver.

8. SAFETY BRIEFINGS

8.1. General requirements

For details, see Appendix XIV.

8.2. Provider

Safety briefing shall be at least equal to that defined in FIA Appendix H, in the Appendix XIV for these regulations and shall be delivered by the FIA's approved provider.

8.3. Time and venue

The place and date of the Safety briefing shall be arranged by the appointed supplier, with each Team and Driver, once they have formalised their entry or registration (as applicable) for the World Cup.

8.4. Team members

Each Team safety expert member accredited for the event must have completed the safety briefing. The team safety expert must relay all information received to their team members prior to the team accessing the Team garage.

8.5. Drivers

All Drivers (Drivers and Reserve Drivers) must complete the Driver Safety briefing.

8.6. Organisers' Personnel

For the safety of all personnel involved in the event, the promoter shall facilitate mandatory safety briefings by ensuring attendance compliance and distribute safety handouts to all relevant participants.

9. COMPETITORS' ENTRY FORMS

9.1.1. Teams holding a signed Team Commercial Agreement with the Promoter (provided such Team Commercial Agreement has not expired or been terminated) shall complete the online FIA entry form for their participation in the World Cup. Entry forms must be accompanied by copies of each Competitor's and Driver's current Licences as well as the entry fee.

- 9.1.2. Teams must submit the completed entry form prior to the deadline stated on the entry form. Any Team missing the deadline may not be permitted to enter the World Cup.
- 9.1.3. No amendments may be made to an entry form once submitted, except as provided for in these Sporting Regulations.
- 9.1.4. All entry forms for participation in the World Cup shall be studied by the FIA. FIA shall publish the list of Teams and Drivers accepted, with their Competition numbers.

ELIGIBLE CARS, MECHANICAL COMPONENTS AND TYRES

10. CARS IN THE WORLD CUP COMPETITION

10.1. Eligible cars in World Cup competitions

- 10.1.1. The World Cup competitions are open to cars in the following category:
XH25
- 10.1.2. The car must comply with the “2026 FIA Extreme H World Cup Technical Regulations” published on 1. September 2026.
- 10.1.3. These cars must also comply with the safety requirements as stipulated in Appendix J, Art. 253, the Extreme H XH25 user manual and with all other applicable provisions and procedures stipulated in the present Sporting Regulations.

10.2. Number of cars

- 10.2.1. Each Team shall be permitted to use one car during the event, except for when the FIA Technical Delegate approves the use of the Promoter’s Spare car.
- 10.2.2. The use, inclusion, or presence of a Team Spare car is strictly prohibited throughout the duration of the Competition

11. MECHANICAL COMPONENTS

11.1. Promoter’s Spare car

- 11.1.1. The terms of use of the Promoter’s Spare car are defined in Appendix VII. The Promoter’s Spare car must be returned to the Promoter after the Competition has ended at a time to be agreed with the Team and the Promoter.
- 11.1.2. Any request to change a chassis (Promoter’s) or to request the use of the Promoter’s Spare car, must be made in writing via email to the FIA Technical Delegate.
- 11.1.3. The chassis and/or Promoter’s Spare car being issued on a first come, first served basis.

11.2. Replacement

- 11.2.1. Any part of the Team’s car (including the survival cell) may be changed at any time during the Event, subject to any Parc Fermé regulations and the approval of the FIA Technical Delegate.
- 11.2.2. The chassis, the motors, gearboxes, inverters, RESS and Hydrogen Fuel Cell (HFC), fitted to the car for the Competition must remain for the entirety of the World Cup, subject to Articles below.
- 11.2.3. Should a Competitor use a replacement chassis, motor, gearbox, inverter, RESS or HFC, a **penalty of eight (8) Qualifying points** shall be deducted.
- 11.2.4. In the event of a failure which the FIA Technical Delegate accepts as being beyond the control of the Team or Driver (being a technical fault in the manufacturing or supply chain of the relevant component(s) – e.g. motor, gearbox, inverter, RESS, HFC) the relevant

component(s) may be replaced without a penalty being incurred. Any such motor, gearbox, inverter, RESS or HFC must then remain on the car for the remainder of the World Cup, as per Article 11.3.

- 11.2.5. After consultation with the relevant chassis, motor, gearbox, inverter, RESS or HFC supplier the FIA Technical Delegate may attach seals to each chassis, motor, gearbox or battery pack prior to it being used for the first time at the Competition.
- 11.2.6. The unauthorised breaking or removal of any seal shall be considered as a change of the relevant component and reported to the stewards.

12. TYRES

12.1. Tyre Supplier

- 12.1.1. An FIA designated tyre supplier shall supply all tyres to the Competitors as wheels. Only these wheels may be used during the competition.
- 12.1.2. Should a change in tyre specifications be deemed necessary due to altered track conditions, such change shall be jointly determined by the Tyre Supplier and the FIA. The decision will be officially communicated to all Competitors by means of a Bulletin.
- 12.1.3. Competitors must comply with all instructions issued by the tyre supplier, including but not limited to camber limits, minimum and maximum pressures, and any other specified parameters. Such instructions shall be officially published by means of a Bulletin.
- 12.1.4. During the Competition, where a tyre pressure monitoring system is provided by the appointed tyre supplier, it must be switched on during all races.

12.2. Tyre registration

12.2.1. Barcode numbers

Each tyre must have two identical moulded barcode numbers and/or two identical moulded RFIDs (one on each side of the tyre) at the beginning of each competition.

- 12.2.2. If the barcode on the outside tyre wall is no longer readable, it is the competitor's responsibility to ensure that a new barcode will be attached to the tyre or that the RFID (if any) is readable on the outside of the tyre wall before each session. The point where the RFID (if any) is located must be marked on the tyre.
- 12.2.3. If there is no barcode left and/or the RFID on the outside tyre wall is not readable when the car arrives to scrutineering, the tyre will not be accepted and will have to be changed.

12.2.4. Barcode list

The supplier must keep an up-to-date list of barcodes and matching tyre types (including compound) and provide it to the FIA Technical Delegate before the end of each pre-event scrutineering.

The barcode of each tyre provided by the tyre supplier to each team will be registered and the list will be provided to the FIA Technical Delegate. Only these listed tyres may be used during the Competition.

- 12.2.5. The use of tyres without appropriate identification shall be reported to the stewards.
- 12.2.6. A Competitor wishing to replace an already marked unused tyre with another identical unused one (due to a manufacturing or supply chain fault outside of the control of the Competitor) must present both tyres to the FIA Technical Delegate for approval.

12.3. Treatment of tyres

Any chemical and/or mechanical modification and/or treatment such as cutting, grooving, scrubbing in, the application of solvents or softeners, the fitting of electric or mechanical temperature conditioners such as heat retaining devices or pre-heating is prohibited.

The cooling or heating of the tyre-wheel assembly while either mounted on the car, or by any artificial means whatsoever, is prohibited.

12.4. Wheel/Quantity

12.4.1. The tyre supplier shall provide each Competitor with new wheels for the World Cup. **The regular maximum number of wheels to be used during the event will be six (6).**

12.4.2. In addition to the wheel allocation specified in Article above, each Team shall be permitted to nominate two (2) additional “Joker” wheels. These Joker wheels may only be used during the competition where two (2) wheels from the Team’s nominated allocation have become unusable. Any wheel replaced by a Joker wheel shall be retained in the Team’s service bay for inspection by the FIA Technical Delegate and/or the appointed tyre supplier. Should they be satisfied that the replaced wheel is unusable, no penalty shall be imposed for the use of the Joker wheel.

12.4.3. Should a Team use a Joker wheel in circumstances not permitted under Article 12.4.2 or use more than the two (2) Joker wheels permitted, a penalty of three (3) Qualifying points shall be deducted for each Joker wheel used in breach of these provisions.

12.4.4. Personnel of the tyre supplier shall be allowed to measure tyre temperatures and pressures at any time during the Competition.

13. ELECTRICITY, COOLING, CHARGING AND REFUELLING

13.1.1. Charging and refuelling times shall be defined in the Supplementary Regulations.

13.1.2. The cooling, charging and refuelling units shall be supplied solely and exclusively by the Promoter (or its appointed suppliers).

13.1.3. The cooling, charging and refuelling units supplied by the Promoter (or its appointed suppliers) shall be used to cool, charge and refuel the cars. No other cooling, charging or refuelling units may be used by Teams other than the cooling, charging and refuelling units provided by the Promoter (or its appointed suppliers).

13.1.4. The fuel supplier must connect the refuelling units to the cars and the Teams to the charger in accordance with the direction, rules and specifications specified by the Promoter. Teams shall follow the instructions of the Promoter or the Promoter’s representatives.

13.1.5. The cooling, charging and refuelling units shall be powered by energy or fuel supplied solely and exclusively by the Promoter (or its appointed suppliers).

13.1.6. Any alteration to the specification of the cooling, charging or refuelling units, energy or fuel supplied and/or the plug-in system is prohibited, any failure to follow the directions, rules and specifications of the Promoter and/or any associated violations relating to use other cooling, charging or refuelling units shall be reported to the stewards.

SAFETY MEASURES AND SAFETY EQUIPMENT

14. SAFETY RESPONSIBILITIES**14.1. Event Organiser Responsibilities**

- 14.1.1. The event organiser, under the authority of the Clerk of the Course, shall ensure that high-voltage and/or hydrogen safety measures as detailed in Appendix XIV are implemented. These measures must align with FIA guidelines to guarantee the safety of all volunteers, officials, and participants.

14.2. Competitor Responsibilities

- 14.2.1. Each competitor is responsible for ensuring the safety of all activities carried out in the garage, the well-being of individuals present within the garage environment, including staff, VIPs, FIA officials, visitors, and media personnel, as well as the safe operation of the competition car when it exits the garage and enters the pit lane.
- 14.2.2. The competitor must strictly follow the requirements in the FIA guidelines as detailed in Appendix XIV

15. DRIVERS' SAFETY EQUIPMENT

Whenever a car is in motion on the racetrack and until they have left it, the driver must wear a homologated crash helmet that complies to one of the following FIA homologations standards: FIA 8860-2010, FIA 8860-2018 or FIA 8860-2018-ABP. The driver will also wear a Frontal Head Restraint system homologated to the FIA 8858-2010 standard. All required flame-resistant clothing in compliance with Appendix L Chapter III - Drivers' Equipment as intended by the equipment manufacturer and have their safety belts fastened.

GENERAL CAR AND PERSONNEL REQUIREMENTS

16. TELEMETRY

All cars must be equipped with a car positioning system, timing system, and telemetry system supplied by the Promoter. The installation or use of any other equipment capable of performing similar functions is prohibited, unless expressly approved by the Promoter.

17. CAMERAS**17.1. Paddock judicial cameras**

- 17.1.1. The Promoter may nominate a supplier of CCTV cameras, which each Competitor must install in its paddock space. The CCTV camera must be installed in accordance with the instructions of the supplier and must be always recording (including any curfew periods), from the start of the Competition until publication of final results.
- 17.1.2. The cameras must be positioned in such a way that the car and full working area is clearly visible. World Cup officials must be able to always access the footage during the Competition following a protest or otherwise. The footage may be used only by the officials and the Promoter.
- 17.1.3. Competitors may not use footage from the CCTV cameras for any commercial purposes, including but not limited to any form of television broadcast (free to air, internet, pay per view, subscription, satellite, terrestrial), any other form of internet use, advertising, sponsorship or any type of public performance.

17.2. Car Judicial Cameras

- 17.2.1. Throughout the Competition, all Competitors must have installed in their car a judicial camera. It is the responsibility of each Competitor to ensure that the camera is positioned in such a way that the track, the steering wheel and the pedals are clearly visible, that the camera batteries are sufficiently charged, and that the SD recording card is in place and has sufficient capacity to record all the races in HD quality.
- 17.2.2. The weight of the camera system is included in the minimum weight of the car. The onus is on the Competitor to ensure the judicial camera is switched on and recording for all races. The camera must work as soon as the car enters the start area and must not be switched off until it returns to its garage.
- 17.2.3. World Cup officials must be able to always access the footage during the Competition following a protest or otherwise. The images must be viewed using the equipment (computer) of the Competitor, who must ensure this equipment is working.
- 17.2.4. The footage can be used only by the officials apart from cameras installed by the World Cup TV contractor no other on car/in car video, still or motion picture cameras will be permitted without the written authority of the FIA, and such permission will usually be withheld. For the avoidance of doubt, Competitors may not use footage from the judicial camera for any commercial purposes including but not limited to any form of television broadcast (free to air, internet, pay per view, subscription, satellite, terrestrial) any other form of internet use, advertising, sponsorship or any type of public performance.
- 17.2.5. Any breach of these regulations will be reported to the Stewards who may penalise the Competitor/driver as far as disqualification.

17.3. Onboard Cameras

- 17.3.1. At all times during the Competition, each Competitor may be required to have installed in their car an onboard camera supplied by the Promoter's designated supplier. Competitors shall be solely responsible for ensuring that the camera batteries are fully charged and correctly installed in the IDX plate prior to and throughout all track sessions.
- 17.3.2. The weight of the camera system shall be included in the car's minimum weight. It is the competitor's responsibility to ensure that the onboard car camera is powered on and fully operational for the duration of all races.
- 17.3.3. The stewards, the FIA, the Promoter and officials must always be able to access the footage during and after the Competition. The footage can be used only by the stewards, the World Cup officials and the Promoter.
- 17.3.4. Except for cameras installed by the Promoter or as defined in Article 18.3., no other on car / in car video, still or motion picture cameras shall be permitted without the written authority of the Promoter.
- 17.3.5. Competitors may not use footage from the onboard-car camera for any commercial purposes including but not limited to any form of media broadcast (free to air, internet, pay per view, subscription, satellite, terrestrial), any other form of internet use, advertising, sponsorship or any type of public performance.

17.4. Team Cameras

Teams are permitted to install and use one of the following VBOX camera and data logging systems:

- (i) VBOX Video HD2; or (ii) VBOX Video Pro (restricted to two (2) camera inputs only).

18. PADDOCK OPERATION REGULATIONS

18.1. General rules

- 18.1.1. Paddock additional operating regulations may be set in the Supplementary Regulations.
- 18.1.2. The speed of cars in the paddock, service lanes, routes from the paddock to the Start and from the stop control point back to the paddock, may not exceed 30km/h. Failure to comply with this limit shall result in a fine of €100 per km/h over the limit applied by the Clerk of the Course. The global positioning system (GPS) or any other control measure may be used to verify compliance.

18.2. Access to the garage

Times for access to the garages in the paddock for the Team members shall be defined in the **Program, Art. 3 of the Supplementary Regulations**.

18.3. Safety in the garage

- 18.3.1. Each Competitor must ensure the required equipment — fire extinguisher, HV safety hook, charger, chiller, hydrogen detector, exhaust extraction pipe **and medical kit** (all provided by the Promoter), is correctly placed in their paddock area as specified in **Appendix XV**.
- 18.3.2. On each day of the Competition, before any work can take place on the car, each Team must complete the Team Start Up Procedure Checklist, as defined in Appendix VIII and submit it to the nominated person as detailed in the Supplementary Regulations.
- 18.3.3. Teams must also complete the Team End of Day Close Down Procedure Checklist as defined in Appendix IX and submit it to the nominated person as detailed in the Supplementary Regulations.
- 18.3.4. Failure to comply with the location of the fire extinguishers or safety **medical kit as defined in Appendix XV**, or failure to complete and submit the Appendix VIII and Appendix IX documents, may be reported to the Stewards.

19. TEAM MEMBERS AND SERVICE RESTRICTIONS

19.1. Number of Team personnel **for each Competitor**

- The number of Team members permitted at the Competition will not be limited.
- Any Team members designated to work on the car will be provided with an armband, which will be conditional upon them having completed all necessary safety briefings. Armbands may not be transferred between Team members during the Competition.

19.2. Restrictions

- 19.2.1. Team members and equipment may only operate in the relevant accredited areas.
- 19.2.2. It is not permitted for any Team member to enter Race Control during any race unless by invitation or through a summons.
- 19.2.3. cars may only be serviced within the Team's allocated paddock space (garage), unless otherwise permitted by a Bulletin. The Team's paddock space is defined as the area no more than five (5) metres immediately outside and in front of each Team's tent and extending no further than the rear edge of the Team sledge at the rear of each Team's tent.
- 19.2.4. Washing of cars is permitted only in the designated wash area, the location of which will be specified in the Supplementary Regulations.
- 19.2.5. Working time regulations shall be established for the Competition to ensure that each Team has, wherever possible, an equal amount of time to work on its car before, during, and after each race. See also Article 19.2.

- 19.2.6. During all Competition days, a curfew shall apply between 22:00 and 07:00.
- 19.2.7. Exceptions to the curfew may be granted by the Stewards under the following conditions:
- a) When a Team uses one of its allocated Jokers as defined in Art. 20.2.10 ;
 - b) When the Team has been authorized additional working time under Art. 20.2.9;
 - c) In force majeure situations at the discretion of the Stewards.
- 19.2.8. Any work conducted in breach of the curfew without **Stewards approval** shall result in penalties as determined by the Stewards.
- 19.2.9. The Stewards may, upon written request from a Team, authorise additional working time on its car outside the **curfew time for the event**.
- 19.2.10. Each Team shall be entitled to two (2) free “Jokers” per Competition, allowing work to be performed during curfew periods as defined in Article 19.1. These Jokers may be used without penalty during the World Cup.

STANDARD DOCUMENTS AND COMMUNICATIONS

20. FIA STANDARDISED DOCUMENTS

20.1. General

The format and procedure of the following documents as specified in Appendix II must be followed:

- Supplementary Regulations (electronic and optional in printed format)
- Bulletins (electronic and/or printed format)
- Entry lists (electronic format)
- Results of the competition (electronic and optional printed format)

Official documents such as provisional and final classifications, bulletins, notifications and decisions will be published on a digital official notice board (DNB), along with the time of publication.

The Stewards or Race Director may issue instructions to Competitors via special circulars, in accordance with these regulations, using the official Messaging System (OMS).

Documents shall not be amended once published unless all Competitors and officials are informed, and the amendments are highlighted. Any documents which require FIA approval prior to publication shall not be amended without approval from the FIA.

INSURANCE

21. INSURANCE COVER

21.1. Description of the insurance cover

The Supplementary Regulations must give details concerning insurance cover taken out by the organisers. The certificate shall name the Competitors, the FIA and the officials of the event (description of the risks and sums covered).

21.2. Public Liability Cover

- 21.2.1. The Insurance premium which must be included in the entry fee must guarantee adequate Public Liability Insurance cover in respect of accidental personal injury or property damage to third parties. A total minimum of €10 million Public Liability Insurance cover for each and

every occurrence and not aggregated is required subject to any applicable national law exemptions. If an applicable national law exemption is to be relied upon then a statement from a qualified lawyer with justification for the exemption in the territory should be included in the document submissions.

- 21.2.2. Public Liability cover shall be in addition to and without prejudice to any personal insurance policy held by a Competitor or any other person or legal entity taking part in the event.
- 21.2.3. The Insurance cover must be in effect for Competitors running within the schedule of the event, from the start of the competition element until the end of the event or at the moment of permanent retirement or disqualification.

IDENTIFICATION AND ADVERTISING

22. COMPETITION NUMBERS

Each Competitor shall be allocated a number for its car by request and with the agreement of the Promoter.

Competition number size, style and position shall be specified in the Team Support Package in Appendix IV document, which shall also specify the size, style and position for the display of the Drivers' names and nationalities (Country of the ASN issued the licence) on each car.

23. ADVERTISING

23.1. Restriction on advertising

Competitors may affix any kind of advertising to their cars, provided that:

- it is authorised by the national laws and the FIA regulations.
- it is not of a political or religious character.
- it is not likely to give offence.
- it respects the regulations on competition numbers.
- it does not interfere with the drivers' vision through the windows.
- it complies with the provisions of the Code.

23.2. Mandatory Advertising

23.2.1. Overalls and Helmets

23.2.2. Drivers' homologated overalls and helmets must have the mandatory World Cup logos in the correct positions as defined by the Promoter in [Appendix IV](#). Articles 1.6 and 2 of Chapter III of Appendix L of the Code must be respected when applying any such logos.

23.2.3. Drivers providing proof that the manufacturer of their helmet does not authorise the application of stickers to the helmet shall be exempt from the requirement to affix the logos to the helmet.

23.2.4. The FIA reserves the right to cover non-compliant logos on overalls and helmets.

ADMINISTRATIVE CHECKS AND SCRUTINEERING

24. ADMINISTRATIVE CHECKS

24.1. Time Schedule

The competitors and drivers or their official representative must report in due time to administrative checking, the location and time of which will be detailed in the

Supplementary Regulations, unless a written exception has been granted to them by the Clerk of the Course. Fines for lateness will be detailed in the Supplementary Regulations.

24.2. Documents required

During the administrative checks the following **original** and valid documents will be checked:

- competitor's licence valid for the competition
- driver's competition licences valid for the competition (see Art. 7 and 9 of Appendix L)
- driver's passports or identification
- ASN authorisation, for all foreign competitors and/or drivers
- driver declarations and undertakings forms, signed by the drivers
- Entry Form duly signed by the competitor and the drivers

24.3. Medical Disclosure and Participation Requirements

- 24.3.1. Drivers with medical conditions (such as allergies, haemophilia, diabetes etc.) are obliged to submit written information to the Medical Delegate or Chief Medical Officer during the time designated for administrative checking. This information must include the Driver's name and the number of their car.
- 24.3.2. Drivers with injuries or temporary handicaps are obliged to disclose details to the Medical Delegate or Chief Medical Officer as soon as they become aware of the injury or handicap. The Chief Medical Officer shall decide if such a Driver shall be admitted to, or allowed to continue in, the Competition.
- 24.3.3. Drivers with disabilities may be admitted entering the World Cup and these Sporting Regulations may be adapted on a case-by-case basis to make reasonable accommodations for such entry.

25. SCRUTINEERING

25.1. General

- 25.1.1. Only those competitors which have passed the administrative checks may present their car(s) equipped with its race numbers and mandatory advertising at scrutineering.
- 25.1.2. Cars may be presented at scrutineering by a representative of the team unless otherwise detailed in supplementary regulations.
- 25.1.3. Car safety stickers, race numbers, the names and nationalities of the Drivers, and any official advertising, as defined by the Team Support Package, must be on the car for inspection during scrutineering.
- 25.1.4. At scrutineering, competitors must present all items of clothing, including helmets and an FIA-approved head restraint devices, intended to be used. Compliance with Appendix L Chapter III will be checked.
- 25.1.5. The competitor must show the following original forms:
- FIA Technical Passport
 - Racing net installation form
- 25.1.6. After scrutineering, if a car is found not to comply with technical and/or safety regulations, the Stewards, upon the proposal of the FIA Technical Delegate, may set a deadline before which the car must be made to comply, or may refuse the start.

25.2. Timetable

A timetable for pre-event scrutineering, including the sealing of components and checking the weight of cars, shall be issued in the Supplementary Regulations or in a Bulletin. If a car

arrives for scrutineering outside the specified time schedule, it will be penalised in accordance with the supplementary regulations.

26. CHECKS DURING THE EVENT

26.1. Additional Checks

- 26.1.1. A car can be checked at any time during the competition.
 - 26.1.2. Various checks on safety items, including drivers' clothing, as well as on the car, on the conformity and eligibility may be carried out at any time during the event at the sole discretion and upon the instruction of the FIA Technical Delegate with the knowledge of the Stewards.
 - 26.1.3. At any time during a competition, the scrutineers may:
 - a) check the eligibility of the car or of the driver's equipment,
 - b) require a car to be dismantled by the competitor to make sure that the conditions of eligibility and conformity are fully satisfied,
 - c) require a competitor to supply them with such parts or samples as they may deem necessary.
 - 26.1.4. Before the Start and at the end of each race, cars may be weighed by request of the FIA Technical Delegate (*if any*) or by the Chief Scrutineer. Having been signalled that their car has been selected for weighing, the Team shall ensure its car will proceed directly to the weighing area. The result of the weighing will be given to the driver/team.
 - 26.1.5. The FIA Technical Delegate may require any car to be presented for inspection at any time prior to a race. The car shall be taken to the scrutineering garage by a duly accredited Team member.
 - 26.1.6. After leaving the scrutineering garage and before the Start of each race, the car may return to the Team's garage but will stay under Parc Fermé conditions. Only the charging unit as defined in Article 13, the 12V charging unit and the designated supplier's cooling system are permitted to be attached to the car. It is prohibited to make any adjustments to the tyre pressures. During this Parc Fermé period, the Promoter's appointed broadcast provider may touch and access the car. Any infringement of this Article will be reported to the stewards.
 - 26.1.7. Any car which, after having passed scrutineering, is dismantled, modified or amended in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.
 - 26.1.8. The Race Director, FIA Safety Delegate or the FIA Technical Delegate may require that any car involved in an accident be stopped and checked.
 - 26.1.9. The Race Director, FIA Medical Delegate or the Chief Medical Officer may ask a driver to undergo a medical examination at any time during a competition.
 - 26.1.10. At the end of each Discipline, cars shall be under Parc Fermé conditions, until released by the FIA Technical Delegate.
- ### **26.2. Responsibility of the competitor**
- 26.2.1. The Competitor is responsible for the technical conformity of their car throughout the Competition.
 - 26.2.2. Should identification marks be affixed, it is the responsibility of the Competitor to see that these are preserved intact from pre-event scrutineering until the end of the event or until it

will be allowed by these Regulations to cut the seals. Should they be missing, this will be reported to the Stewards.

- 26.2.3. It is also the responsibility of the Competitor to see to it that any part of the car which has been handled during checking is reinstalled correctly.
- 26.2.4. Any fraud discovered, and identification marks presented as original which have been tampered with, will be reported to the Stewards.
- 26.2.5. It is up to each Competitor to ensure that its car is always electrically safe. For more details, please refer to article 6. Safety Status Signs, of Appendix XIV.
- 26.2.6. It is mandatory to always adhere to any user manuals from the Promoter's designated supplier(s).

27. FINAL CHECKS

27.1. Weighing

The weight of cars and drivers may be checked separately at the end of the Competition. The drivers are weighed immediately after exiting their cars in the podium holding area. The cars will then be weighed in the designated area during final scrutineering.

27.2. Selection of cars

Post-event scrutineering involving the dismantling of a car may be carried out either at the discretion of the Stewards or following a protest or upon the recommendation of the Race Director/Clerk of the Course and/or the FIA Technical Delegate (Chief Scrutineer) to the Stewards.

OBLIGATIONS

28. BEHAVIOUR

28.1. General Rules

- 28.1.1. Drivers must always behave in a sporting manner.
- 28.1.2. It is strictly forbidden for drivers to drive their car in a direction opposite to that of the race.
- 28.1.3. Drivers are obliged to follow the instructions of the officials and the marshals. Failure to do so will be reported to the Stewards.
- 28.1.4. It is strictly forbidden for any deliberate or reckless contact between Drivers/cars after the finish of a race.

28.2. Driving Conduct

- 28.2.1. All provisions of the Code, Appendix L, Chapter V – Code of Driving Conduct on Off-Road Circuits – must be always observed.
- 28.2.2. In addition to the rules outlined in these regulations, drivers must adhere to the following conduct guidelines during a race. The following actions are considered breaches of acceptable driving standards:
- Moving track markers
 - Driving outside the track limits
 - Failing to respect flag signals
 - Causing a collision
 - Forcing another driver off the track
 - Illegally preventing a legitimate overtaking manoeuvre

- Illegally impeding another driver during an overtaking attempt

This list is not exhaustive. Other actions may also be deemed unacceptable at the discretion of the Stewards, based on their impact on safety and fair competition.

29. BRIEFINGS

29.1. General

- 29.1.1. The time and location of the meetings will be included in the Supplementary Regulations.
- 29.1.2. The Promoter or Race Director may convene further meetings during the Competition if they consider them necessary
- 29.1.3. Non-attendance of the briefings may be reported to the stewards.

29.2. Team Managers

Team Managers' meeting **chaired by the Promoter and** co-chaired by the FIA Race Director is to be held **daily during the event**. Attendance of the designated Team Manager of every competitor (or their designated representative) is mandatory. No more than **three** persons per Competitor may attend.

29.3. Drivers

- 29.3.1. The drivers' briefings, conducted by the Race Director, will take place after the administrative checks. Attendance in person is mandatory for all drivers, who must be accompanied solely by their designated Team Manager.
- 29.3.2. Following the briefings, the Race Director will publish the 'Briefing Notes,' which will be considered officials' instructions.

30. PRE AND POST RACE MEDIA

All Drivers must make themselves available for interview in **a Media Zone** (the location of which shall be defined in the Supplementary Regulations) before the Start and at the end of each race and Discipline. Interviews may be conducted in or out of the car and Drivers must be available for at least ten (10) minutes at each end of each race.

COURSES/TRACKS

31. MARKING OF THE COURSE/TRACKS

31.1. Course Marking Rules

- 31.1.1. The course shall be marked as follows:
 - Track Gates
 - The left edge of the track shall be marked with numbered **red** flags.
 - The right edge of the track shall be marked with numbered **green** flags.
 - Numbering on all signs must be clearly visible from the racing line and correspond sequentially to the gate order.
 - Gates must be placed far enough apart so each one is clearly visible from the previous Gate.
 - The width of a Gate can change depending on how wide that part of the track is.

31.1.2. At any time prior to Free Practice for each Discipline, chevrons may be installed to reduce the speed of the competing cars. These chevrons shall be regarded as course markers.

31.1.3. Extra signs may be added to warn drivers about features like jumps, steep drops, rough ground, or other hazards. More details about these signs are explained in Appendix I of these regulations.

31.2. Driver's obligations

31.2.1. During each race, drivers must pass through all numbered gates in the correct sequential order.

31.2.2. Failure to pass through a Gate, or otherwise leaving the prescribed track, may result in a penalty at the discretion of the Stewards.

31.2.3. Contact with a Gate marker could result in an investigation. However, knocking down a Gate marker may result in a penalty applied by the Race Director as listed in Appendix XII.

31.2.4. The knocking down, moving or destroying of a chevron may imply a time penalty applied by the Race Director as listed in Appendix XII.

31.2.5. Any additional track requirements or specifications will be detailed in the Supplementary Regulations or in the Race Directors event notes.

32. TRACK ACCESS

32.1.1. Drivers, Competitors and team personnel may usually have access to the track (which includes the starting grid area) only during the Course/Track Walk (Art. 35).

32.1.2. Any other specific limitation will be mentioned in the Supplementary Regulations.

32.1.3. Access to the track by any motorised means of transport is strictly prohibited, except for drivers during official races.

33. COURSE/TRACK WALK

The event shall include Course walks. The Course walks shall be conducted only on foot unless otherwise advised by the Promoter or the FIA. The timing, duration and extent of the Course walks shall be specified in the Supplementary Regulations. In addition to the Course walks, Competitors may inspect the start area at times specified in the Supplementary Regulations.

RUNNING OF THE COMPETITION

34. COMPULSORY PRACTICE

34.1.1. Drivers must complete at least one full lap during any Practice session. A driver who fails to meet this requirement may still be permitted to participate in the Competition, subject to the discretion of the Stewards.

34.1.2. A Team may request familiarisation laps on the Courses for a Driver who has not taken part in a Free Practice session, that shall, on application by the Team, be approved at the stewards' sole discretion.

35. GENERAL COMPETITION REQUIREMENTS

35.1. Maximum Power Output

- 35.1.1. The maximum total power output for each Discipline will be defined in the Supplementary Regulations.
- 35.1.2. In the Multi-Car and Time Trial Disciplines, each Driver shall receive an extra boost of power in the form of 'Hyperdrive'. The amount of additional power, the length of time the power is accessible, shall be defined in the Supplementary Regulations.
- 35.1.3. Driver 1 may use Hyperdrive between the Start Line and the speed limit line at the entrance to the Switch Zone. Driver 2 may use Hyperdrive between the end of the Switch Zone speed limit line and the Finish Line. For the avoidance of doubt, Hyperdrive shall not be available in the Head-to-Head Discipline.

35.2. Super Sector

- 35.2.1. The Multi-Car and Time Trial Disciplines shall include a defined section of the course which shall be timed, called the "Super Sector". The details of the Super Sectors for **each Discipline** shall be defined in the Supplementary Regulations.
- 35.2.2. The Team whose Drivers set the fastest combined time (combined time is calculated by adding the fastest times of both Team Drivers from any session that counts towards the Super Sector) in the Super Sector during **Time Trial and Multi-Car Qualifying**, shall be awarded two (2) World Cup Pool points.
- 35.2.3. In the case of multiple Teams setting the same combined sector time, the winner of the Super Sector shall be the Team whose Driver set the time first. Times set in the Free Practice sessions of each Discipline shall not count towards the Super Sector.

35.3. Nomination of Driver 1

- 35.3.1. During the Competition, (excluding any Free Practice sessions), the male Driver and female Driver of each Team must each be nominated as Driver 1 the same number of times in the Competition.
- 35.3.2. If a Team participates in an uneven number of Disciplines, neither the male Driver nor the female Driver of each Team may be nominated as Driver 1 more than one (1) time more than the other.
- 35.3.3. If a session does not take place (for example, due to a cancelled session), the original nominations remain in place between the Driver and each session they were nominated.
- 35.3.4. In each of the Time Trial, Multi Car and World Cup Final, the order of Drivers must be different from one session to the next throughout the Competition, unless otherwise notified by the Promoter. The Head-to-Head Discipline will have a separate order of Drivers as per Appendix XI.

Time Trial		
	Driver 1	Driver 2
TT 1	A	B
TT 2	B	A

Head-to-Head				
Qualifying rounds			Semi Final	Final
	Driver 1	Driver 2	Driver 1	Driver 2
Round 1	A	B	A	B

Multi-Car competition		
	Driver 1	Driver 2
Race 1	A	B
Race 2	B	A

World Cup Final	
Driver 1	Driver 2
A	B

*A and B stand for a driver's name.

- 35.3.5. A Team is required to nominate its Driver A and the Driver B, to the Secretary of the Competition no later than the end of the first Team Manager's meeting.

35.4. STOP Control

- 35.4.1. At a safe distance after the Finish Line, there shall be a STOP Control where Drivers must stop their car **unless otherwise directed by the Race Director, Official or Marshal.**
- 35.4.2. Before leaving the STOP Control, the Teams must follow the Return to Paddock procedures as stipulated in Appendix X. Failure to follow the Return to Paddock procedures in Appendix X may result in the matter being referred to the Stewards.

36. START PROCEDURES

36.1. General

- 36.1.1. All Disciplines commence from a standing start.
- 36.1.2. The Start of every Discipline shall follow the starting procedure indicated in the Supplementary Regulations or Race Director's drivers briefing notes.
- 36.1.3. If a driver is unable to participate in their race (heat), they must notify the Competitors' Liaison Officer (CLO) before the start of the first race in their category. Failure to provide this information will be reported to the Stewards.

36.2. Starts

- 36.2.1. The Officials shall ensure that all cars are correctly positioned on the starting grid.
- 36.2.2. Drivers shall comply with all instructions given by the Officials when taking their positions on the starting grid.
- 36.2.3. Practice starts are forbidden during any point of the Start procedure.
- 36.2.4. The "ready to race" sign will be shown on the start light panels. If the start is delayed for an extended period, the starting marshal will display the "START DELAYED" board.
- 36.2.5. Only after the 1-minute sign/signal has been shown the H2 systems may be switched on and be in the ready to move status.
- 36.2.6. The start light sequence procedure shall be clearly visible from the Driver's seat and may be displayed as a sequential light system. The start light sequence and procedures shall be described in the drivers briefing notes.
- 36.2.7. If a Driver needs assistance after the start light sequence procedure has begun, they shall lift their arm or open the car door, and the start procedure shall be stopped. If the Race Director decides the Start should be delayed, the starting marshal shall abort the Start of the race by showing a board indicating "START DELAYED".

- 36.2.8. After this, the start will be given when the green light is switched on.
- 36.2.9. A car shall be considered to have started the race once it has crossed its Start Line, following the successful start and under its own power.
- 36.2.10. Timing will be by a GPS-based timing system high accuracy, to one tenth of a second at least.
- 36.2.11. A GPS transponder provided by the Promoter or the Promoter's appointed supplier will be used, installed on the roof of the car.
- 36.2.12. Any car not starting from the Start Line (crossing the Start Line) within fifty (50) seconds after the Start signal shall be considered as retired and immediately removed to a safe place.
- 36.2.13. Any Drivers refusing to start a race at the time allocated shall be reported to the stewards, whether the race is run or not.

36.3. False starts

- 36.3.1. An automated system for detecting false starts will in place. The System will detect if the car moves before the green light signal is given.
- 36.3.2. If the false start system cannot fully identify which car has caused a false start, it will be backed up by video cameras positioned to film the front of the cars situated on the same line. A repeat of the green light will be placed opposite the camera. The video will be recorded with the time overlaid and must be capable of being viewed in slow motion.
- 36.3.3. Notwithstanding the above system, Judges of Fact shall be appointed to determine false starts.
- 36.3.4. A false start will be declared if a car moves from its start position after the "ready to race" sign has been shown and before the green light is switched on.
- 36.3.5. If a false start occurs before the green light is activated, the Race Director may decide to abort the start. In this case, a flashing orange light will be activated.
- 36.3.6. Regardless of whether the start is completed or aborted, the driver responsible for the false start shall be penalised as specified below.
- 36.3.7. A false start shall be penalised by the Race Director as follows:
 - 1st offence: 20 second time penalty
 - 2nd offence: 60 second time penalty
 - Further offences: at the stewards' discretion.
- 36.3.8. These penalties do not prevent the stewards from imposing heavier additional penalties if they deem it appropriate.
- 36.3.9. For the time calculation the actual start time must be used, that being the time at which the green light is switched on.

37. SWITCH ZONE

37.1. General

- 37.1.1. Once the Start is taken, Driver 1 must complete a given number of laps of the Multi-Car Course or a given number of laps of the Time Trial Course, as specified in the Supplementary Regulations, that shall end once the car has reached its designated Switch Zone area.
- 37.1.2. The speed limit in the Switch Zone will be 30 kph or otherwise defined in the Supplementary Regulations.

- 37.1.3. The Driver Switch must be carried out in the Switch Zone in the Team's designated Switch Bay.
- 37.1.4. No Driver Switch or any work of any nature shall be permitted on the car until such time as the car has come to a complete stop and is positioned wholly within the perimeter of the Team's designated Switch Bay, and Driver 1 has engaged the neutral ("N") position, as confirmed by the illumination of the external flashing lights. Until these conditions have been fully satisfied, it is strictly prohibited to unfasten, loosen, or remove any safety belts, safety nets, or helmet straps, or to disconnect the helmet radio connector.
- 37.1.5. The perimeter of the Team's designated Switch Bay is defined in Appendix V.
- 37.2. Driver Switch Procedure**
- 37.2.1. During the Driver Switch procedure, only the two Drivers and a maximum of six (6) Team members are permitted within the perimeter of the Team's Switch Bay to carry out any operations. No Team personnel may enter the car side of the barrier until the conditions of Article 38.1.3 have been satisfied and the safety lights indicate a safe state.
- 37.2.2. All other Team personnel must always remain on the non-car side of the Switch Bay barrier and are prohibited from participating in the Driver Switch. For the purposes of this Article, timing the stop and communicating with the two Drivers or the six (6) authorized Team members shall not be considered participation.
- 37.2.3. During the Driver Switch procedure, only safety measure operations may be carried out including cleaning of bodywork, windscreen, headlights and/or safety lights with the use of water, addition of windscreen washer fluid, replacing a wheel in the event of a punctured tyre, replacing or repairing a broken or missing door or reparation to loose bodywork.
- 37.2.4. Only tools and equipment as defined below may be used for such operations:
- Any manually operated hand tool
 - No pneumatic or hydraulic tools except for the jack, to replace a punctured tyre
 - Only cordless battery-operated tools allowed
 - Tools used must be available in a commercial catalogue
 - Consumable items for the sole purpose of repairing bodywork or cleaning the windshield are permitted
- 37.2.5. Teams are responsible for checking and adjusting the pressures of any tyres the Promoter or its appointed tyre supplier may transport to the Switch Zone.
- 37.2.6. Rakes and chocs will be provided by the Promoter. Rakes may be used to groom the Switch Bay area before the start light procedure begins. Chocks may be used during the Driver change.
- 37.2.7. The car must not be moved from the neutral ("N") position into the drive ("D") position (as indicated by solid external lights) until all the following conditions are met:
- a) Driver 2 has complied with all applicable safety requirements set out in Appendix L of the Code.
 - b) Driver 2 is properly seated in the car and has fastened and tightened all safety belts, the safety net, and helmet straps.
 - c) The helmet radio connector has been re-attached.
 - d) Any minimum Driver Switch procedure time specified in the Supplementary Regulations has elapsed.

- e) Driver 1, all Team personnel, and all tools or equipment (with the exception of a chock) are outside the Switch Bay perimeter.

37.2.8. Any chock remaining in the Switch Bay after the car has exited must be removed immediately following completion of the Driver Switch procedure.

37.2.9. In races where more than one lap is completed per Driver, if a Competitor requires a technical stop in the Switch Bay on a lap that is not designated for the Driver Switch, the remaining Driver must follow the procedures established by the Command Centre in accordance with Article 38.4.

37.3. Safety measures

37.3.1. On leaving a Team's Switch Bay, should a Driver become aware that the FHR device, safety belts, safety net or helmet radio connector are not fitted correctly, they must stop on the Course to rectify the issue. The Driver shall stop the car only in a place that does not impede any other cars and does not cause a danger to other Competitors.

37.3.2. cars must not be released from a Switch Bay in a way that could endanger any personnel or another Driver. Any car deemed to have been released in an unsafe condition, the matter may be reported to the stewards.

37.4. Command Centre

37.4.1. There shall be a Command Centre located near the Switch Bays.

37.4.2. A minimum of three (3) representatives for each Team, including one race engineer, one Driver and one Team representative (may be the Team Principal or a nominated third party such as a celebrity), must be present at the Command Centre at the same time.

37.4.3. The minimum period of stay of each Team's race engineer and Driver at the Command Centre shall, be from the beginning of the race Start procedure (for each of the Disciplines and World Cup Final in which the Team competes) until the end of the post-race TV interview.

37.4.4. Drivers are not required to be present in the Command Centre during the Head-to-Head Discipline.

37.4.5. Notwithstanding Article 38.4.4 , Driver 2 must be present in the Command Centre prior to the start of each Discipline and may leave to proceed to the Team's designated Switch Bay **at the time specified in the drivers briefing notes.**

37.4.6. After the Driver Switch procedure is finished, Driver 1 must, go to the Command Centre and remain there until the end of the post-race TV interview.

38. TIME TRIAL COMPETITION

38.1. Start order

38.1.1. The start orders for the Time Trial free practice and for the Time Trials will be determined by a lottery draw carried out in the presence of at least one member from each Team (who must attend) and at least one steward.

38.1.2. The starting order for Time Trial 2 shall be the reverse of the classification results from Time Trial 1.

38.1.3. The place and time of the Time Trial free practice lottery draw shall be detailed in the Supplementary Regulations.

38.2. Competition

38.2.1. The Time Trials will comprise Time Trial 1 and Time Trial 2.

- 38.2.2. The Time Trial shall follow the regulations as laid out in in Art. 37 et seq.
- 38.2.3. After the Drivers of the team have finished the Time Trial, their time is added to get the Team's total time for that Time Trial. The total times from Time Trial 1 and Time Trial 2 are then added together. The Team with the fastest combined time across both Time Trials is ranked first in the final Time Trial results.
- 38.2.4. Should two or more Teams have the same combined times, the Team with the fastest Super Sector time will be classified ahead.
- 38.2.5. If a Team is unable to take the start of one of the Time Trials, they shall not be classified in that Time Trial.

38.3. Points

- 38.3.1. After the Time Trial, **Qualifying points** for each of the Drivers and Teams shall be awarded as follows

1st	8 points
2nd	7 points
3rd	6 points
4th	5 points
5th	4 points
6th	3 points
7th	2 points
8th	1 point

39. HEAD-TO-HEAD COMPETITION

39.1. General Definition

- 39.1.1. For the purposes of these Regulations, a Head-to-Head session shall consist of a series of races in which two (2) Teams compete directly against each other on a point-to-point Course, culminating in a Final.
- 39.1.2. One (1) Head-to-Head Round shall be held.
- 39.1.3. The draw and running order for the Head-to-Head race shall be determined by a lottery conducted in the presence of at least one (1) representative from each Team, whose attendance is mandatory, and at least one (1) Steward. **The results of the lottery shall be final.**
- 39.1.4. The format and structure of Head-to-Head competition round shall be as follows:
- One (1) session with sixteen (16) races.
 - Each Team participates in four (4) races.
 - Two (2) Semi-Finals.
 - One (1) Final

39.2. Competition

- 39.2.1. Each Head-to-Head race shall follow the regulations as laid out in Art. 37 et seq.
- 39.2.2. For each race, points shall be allocated to Drivers and Teams according to the Intermediate Point Classification:
- | | |
|-----------|-----------------|
| Race win | 2 points |
| Race loss | 1 point |
- 39.2.3. Upon completion of all sixteen (16) races, the four (4) Teams with the highest points in the Intermediate Points Classification shall advance to the Head-to-Head Semi-Finals. The Team draw and lane allocation shall be conducted in accordance with Appendix XI.

- 39.2.4. In the event of a tie on the Intermediate Points Classifications after all races have concluded, the ranking shall be determined by the Team whose male and female drivers have the fastest combined race times among the tied Teams.
- 39.2.5. After the two (2) Semi Finals have taken place, the winners of each Semi Final will progress to the Final. Lane choice will be decided by **the fastest Semi Final race times**.
- 39.2.6. The Team that sets the **overall** fastest combined race times of the **two** drivers in each Head-to-Head Round, will be awarded two (2) Intermediate classification points.
- 39.2.7. If a Team is unable to start a Head-to-Head race, they will not score any Intermediate Classification points for that race. The Team they were due to race against must still complete the race within a Stipulated Maximum Time Limit (which will be defined in the Supplementary Regulations), to be awarded the race win and **2** Intermediate Classification points.
- 39.2.8. The Team which sets the fastest time (including possible time penalties) in the Final will be the winner of that Head-to-Head Competition.

39.3. Points

- 39.3.1. After the Head-to-Head Final, **Qualifying points** for the Drivers and Teams shall be awarded as follows:

1st	8 points	Winner of the Final
2nd	7 points	Runner-up in the Final
3rd	6 points	Runner up in the Semi Final with the faster combined race times
4th	5 points	Runner up in the Semi Final with the slower combined race times
5th	4 points	5th place in the Intermediate Classification table
6th	3 points	6th place in the Intermediate Classification table
7th	2 points	7th place in the Intermediate Classification table
8th	1 point	8th place in the Intermediate Classification table

40. MULTI-CAR COMPETITION

40.1. General

- 40.1.1. There shall be **two** Multi-Car **Heats** before the World Cup Final. **These Heats** will **award Qualifying points** on the basis as the points defined hereafter.
- 40.1.2. Each Heat shall consist of two (2) races.

40.2. Start Positions

- 40.2.1. The starting positions for **the heats**, shall be determined by a **Multi-Car** lottery draw carried out in the presence of at least one member from each Team and at least one Steward. All proceedings of the Qualifying lottery draw shall be detailed in the Supplementary Regulations.

- 40.2.2. The number drawn in the Qualifying lottery draw shall determine the following:

40.2.3. Number drawn	Heat 1	Heat 2
1	Pick 1 race 1	Pick 4 race 1
2	Pick 2 race 1	Pick 3 race 2
3	Pick 3 race 1	Pick 2 race 1
4	Pick 4 race 1	Pick 1 race 2
5	Pick 1 race 2	Pick 4 race 2
6	Pick 2 race 2	Pick 3 race 1
7	Pick 3 race 2	Pick 2 race 2

8

Pick 4 race 2

Pick 1 race 1

40.3. Final start position points

40.3.1. Points shall be awarded based upon the finishing positions of each Team in the classification of each Multi-Car Heat.

Qualifying points shall be awarded for each **Multi-Car Heat** as follows:

1 st	8 points
2 nd	7 points
3 rd	6 points
4 th	5 points
5 th	4 points
6 th	3 points
7 th	2 points
8 th	1 point

40.3.2. Should a Driver be unable to take part in their **Multi-Car Heat**, they will not be classified in that **Heat** nor receive any **Qualifying points**.

41. WORLD CUP FINAL

41.1.1. The World Cup Final shall be a single race involving all qualified cars and shall be started from a standing start.

41.1.2. Grid positions for the World Cup Final shall be determined by the **Qualifying points** classification.

41.1.3. The Team ranked first in the **Qualifying points** table shall have the first choice of grid position, the Team ranked second shall choose next, and so on until all Teams have selected their grid positions.

41.1.4. In the event of a tie on the **Qualifying points classification** after all races have concluded, the ranking shall be determined by the Team whose **two** drivers have the fastest combined race times in the Time Trial among the tied Teams.

41.1.5. The World Cup Final shall be conducted in accordance with the regulations set out in Article 37 et seq.

41.1.6. The final classification of the World Cup Final shall be determined by the finishing time, including any applicable time penalties.

42. INCIDENTS DURING THE COMPETITION**42.1. Application of the regulations by the Race Director**

Any incident involving one or more drivers, as noted by the Race Director, reported by Judges of Fact or marshals, may be subject to the appropriate penalties as defined in these regulations. The Race Director is responsible for applying these penalties and will notify the concerned drivers in writing, with the notification also published on the Digital Notice Board (DNB).

42.2. Decisions concerning infringements of Articles 28.1 and 28.2

42.2.1. In the event of an infringement of Articles 28.1 or 28.2, the Stewards may impose a penalty on the driver(s) concerned in accordance with the List of Sanctions set out in Appendix I. Where provided for in these Regulations and in Appendix I, the Race Director or the Clerk of

the Course may also display the relevant flag or otherwise take the corresponding sporting action, with the consequences prescribed by these Regulations.

- 42.2.2. The Race Director shall be responsible for notifying the driver(s) concerned in writing of any decision taken under this Article, in accordance with Articles 44.1.4 and 44.1.5. The notification shall also be published on the Digital Notice Board (DNB).

42.3. Incident investigation

The Race Director may report any on-track incident or alleged breach of these XH Sporting Regulations or the Code to the Stewards. Upon review, it is at the Stewards' discretion to determine whether to initiate an investigation. The Stewards may also investigate an Incident noted by themselves.

42.4. Post-Incident Attendance Requirement

If an Incident is under investigation by the Stewards a message informing all competitors which driver or drivers are involved will be sent using the OMS.

Provided that such a message is displayed after the race has finished the driver or drivers concerned may not leave the venue without the consent of the Stewards.

43. PENALTIES

43.1. List of Sanctions

The List of Sanctions (Appendix XII) serves as a non-exhaustive illustration of potential penalties. The Stewards retain ultimate authority regarding the imposition of penalties.

43.2. Fines

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.

SIGNALING

44. FLAG SIGNALS

The decision to signal the Slow Zone (Yellow flag), the Red Flag, the green flag, the black flag with an orange disc, the black and white flag or the black flag is at the discretion of the Race Director or Clerk of the Course.

44.1. Black and white flag (divided diagonally), and black flag

- 44.1.1. The black and white flag together with a panel with the starting number (80 x 60cm) will be shown during two laps. This flag will be shown once only and is a warning to the driver concerned for unsportsmanlike behaviour or for an action which may result in a penalty if repeated.
- 44.1.2. A driver who would otherwise be shown a second black and white flag during the competition shall instead be shown a black flag.
- 44.1.3. The Race Director and/or the Clerk of the Course, in the absence of the Race Director, may use the black and white and/or black flag during any practice, the races, or afterwards if further investigation is required. The official issuing the black or black and white flag must confirm the reason for its use in writing to the driver and the competitor.
- 44.1.4. The decision to show the black or black and white flag may also be communicated to the driver only in writing.

44.1.5. A black and white or a black flag can be shown to the driver also after the race.

44.2. SLOW ZONE (Yellow flag)

44.2.1. Following the occurrence of an incident, Race Control may display on the official timing screens (OMS) and the in-car dashboard the sector, defined from Gate number to Gate number, designated as the “Slow Zone”.

44.2.2. The Teams must inform their Driver of the Slow Zone locations and when Slow Zones have been cancelled.

44.2.3. Cars approaching the Slow Zone must prepare to slow to the Switch Zone speed limit, as set out in the Supplementary Regulations (this will be policed in the same way as entering the Switch Zone).

44.2.4. Prior to crossing the gates “timing line” at the first Gate of the Slow Zone, the pit limiter must be activated, and the car must be within the Switch Zone speed limit. The dash will confirm this by displaying “Press Pit”; this is the indication that the gates “timing line” has been crossed.

44.2.5. Cars must stay within the Switch Zone speed limit until they cross the “timing line” of the last Gate of the Slow Zone (indicated by the dash displaying “GREEN”), at which point the car has exited the Slow Zone and may resume racing and is no longer restricted to the Switch Zone speed limit.

44.2.6. For the avoidance of doubt, overtaking is not permitted between the first Gate and the last Gate of the Slow Zone.

44.3. RED FLAG

44.3.1. If the race must be stopped due to a serious incident or unsafe conditions, Race Control shall display the Red Flag via the timing screens and the in-car dashboard.

44.3.2. Overtaking is forbidden and the Drivers must proceed to their allocated Switch Bay or as instructed by the Race Director.

44.3.3. The maximum speed under red flag conditions shall be 30km/h. The GPS may be used to verify compliance, and any infringement shall be reported to the stewards.

44.3.4. Once the car has arrived in the Switch Zone and has been placed into the neutral “N” position, the Competitor may perform any needed repairs, provided the Team member limitation in Article 39.2 is respected.

44.3.5. A restart shall occur while respecting the established ‘gaps’ between Competitors, unless instructed differently by the Race Director. The gaps shall be determined at the last Gate passed by all cars prior to the implementation of red flag conditions.

44.3.6. Once the incident causing the red flag has been cleared, Competitors shall follow the instructions of Race Control and move from the Switch Zone to the Start area to prepare for the restart.

44.3.7. Cars shall line up in the Start area for the restart in the same published grid positions as at the Start of that race session, except for the World Cup Final, where cars shall line up in the order they were classified at the time of the red flag.

44.3.8. The restart procedure shall be initiated automatically through the designated control systems. As a redundancy measure to ensure clarity and safety, Race Control shall simultaneously issue verbal confirmation of the restart sequence to all relevant officials and teams.

- 44.3.9. The automated procedure shall be shown two (2) complete times. The first time is to inform the Drivers of how the gaps are shown on the light panels. The second time will be the restart. This procedure will be communicated from Race Control and will occur for every restart at the Competition.
- 44.3.10. The Start panels will illuminate red with the respective car number and then turn green with the respective car number, this is the indication for the first car to leave the Start area. The Start panel will then illuminate red with the next car number and then turn green again with the next car number, this is the indication for the next car to leave the Start area and so on.
- 44.3.11. In case of stopping a race, the race classification will be that **at** the end of the penultimate lap before the lap in which the signal to stop the race was given.
- 44.4. Green Flag**
- 44.4.1. This may be used to indicate that the track is clear: it will appear on the in-car dashboard as defined in article 45.1.5.
- 44.5. Black flag with an orange disc**
- 44.5.1. This flag should be used to inform the driver concerned that his car has mechanical problems likely to endanger himself or others and means that he must stop at the switch zone on the next lap. When the mechanical problems have been rectified to the satisfaction of the chief scrutineer, the car may rejoin the race.

RESULTS & REQUIREMENTS AFTER THE COMPETITION

45. PARC FERMÉ

45.1. Pre-Session Parc Fermé

It is only permitted to connect a charging unit (as defined in Article 13.), to the main battery and a separate charging unit to the 12V battery and attaching the designated supplier's cooling system.

45.2. Post-Session Parc Fermé

- 45.2.1. Each car shall be under Parc Fermé rules starting from the end of each race and for at least thirty (30) minutes from when the car returns to its garage following each car's session.
- 45.2.2. Notwithstanding Article 45.1.1, after each car's race, Team members may wash the car before proceeding to the garage. This must be conducted in the presence of a scrutineer. Only the front and rear bodywork and the four (4) complete wheel assemblies may be removed during the washing process. **Under no circumstance the car should be washed with a ready-to-move light in a fixed status, meaning, the car in drive mode, without a team member in the cockpit to ensure safe conditions to the other team members around the car. After the car wash, the car shall return to its garage and stay in parc fermé conditions for the remainder of the duration of the parc fermé.**
- 45.2.3. When Parc Fermé is imposed with the cars in the Teams' garages, no Team member is allowed to touch the car, with the exception of connecting a charging unit (as defined in Article 13.), to the main battery and a separate charging unit to the 12V battery, attaching the designated supplier's cooling system, downloading data, including the SD card from the VBOX and attaching a venting pipe from the HFC exhaust. It is the Competitor's responsibility to ensure that the CCTV provided by the Promoter's designated supplier is recording throughout the Parc Fermé period.
- 45.2.4. The Technical Delegate may extend or reduce the duration of the Parc Fermé at their discretion.

45.3. Final Parc Fermé

- 45.3.1. Only those cars having taken part in the Final must be taken by the drivers to Parc Fermé immediately after the race, except for cars having not completed the race. After finish formalities, cars must be placed in Parc Fermé where they must remain until released by the Stewards.
- 45.3.2. Except for the scrutineers, only those people with permission from the stewards or officials may enter the podium holding area.
- 45.3.3. Winners' cars may be directed to a podium holding area. In such cases, if cars are required to be moved from the podium holding area, they may be driven by any duly accredited Team member. During any movement of a car from the podium holding area, no electronic devices (including, but not limited to, laptops, tablets, or similar equipment) shall be permitted inside the car with the Team member driving.

46. RESULTS AND CLASSIFICATIONS

46.1. Establishing results and classifications

For all Disciplines and the World Cup Final the results are established by adding together all the race times and all the time penalties.

46.2. Publication of results

During the competition, the results/classifications to be published will be as follows:

- Unofficial classifications distributed by the timekeeping system during the competition.
- Provisional classifications of each Discipline published by the Clerk of the Course as soon as possible.
- Final classification of Sessions approved and signed by the Stewards.
- Provisional classification published by the Clerk of the Course which shall be as soon as practical after the finish of the Final, even if final scrutineering remains in progress.
- Final classification approved and signed by the Stewards after the final scrutineering has been completed.

47. PROTESTS, PETITION FOR REVIEW, APPEALS

47.1. Lodging a protest or appeal

- 47.1.1. All protests and/or appeals must be lodged in accordance with Articles 13 and 15 of the Code and, where applicable, with the FIA Judicial and Disciplinary Rules.
- 47.1.2. Protest may not be lodged against notifications regarding the following:
- a) Time penalties, whether applied during or after a race, except in the case of the World Cup Final
 - b) Black flag penalties
- 47.1.3. Stewards' decision shall not be subject to appeal if they concern the following:
- a) Permitting additional working time (Art. 20.2.9)
 - b) If any of the above penalties are imposed by the Stewards.
 - c) Any disqualification from a race, except in the case of the World Cup Final.

- 47.1.4. If the Stewards receive a notification of intent to appeal a decision, the decision may be subject to a suspensive effect. However, the Stewards may deny the suspensive effect of the imposed penalty in cases specified in the Code.

47.2. Protest or petition for review deposit

- 47.2.1. The protest or petition for review deposit is €1,000 (or the equivalent in US dollars at the rate of the day) and must be paid in cash or by bank transfer. If paid by bank transfer any reimbursement will be made through FIA Administration.
- 47.2.2. If the deposit is made by bank transfer, the protest or petition for review must be accompanied by proof of payment. Failing this or should the Stewards consider that the proof of payment is not satisfactory, the protest or petition for review shall not be admissible.

The relevant bank account details are:

Crédit du Nord
50, rue d'Anjou F-75008 PARIS
Banking code : 30076 Counter code : 02020
Account number : 25368000200 key RIB 34
IBAN code : FR 76 3007 6020 2025 3680 0020 034
Swift code : NORDFRPP

The reason for the transfer must be clearly indicated.

47.3. Additional deposit

If a protest requires the dismantling and reassembly of a clearly defined part of the car, any additional deposit may be specified by the Stewards in accordance with Art. 13.4.3 of the FIA International Sporting Code.

47.4. Cost allocation

Any expenses incurred in the undertaking the checks and in the transport of the car shall be borne by the protester if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld. If the protest is partially founded, the additional deposit can be refunded in part based on a decision by Stewards.

If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the additional deposit, the difference shall be borne by the protester. Conversely, if the expenses are less, the difference shall be returned.

47.5. Appeal fee and appeal deposit

The appeal fee and deposit are provided for in the FIA International Sporting Code and Judicial and Disciplinary Rules, which are available on the FIA website.

48. PRIZE-GIVING

48.1. Podium Ceremony

The podium ceremony will be held immediately after the World Cup Final. The top three **driver pairing** finishers must be present, wearing their competition overalls. Failure to attend this ceremony and/or the wearing of inappropriate clothing will be penalised by a fine inflicted by the Stewards.

All drivers affected by the podium formalities are obliged to wear the caps (with the peak facing forward) issued by the FIA from the time they exit their car in parc fermé throughout the entire duration of the prize-giving ceremony (except while the national anthems are being played) as well as during the press conference and they must keep their overalls closed. drivers must not have any items with them other than the ones handed over by the

Organiser during the podium process. Failure to comply with these Regulations will be reported to the Stewards.

Per competition, at least a trophy will be awarded to the top three driver pairings, their country flag will be displayed, and the winner's national anthem will be played (the nationality of the driver being that of their passport - Article 9.4.2 of the Code).

48.2. Annual FIA Off-Road Gala

The first three Driver pairs and a representative of the Champion Team must attend the annual FIA Off-Road Gala and its press conference (if they are invited to it and, should it be the case, be present at the location at least 24 hours in advance). Any such Driver who fails to attend will be penalised by the loss of any monetary award and/or benefit associated with the corresponding position at the end of the World Cup and may be fined by the FIA.

TEST AND PROMOTIONAL EVENTS

49. PROMOTIONAL DAYS AND TESTING

49.1. Testing

Any running of the car including, without limitation, testing of the car, is not permitted unless approved in writing by the Promoter or FIA. Testing includes, without limitation, on a Course, road, racetrack, Test venue, multi-post-test rigs, Wind Tunnel and rolling road.

49.2. Promotional and Performance testing days

Each Competitor is permitted to participate in up to six (6) promotional days using its car. The maximum power permitted for promotional days running is 200kW.

Each Competitor is permitted to participate in up to two (2) performance testing days using its car. The maximum power permitted for promotional days running is 350kW.

Any promotional days or performance testing days shall be carried out using tyres provided specifically by the Promoter's appointed supplier to a maximum distance or battery energy stipulated by the Promoter.

Participation in promotional days or performance testing days must be notified to the Promoter and the FIA. Appendix III promotional days registration forms shall be used to obtain required permissions.

Any failure to notify the Promoter or FIA of any such promotional day, performance testing days or other use of the car shall be reported to the stewards of the next Competition who may impose a penalty.

49.3. New Driver Session

A Team may request a "New Driver Session" due to extraordinary circumstances during the Event for a Driver who has been selected by the Team for the first time and has not yet driven an Extreme H competition car. Such a request shall be submitted by the Team and may be approved at the sole discretion of the Stewards.

The new driver session shall be operated by the Promoter and shall abide by the following conditions:

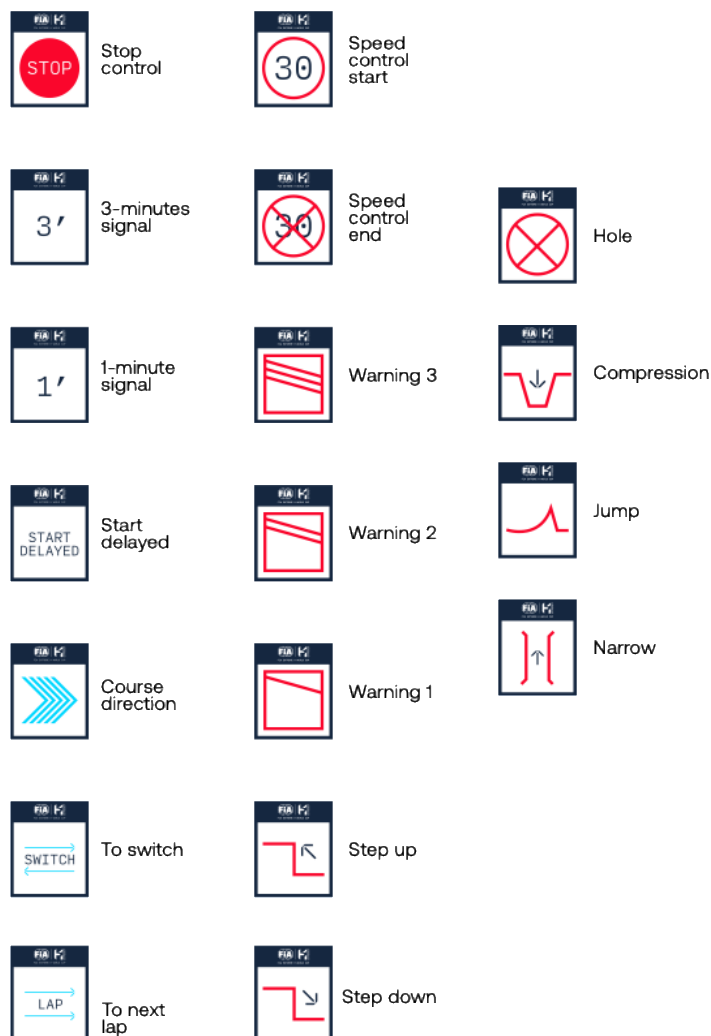
- driving time shall not exceed fifteen (15) minutes, unless unusual circumstances delay the session;
- any additional time must be approved by the Race Director;
- the car used shall be the Team's car unless authorised by the FIA;

- maximum power allowed shall not exceed 225kW, **unless authorised by the FIA**;
- up to two (2) members of the relevant Team may be present;
- The Team must have radio communications to the Driver at all times;
- no data shall be provided to or viewed by the relevant Team; and
- no part of any Course used in the Competition shall be used for the new driver session, unless authorised by the FIA.

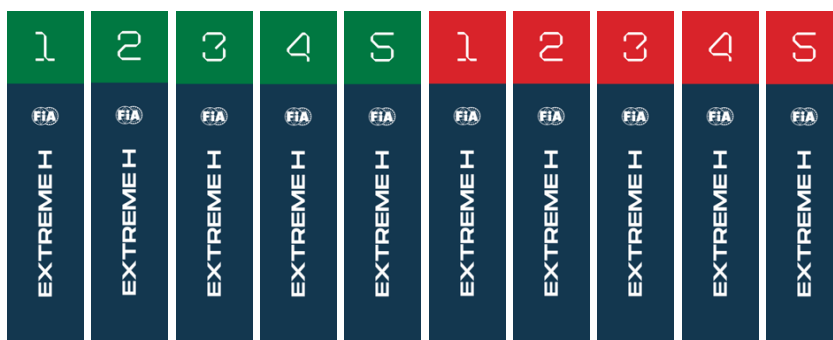
APPENDICES

APPENDIX I:	CONTROL SIGNS, WARNING SIGNS AND GATE MARKERS
APPENDIX II:	STANDARD DOCUMENTS
APPENDIX III:	PROMOTIONAL DAYS FORM
APPENDIX IV:	TEAM SUPPORT PACKAGE
APPENDIX V:	SWITCH PERIMETER
APPENDIX VI:	USE OF A World Cup Reserve Driver
APPENDIX VII:	USE OF THE PROMOTER'S SPARE CAR
APPENDIX VIII:	TEAM START UP PROCEDURE CHECKLIST
APPENDIX IX:	TEAM END OF DAY CLOSE DOWN PROCEDURE CHECKLIST
APPENDIX X:	RETURN TO PADDOCK PROCEDURES
APPENDIX XI:	HEAD-TO-HEAD SPORTING FORMAT
APPENDIX XII:	LIST OF SANCTIONS
APPENDIX XIII:	ORGANISATIONAL REQUIREMENT SPECIFICATIONS
APPENDIX XIV	HIGH-VOLTAGE AND HYDROGEN OPERATIONAL SAFETY REGULATIONS
APPENDIX XV	GARAGE FLOOR PLAN

Appendix I - CONTROL SIGNS, WARNING SIGNS AND GATE MARKERS



Gate Markers (Flags)



Appendix II - STANDARD DOCUMENTS

1. Supplementary Regulations
2. Bulletin
3. Event Guide
4. Entry Lists
5. Results

1. SUPPLEMENTARY REGULATIONS

Each event must produce Supplementary Regulations (Art. 20 of the Code).

An electronic version of the Supplementary Regulations must reach the FIA according to the FIA Extreme H World Cup Sporting Regulations.

Following receipt of the draft, the FIA will inform the organiser of any modifications to be made and will issue a visa authorising their publication.

The Supplementary Regulations must appear on the official Extreme H World Cup website according to the FIA Extreme H World Cup Sporting Regulations.

If the organiser does not plan to print the Supplementary Regulations, this should be mentioned in the document. An electronic copy of the final Supplementary Regulations must be sent to the FIA upon publication.

CONTENT OF THE SUPPLEMENTARY REGULATIONS

SUPPLEMENTARY REGULATIONS PART 1

INDEX

1. INTRODUCTION

Name of the event: FIA Extreme H World Cup

Date of the event: [Date]

Venue of the event: [City]

ASN VISA: [Visa number]

FIA VISA: [Visa number]

1.1. Preamble

The Competition shall be run in accordance with the FIA International Sporting Code and its appendices, the FIA official Bulletins, the Sporting Regulations of the FIA World Cup, the WADA/NADA Codes and the FIA Anti-Doping Regulations, as amended from time to time. Unless provided otherwise by these Supplementary Regulations Part 1 and Part 2, the provisions of the above Rules and Regulations shall apply.

Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated bulletins.

These Supplementary Regulations—Part 1 and the subsequently published Part 2—together constitute the binding Supplementary Regulations for the event. The binding text of these Supplementary Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Supplementary Regulations.

1.2. Number of days

1.3. Circuit description

1.4. Disciplines

1.5. Race Distances per Disciplines

2. ORGANISATION

- 2.1. National Sporting Authority (ASN)
- 2.2. Organiser
- 2.3. Organising committee
- 2.4. Event's permanent secretariat
- 2.5. Event's secretariat during the event
- 2.6. Official Notice Board (digital)
- 2.7. Communication tool
- 2.8. Stewards
- 2.9. FIA Delegates
- 2.10. Senior Officials

3. PROGRAM IN CHRONOLOGICAL ORDER

- 3.1. Summary program
- 3.2. Detailed program

4. ENTRIES

- 4.1. Closing date for entries
- 4.2. Entry procedures

5. INSURANCE COVER**6. ADVERTISING****7. TYRES**

- 7.1. Number of tyres given to each team for the event
- 7.1. Requirements for the use of these tyres

8. FUEL**9. ADMINISTRATIVE CHECKING**

- 9.1. Location
- 9.2. Timetable
- 9.3. Documents to be presented

10. SCRUTINEERING

- 10.1. Scrutineering, venue and time
- 10.2. Scrutineering, mandatory documents

11. PADDOCK OPERATION REGULATIONS

- 11.1 Access to the garage
- 11.2 Places for Safety Equipment in the garage
- 11.3 Submitting the Start UP Procedures and Close down Checklist
- 11.4 Charging and Refuelling times
- 11.5 Curfew periods
- 11.6 Car wash area
- 11.7 Pit lane direction

12. OTHER PROCEDURES AND REGULATIONS

- 12.1. Team/Divers' briefing
- 12.2. Safety briefing
- 12.3. Practices
- 12.4. Finish
- 12.5. Media Zone (location)
- 12.6. Maximum power output
- 12.7. Start procedures
- 12.8. Switch Zone procedures
- 12.9. Slow Zone procedures

13. PRIZES AND AWARDS**14. FINAL CHECKS / PROTESTS / APPEALS / FINES**

- 14.1. Final Checks
- 14.2. Protest or Petition for Review deposit
- 14.3. Appeals
- 14.4. Fines

SUPPLEMENTARY REGULATIONS PART 2**INDEX****1. INTRODUCTION**

Name of the event: FIA Extreme H World Cup

Date of the event: [Date]

Venue of the event: [City]

ASN VISA: Visa number approval on date

FIA VISA: Visa number approval on date

3. PROGRAM IN CHRONOLOGICAL ORDER

- 3.12. Detailed program

See Appendix 1: Detailed schedule of the various competitions.

7. TYRES**9. ADMINISTRATIVE CHECKING**

- 9.3. Location and time table

10. SCRUTINEERING

- 10.1. Location and time table

12. OTHER PROCEDURES AND REGULATIONS

- 12.1 Divers' briefing: Location and time table

13. FINAL CHECKS / PROTESTS / APPEALS / FINES

- 13.1 Final Checks: Location and Time

2. BULLETINS

Bulletins are defined in Art. 2. of these regulations. They may be issued either:

By the organisers, up to the commencement of administrative checks **with the approval of the FIA**. Exceptionally, modifications to the program as approved at the time of Visa issue, may be made by the organiser. Nevertheless, such modifications must be advised to the FIA.

or

By the Stewards throughout the competition. However, bulletins detailing modifications to the program may be issued by the Race Director (if any) or by the Clerk of the Course. Nevertheless, such modifications must be advised to the Stewards.

Bulletins must be numbered and dated (dated and posting time). They shall be posted on the official notice board(s) and published simultaneously on the event website. Where possible, notifying competitors electronically of publication of a bulletin is recommended. If a Digital Notice Board is used during the event, the notification of the competitors electronically of publication of a bulletin is mandatory.

Whatever the publication type, competitors (or crew members) must confirm receipt thereof, unless this is materially impossible during the running of the event.

A bulletin may only be published after the approval of the FIA or after being issued by the Stewards (where applicable).

3. EVENT GUIDE

The concept is to have all event paperwork in one document whether for media, officials or competitors. The Event Guide may be published as electronic document at least 3 weeks before the begin of the event. It is optional for the organisers to print the Event Guide.

Appendix III- PROMOTIONAL DAYS FORM

Any promotional day registration must be submitted to FIA/Extreme H no later than two weeks (fourteen days) prior to the event. In the event of cancellation of the registration, FIA/EXTREME H must be notified prior to the planned start of the event.

COMPETITOR

Name: _____ Licence number: _____
 Contact person: _____ E-mail address: _____
 Phone: + _____ Mobile: + _____

DRIVER INFORMATION

Name: _____ licence number, if applicable: _____

CAR INFORMATION

Manufacturer/Make: _____ Model: _____
 Chassis number: _____

DETAILS OF PROMOTIONAL EVENT

Promotional days:

Date and time: [Click or tap to enter a date.](#)

Location (address): _____

Promotional activity: ☐ filming ☐ roadshow ☐ other

Description: _____

Timetable: from [Click or tap to enter a date.](#) to [Click or tap to enter a date.](#)

Name and position of the person running the event:

Mobile: + _____ E-mail address: _____

In accordance with Article 50 of the Extreme H Sporting Regulations each competitor is permitted up to six (6) promotional days using each car with a maximum of three (3) days on racetrack, any promotional days shall be carried out using tyres provided specifically by the appointed World Cup supplier to a maximum distance or battery energy stipulated by the Promoter. We understand that the failure to notify the FIA/Extreme H in due time of any changes or cancellation shall be reported to the Panel of Stewards of the following event who may impose a sanction.

SIGNATURE

.....

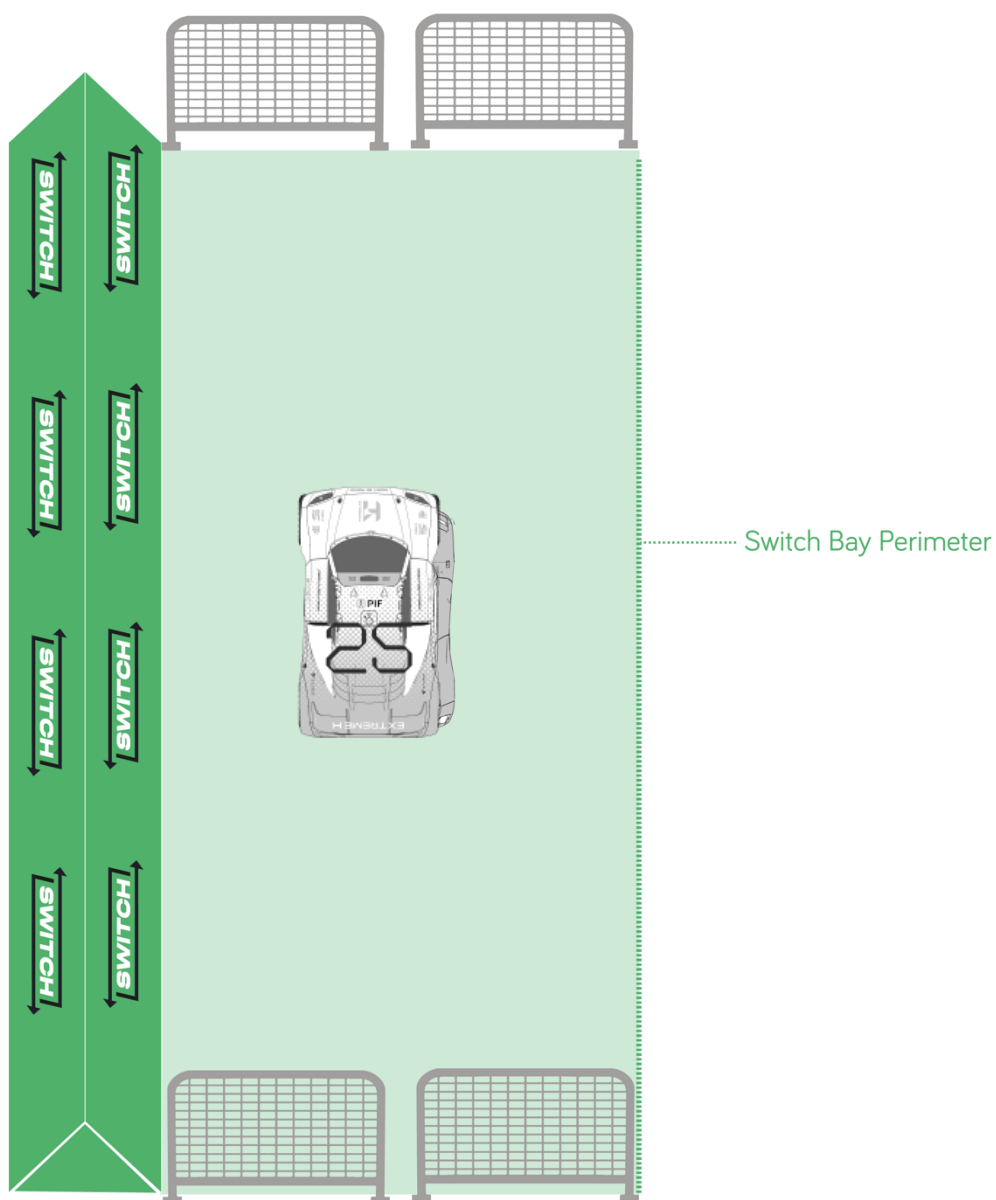
PRINT NAME

.....

Appendix IV - TEAM SUPPORT PACKAGE

The latest version of the Team Support Package document can be found in the **Team's Google Drive folder**.

Appendix V - SWITCH PERIMETER



Appendix VI - USE OF A WORLD CUP RESERVE DRIVER

1. Pursuant to Article 7.4, if a Team uses a World Cup Reserve Driver, Extreme H's insurance policies will not cover the acts or omissions of the World Cup reserve driver when driving for a Team. The Team must have in place third party public liability insurance that includes the World Cup reserve driver. Teams will be advised of the names of the World Cup reserve drivers in the Supplementary Regulations ahead of each event.
2. Extreme H will ensure the World Cup Reserve Driver has Personal Accident and Medical insurance cover for the period in which they are racing for a Team, and the costs of cover for such period shall be recharged to the Team.
3. Extreme H will ensure the World Cup Reserve Driver's suits and helmets are in compliance with applicable regulations. If a Team has an appropriately fitting alternative in Team colours, this may also be used at the World Cup reserve driver's discretion.
4. The World Cup Reserve Drivers will be requested on a first come first served basis.
5. If a Team uses a World Cup Reserve Driver during a Competition, but their originally declared Team driver (as declared under Article 7.4 becomes available again later during the same Competition, the Team may then swap back to the originally declared driver. However, it is not permitted to swap back to the original Team Driver during the same Race day as a World Cup Driver has participated for a Team (a Race being defined as Qualifying 1 and 2 plus the the Grand Final). If a swap back to the Team Driver is able to take place during a Competition, the World Cup reserve driver will then become available to all Teams to use once again.
6. If a World Cup Reserve Driver is used by a Team during a Competition, all Team World Cup points awarded remain with the Team, but any Driver World Cup points will be awarded to the World Cup Driver if they are awarded while the World Cup Driver is driving for the Team.
7. The Teams shall indemnify Extreme H against any and all liabilities, costs, expenses, damages and losses arising out of the use by the Team of the World Cup Reserve Driver.

Appendix VII - USE OF THE PROMOTER'S SPARE CAR

1. Pursuant to Article 11.1, should a Team use the Promoter's Spare Car, it should be returned to the Promoter in the same condition as when it was taken.
2. Extreme H's insurance policies will not cover the Promoter's Spare Car while it is being used by a Team. All costs of repair/replacement shall be met by the Team regardless of whether the Team elects to maintain an insurance policy in respect of any damage caused to the Promoter's Spare Car while being used by the Team.
3. The costs of any spare parts acquired from Spark Racing Technology shall be paid directly to Spark Racing Technology.
4. The car will be presented in a fully functioning and maintained state with build specifications to the latest technical documents and bulletins.
5. No charges will be made to the Team for mileage or fair and reasonable wear and tear on all parts and components.
6. Any damaged components must be replaced at the Team's cost.
7. No fee will be charged for the use of the Promoter's Spare Car.
8. The Teams must continue to use the same tyres it was provided for the Competition as per Article 12 of the Sporting Regulations.
9. Teams are permitted to change bodywork on the car to its own Team colour if it so wishes.
10. The Spare Car will be provided to a Team having been passed by scrutineering and in full compliance with the Technical Regulations.
11. The Teams shall indemnify Extreme H against any and all liabilities, costs, expenses, damages and losses arising from the Team's use of the Promoter's Spare Car.

Appendix VIII - TEAM START UP PROCEDURE CHECKLIST

This checklist relates to Article 18.3.2 of the Sporting Regulations.

SPORTING DOCUMENT: SP-XS-0002 150425

TITLE: XH checks & equipment

SUBJECT: XH safety

DATE: 15/04/25

XH checks & equipment

STARTING MANDATORY CHECKS

Before starting you need to:

1. Erect safety barrier to restrict car access
2. Service disconnect and power key removed from the car
3. Neutral switch (NS) both open (pushed down)
4. Driver start/stop button in stop position (all switches released up)
5. RESS disarmed
6. Check with the voltage and continuity tester VCT that there is no voltage between the inverter casing and the bodywork in your working area.
7. Inspect visually the state of DC connectors, RESS casing, e-Motor housing, inverter casing, DCDCs (LV12/24, LV48), ECB fuel cell.
8. Inspect visually the DC and AC cables.
9. Check with the VCT that there is no voltage and that there is continuity (equipotential bonding) between the inverter casings, e-motor casings, DCDCs (LV12/24, LV48), fuel cell system, gearboxes, chassis, suspension, bodywork and all parts you might be susceptible to touch in your working area.
10. Inspect visually the hydrogen environment (tank cover, hydrogen storage tanks, hydrogen high and low pressure pipes, hydrogen fuel cell etc)
11. Using a hydrogen leak detector, check that there is no leak in the hydrogen environment.
12. Switch on both NS (released up)
13. Connect the power key
14. Switch on the car using the LHS switch P1 by pushing it down on the switch panel (car now in P1)
15. Arm the RESS by turning in the clockwise direction the two manual service disconnects (MSD)
16. Complete a power cycle:
 - a. turn off the car with P1 switch up
 - b. Wait 5s
 - c. Switch on again by going P1

17. After 2s, the safety lights (front, rear and sides) should now be green
18. Recheck all voltage values on the car using a VCT
19. Toggle down the central switch to go to P2 (HV ON)
20. Check again with the VCT all voltage values around the car. The safety light should be green and ready to go lights (headlights at the front and rear lights) should be flashing at 0.5Hz
21. Put the car in drive (press D for 1 sec whilst applying some pressure on the brake pedal) ready to go lights should be steady on => car will move if you press the throttle pedal
22. Go back to P1 by pulling up the main central switch
23. Disconnect one HVIL connector
24. Go to P2, "HVIL BROKEN" (2) should be displayed on the dash screen and the green LEDs are off. Ensure that the car does not go in P2.
25. Go to P1 then P0
26. Reconnect the HVIL connector
27. Go to P1, the error should be cleared.
28. Repeat steps 21 to 25 for each HVIL connectors and the MSD
29. Go to P2
30. Press the neutral switch (pressed down) – The car and lights should be off.
31. Go to P0
32. Press again the neutral switch (released up)
33. Repeat with extinguisher disarmed steps 27 to 30 with driver emergency switch and both extinguisher switch on the side of the car.
34. In P1 in the order below, test the car's hydrogen sensors with a calibrated mixture of 0,5% hydrogen.
 - a. Cockpit
 - b. Tank upper
 - c. Tank lower
 - d. Fuel Cell upper
 - e. Exhaust
35. The horn should sound, the H2 light should flash and "H2 leak" should be displayed on the dash screen. The value detected must be checked on the computer.
36. Spark to reset this leak detection
37. Test/check all other sensors. No alarm should be activated as the 0,5% mixture should not be strong enough to trigger. Check these values via SysMon or ATLAS data.

Vehicle safety checks

■ COMPONENTS AND PROCESSES

- Drive Master switch
- External Extinguisher switch
- Neutral switch
- HVIL
- Equipotential bonding
- Insulation Monitoring

■ GREEN LIGHTS AND BOARD

- The Safety Lights must be on at all times when the car is in the garage (RESS + H2)
- When working on the car, teams must apply the green light board on the chassis
- The Safety Lights must be visible at all times (RESS + H2)

■ REVERSING LIGHT COLOUR & SOUND

No reverse light or sound are made while car is reversing. It is the individual teams responsibility to manage safe vehicle manoeuvres.

■ MANDATORY TEAM SAFETY EQUIPMENT

- Emergency EVAC Kit Case
- 3x Class 0 Gloves
- 3x Respirator Masks
- Spare Filters
- Emergency Medical Kit Case
- Trauma First responder Medical Kit
- Automatic Defibrillator
- Facial Shield
- 2x Rescue Hooks
- HV Insulation Mats
- RESS Extinguisher
- Fire Extinguisher
- Hydrogen sniffer

Appendix IX - TEAM END OF DAY CLOSE DOWN PROCEDURE CHECKLIST

This checklist relates to Article 18.3.3 of the Sporting Regulations.

Date / Time:

Team name:

Team representative name carrying out checks:

Emergency contact number for team representative:

Pioneer 25 – Race Vehicle		
Pioneer 25 - SOC	%	
Pioneer 25 – H2 Tank Storage Levels	KG	
Check	X or √	Comment
Vehicle not on charge & disconnected from charger and cooler		
Hand brake is off		
Charger and cooler switched off and disconnected from the vehicle		
Wheels on vehicle		
Steering wheel fixed straight position		
Strop attached to front of vehicle and laid outside of the tent		
Hydrogen gas leak detector test carried out and no leak present		
Vehicle is not chocked (but available if needs to be chocked once moved to a place of safety)		
Team Garage Area		
Charger and cooler switched off		
All non-essential powered equipment switched off		
Light on in garage		
Fire extinguishers in place		
Fire alarm put in place		
Hydrogen gas detector in place		
Medical Extraction kit in place		
Entrance clear of any obstructions		
All non-essential powered equipment switched off		
Any other comments		

This completed form is to be handed to Health and Safety Advisor or a scan sent to Event Control before departing site. Event control +44 XXXX XXXXXX

Appendix X - RETURN TO PADDOCK PROCEDURE

This checklist relates to Article 35.4.2 of the Sporting Regulations.

Course Test / Pre Event Activity Race weekend.

On completion of any course activity, the Pioneer25 will stop at the stop control point located beyond the finish line. Once course activity has been completed, the “technical response team” will evaluate the telemetry data to report the safety state of the car (High-voltage and hydrogen) to the FIA Safety Delegate. According to the confirmed car safety state, the race director will direct the drivers. The expected behaviour from the driver depending on the scenarios and car status will be detailed in the Safety Briefing.

If a Pioneer25 is travelling within the paddock, i.e. from refuelling, carwash and a car safety status changes, the driver is to alert the team via team radio and follow paddock directions to the quarantine area. The team is to immediately notify the FIA Safety Delegate and the FIA Race Director of the status.

Once a vehicle has returned to a safe status, the vehicle will be released by the FIA Safety Delegate from the quarantine area to return to the paddock.

Appendix XI - HEAD TO HEAD SPORTING FORMAT

HEATS			
Heat No	Lottery Number	Driver	Lane
1	1 vs 8	Driver A	L / R
2	2 vs 7	Driver A	L / R
3	3 vs 6	Driver A	L / R
4	4 vs 5	Driver A	L / R
5	1 vs 7	Driver B	R / L
6	2 vs 6	Driver B	R / L
7	3 vs 5	Driver B	R / L
8	4 vs 8	Driver B	R / L
9	1 vs 6	Driver A	L / R
10	2 vs 5	Driver A	L / R
11	3 vs 8	Driver A	L / R
12	4 vs 7	Driver A	L / R
13	1 vs 5	Driver B	R / L
14	2 vs 8	Driver B	R / L
15	3 vs 7	Driver B	R / L
16	4 vs 6	Driver B	R / L

After the heats, the top four (4) Teams in the Intermediate Classification points table will progress to the Semi Finals



SEMI FINALS			
Semi Final No	Draw	Driver	Lane
1	1st vs 3rd	Driver A	1st Chooses
2	2nd vs 4th	Driver A	2nd Chooses

The winners of each Semi Finals will progress to the Final



FINAL		
Draw	Driver	Lane
Winner of Semi Final 1 v Winner of Semi Final 2	Driver B	Fastest Semi-Final winner chooses first

Appendix XII - LIST OF SANCTIONS

The following list of examples of penalties is not exhaustive. The Stewards have overall authority concerning the penalties imposed.

Art.	INFRINGEMENT	PENALTY	Applied by
7.3.5	Non-participation of a team or driver in the event	Stewards' discretion	Stewards
8.5	No proof of Safety training signing on	Disqualification (Start refused)	Stewards
11.2.3	Replacement of components	removal of 8 QP	Stewards
11.2.6	Broken seals	5 Minutes time penalty applied following race	Stewards
12.3	Forbidden treatment of tyres	Stewards' discretion	Stewards
12.4	Use of tyres quantity other than those prescribed for the World Cup	Stewards' discretion	Stewards
13	Any failure to follow the directions, rules and specifications of the Promoter regarding charging or refuelling	Stewards' discretion	Stewards
13.1.6	Alteration to the specification of the charging or refuelling units	Stewards' discretion	Stewards
14.2	Breach of the competitors requirements	Stewards' discretion	Stewards
15	Drivers do not have the necessary equipment or do not wear it as intended by the manufacturer.	Stewards' discretion	Stewards
17.1	Non-compliance with the paddock judicial cameras	Stewards' discretion	Stewards
17.2	Non-compliance with the car judicial camera	Stewards' discretion	Stewards
18.3	Failure to comply with the safety measurements in the teams' garage	Stewards' discretion	Stewards
19.2	Unauthorised work during the curfew period	Stewards' discretion	Stewards
2.24 26.1; 45	Infringement of the Parc Fermé rules	Stewards' discretion	Stewards
19.1.2	Failure to respect the speed limit in the paddock	€100 for each kph over the limit.	Stewards
24.2	Absence of valid Licences	Disqualification	Stewards
24.2	Absence of the ASN's permission on the entry form (where applicable)	Disqualification (Start refused)	Stewards
26.2.1	Car not in conformity with the technical regulations	Stewards' discretion	Stewards
26.2.2	Absence of the identification marks affixed by the scrutineers	Stewards' discretion	Stewards
26.2.4	Any tampering with or attempt to tamper with the identification marks	Stewards' discretion	Stewards

28.1.1	Unsporting behaviour during a Competition Any deliberate or reckless contact between Drivers/cars after the finish	Stewards' discretion	Stewards
28.1.2	Driving opposite direction of the race	Stewards' discretion	Stewards
28.1.3 29.4.2	Not following the instruction of the officials	Stewards' discretion	Stewards
28.1 28.2	Breach of Art. 28.1 or 28.2, first offence	Black and White Flag	Race Director
28.1 28.2	Serious breach of Art. 28.1 or 28.2 or second offence	Black Flag	Race Director
32	Breach of the regulations regarding track access	Stewards' discretion	Stewards
34.1.1	Not complete at least one full lap during any Practice session	Stewards' discretion	Stewards
35.1	Breach of the maximum power regulations	Stewards' discretion	Stewards
35.4.2	Not following the procedures at the STOP Control	Stewards' discretion	Stewards
36.1.3	Failure to notify a non-start	Stewards' discretion	Stewards
36.2.3	Start infringements	Stewards' discretion	Stewards
36.2.11	Failing to cross the start line within 50 seconds	Removal from the start	Race Director Clerk of the Course
36.3	False starts	1 st offence – 20 seconds 2 nd offence – 60 seconds	Race Director Clerk of the Course
36.3	More than 2 false starts	Stewards' discretion	Stewards
37	Not following the drivers' switch procedures	Stewards' discretion	Stewards
37.3.2	Unsafe release of the car	Stewards' discretion	Stewards
44	Failure to respect the signaling	Stewards' discretion	Stewards
App. XIV	Failure to comply with the prescriptions and procedures of the HV/H2 safety Regulations	Stewards' discretion	Stewards

XHSR = FIA Extreme H Sporting Regulations

Appendix XIII - ORGANISATIONAL REQUIREMENT SPECIFICATIONS

The following regulations are for organisers only and don't have any regulatory value for competitors. However, the organisers must respect all provisions of this Appendix.

The following articles refers to the articles in the general part of the Extreme H World Cup Sporting Regulations.

OFFICIALS

6. OFFICIALS

At least one of the Stewards, the Technical Delegate, the Chief Scrutineer and the Rescue Chief must be present at the venue of the Competition at the latest one hour before the opening of the administrative checking or scrutineering whichever is first.

6.1. FIA Nominations

The following additional delegates may be appointed by the FIA.

Race Director

FIA Technical Delegate and Deputy Technical Delegate/s

FIA Sporting Delegate

FIA Safety Delegate

FIA Medical Delegate

FIA Media Delegate

FIA Chief Timekeeper

6.3.6. Competitors Liaison Officers (CLO)

Competitor liaison officers, at least one of whom should be fluent in English, must be easily identifiable by means of distinctive clothing. As a minimum they must be present at scrutineering and administrative checks.

The mission of the Competitor Liaison Officers is:

- to keep crews informed of any Bulletins or communications issued;
- to give accurate answers to all questions asked;
- to provide information or clarification in connection with the running of the event;
- where possible, to avoid forwarding questions to the Stewards that could be solved satisfactorily by a clear explanation.

Their names and contact details will be provided to Competitors in the Team Managers' group of the online messaging platform established by the FIA. A schedule of their activities and location during the Competition will also be posted on the official noticeboard.

6.4 PHONE CONTACT DETAILS OF OFFICIALS

The phone contact details of the FIA officials nominated for the event, as well as any changes to the programme of the event, must be sent to the FIA Medical Department (medical@fia.com) after the Stewards' first meeting.

6.8 JUDGES OF FACT (IF ANY)

Any person nominated by the organiser in accordance with Art. 11.16 of the Code. The list of the judges of fact and their duty must be published in the Supplementary Regulations or in a Bulletin.

6.9 OFFICIALS AND MARSHALS

Organisers should ensure that, in performing their duties, officials and marshals are not required to place themselves in danger. It is the organiser's responsibility to ensure that officials and marshals are adequately trained in this regard.

STANDARD DOCUMENTS

20.2 WORLD CUP LOGO

20.2.1 The title and logo of the event and the official logo attributed by the FIA to the World Cup concerned must appear on the top of any official documents and on all digital media. The event logo should be positioned to the left side and the FIA World Cup logo to right side. The FIA and the World Cup logo must never be placed together with the logos of the organisers' sponsors.

20.2.2 Depending on the case, the sponsor(s) of the World Cup must be included as well.

20.3 SUPPLEMENTARY REGULATIONS

20.3.1 An electronic version of the Supplementary Regulations must reach the FIA according to the FIA Extreme H World Cup Sporting Regulations.

20.3.2 Following the receipt of the draft Supplementary Regulations, the FIA will inform the Organiser of any modifications to be made and will issue a visa authorising their publication.

20.3.3 The Supplementary Regulations must appear on the official Extreme H World Cup website according to the FIA Extreme H World Cup Sporting Regulations.

20.3.4 An electronic copy of the final Supplementary Regulations must be sent to the FIA upon publication.

20.4 SAFETY DOSSIER

An electronically mailed draft safety dossier must be submitted to the FIA Safety Department, at least 4 weeks before the start of the event. This draft shall follow Appendix H of the FIA International Sporting Code and shall include at least:

- Track layout design:
- The circuit layout shall not have any solid object (rock, trees, barriers, etc.) located in the racing surface including the track edges
- Drone imagery of the location including the track layout
- Elevation map
- Spectator zone locations and measurement
- Quarantine zone location and safety setup
- Refuelling zone location and safety setup
- Stop Control zone and safety setup
- Marshal post and TV camera locations
- Paddock area layout (including pit attributions) with measurement distance and safety setup
- Official names / positions / contacts

For further information please refer to Appendix XIV of these regulations.

20.5 ISSUING OF AN FIA VISA

Before issuing a visa, the FIA will evaluate the following documents:

- Supplementary Regulations
- Draft Safety Dossier.

20.6 EVENT WEBSITE

The Organiser must make available a website dedicated to its event. All the information posted on the website must be dated. The Organiser must have live timing on its websites.

20.7 DIGITAL NOTICE BOARD

The digital notice board must contain information aimed at competitors and relating to the FIA Extreme H World Cup only. The folder tree must be structured as follows:

1. Supplementary Regulations & Bulletins
2. Stewards documents
3. Race Director / Clerk of the Course documents
4. Results and Classifications
5. Organiser documents (e.g. Event Guide, etc.)

51. FIA ENVIRONMENTAL ACCREDITATION

All Extreme H event Organisers must follow the FIA Environmental Accreditation Programme which can be found at <https://www.fia.com/environmental-accreditation-programme>.

The top level of accreditation, Three-Star will be mandatory for Organisers, to be part of the Extreme H World Cup.

Appendix XIV - HIGH-VOLTAGE AND HYDROGEN OPERATIONAL SAFETY REGULATIONS

1. SCOPE

This article provides the requirements in relation to operational safety around high-voltage and hydrogen-powered vehicles in motorsport competition. Such technology entails specific electrical, thermal, fire, chemical, and explosion risks that should be managed carefully for the safe organisation and running of the event.

2. DEFINITIONS

2.1 High-Voltage Vehicle

A high-voltage vehicle is any vehicle operating with electrical systems within the range of 30 to 1000 volts AC or 60 to 1500 volts DC. These vehicles shall be equipped with lights that represent the safety status of their high-voltage system, commonly referred to as "safety lights," as detailed in the relevant technical regulations or Article 253 of Appendix J to the International Sporting Code.

2.2 Hydrogen-Propelled Vehicle

A hydrogen-propelled vehicle is any vehicle that carries a hydrogen storage system, either gaseous or liquefied, as a fuel source. The hydrogen is used either through combustion or via a fuel cell to generate electricity. These vehicles shall be equipped with safety indicators representing the status of their hydrogen system, known as "H2 safety lights," as detailed in the relevant technical regulations of the World Cup.

2.3 Operational Safety Requirements

The requirements pertaining to operational safety, referred to as high-voltage safety or hydrogen safety, are intended to manage and mitigate the specific risks and hazards induced by these technologies. The objective is to adequately prepare the organisers of the competition to respond to any situation induced by high-voltage or hydrogen technology and their associated risks and hazards.

To ensure effective safety management, an organisational structure with clearly defined roles and responsibilities shall be established for all volunteers and officials. This structure must align with the competition's operational framework and address both high-voltage and hydrogen-specific safety concerns.

Additionally, specific procedures related to high-voltage and hydrogen safety shall be detailed in dedicated safety briefings. These briefings must be conducted for all relevant personnel and accompanied by handout documents and FIA guidelines to ensure thorough understanding and preparedness. The briefings shall cover emergency response protocols, risk mitigation measures, and incident handling procedures tailored to both high-voltage and hydrogen-related incidents.

2.4 Risks and Hazards

2.4.1 High-Voltage Related Risks and Hazards

From the detailed analysis conducted by the FIA on high-voltage competition vehicles, five groups of hazards have been identified:

- a) Electric shock
- b) Electric arc
- c) Electrostatic discharge
- d) Risk of fire
- e) Chemical risks

2.4.2 Hydrogen-Related Risks and Hazards

Hydrogen-powered vehicles present unique risks due to the properties of hydrogen. These risks include flammability, material degradation, leakage, and various hazards related to storage conditions.

From the detailed analysis conducted by the FIA on hydrogen-powered competition vehicles, the below risks can be associated with H₂ storage in gaseous and liquid state:

General Hazards (Both Liquid and Gaseous Hydrogen)

1. Flammable Substance:
 - Hazard: Hydrogen is highly flammable and easily ignitable.
 - Risk: Fire or explosion if hydrogen leaks and encounters an ignition source.
2. High Pressure:
 - Hazard: Hydrogen gas is stored at extremely high pressures (up to 700 bar).
 - Risk: Tank rupture or sudden depressurization can lead to explosive force and debris.
3. Material Degradation:
 - Hazard: Hydrogen can cause embrittlement in metals.
 - Risk: Structural failure of the tank or its fittings, increasing the chance of leaks.
4. Leaks:
 - Hazard: Hydrogen is a small molecule that can easily escape through tiny cracks or faulty seals.
 - Risk: Formation of an explosive gas mixture in confined spaces.
5. Thermal Expansion:
 - Hazard: Heat causes the gas to expand.
 - Risk: Increased internal pressure that could overstress the tank.
6. Static Electricity:
 - Hazard: Hydrogen is easily ignited by sparks.
 - Risk: Electrostatic discharge causing a fire or explosion during refuelling or maintenance.

2.5 H₂ Safety Procedures (Standard Operating Procedures)

Hydrogen safety procedures define the necessary operational steps to handle hydrogen-powered vehicles safely during an event. These include leak detection protocols, emergency response measures, and controlled shutdown procedures in case of an accident. The FIA provides synthetic documents (Standard Operating Procedures) that explain and guide hydrogen safety implementations, which shall be distributed by the FIA Safety Delegate before the event. These are applicable for various situations considering different criteria:

- Fire
- H2 system state
- Driver health state
- Crash severity

2.6 H2 Safety Guidelines

Safety guidelines are specific documents covering additional information and recommendations, which depend on the technology and championship in which this technology is used. These guidelines may specify safety distances, procedures, or other technical requirements for safe handling of high-voltage and hydrogen vehicles. They are distributed between relevant parties prior to the event and are also available upon request from the FIA Safety Department. The guidelines available are listed below:

- Clerk of course
- Race Control
- Hydrogen Safety Delegate
- Marshal
- Teams
- Pitlane
- Quarantine zone

2.7 Safety Distance

In the context of a motorsport event, "safety distance" refers to the minimum distance that must be maintained between individuals and hazardous areas, equipment, or activities to ensure their safety. It is a critical measure to prevent accidents, injuries, or harm due to potential hazards such as explosions, electrical discharge, or flying debris.

2.7.1 For Hydrogen system (CGH2)

In case of H2 alert (H2 Safety light flashing and sound alert), the immediate safety perimeter shall be at least 50 meters. Other critical situations, such as crashes, hydrogen leaks or hydrogen system failures, may present additional risks such as fire, explosion, or debris ejection, requiring further precautions.

In such critical situations, the safety perimeter for the spectators shall be set at a minimum of 100 meters. First responders may follow a step-by-step approach depending on the situation assessment, their own skills, and the available equipment. The specific safety measures to be followed in each case shall be discussed at the World Cup level and on a case-by-case basis with the support of the FIA Safety Delegate.

2.7.2 For high-voltage (HV) systems

In case of HV alert (HV Safety light red and flashing), the safety perimeter shall be 1.25 meters (from DGUV 209-093), ensuring no unauthorised personnel approach faulty high-voltage system. In case of an HV battery related risk of fire, a safety perimeter of 5 meters is required until the FIA Safety Delegate confirms the area is safe for personnel. Only trained and properly equipped individuals should intervene within this perimeter to avoid risks of electric shock or secondary incidents.

These safety distances must be strictly enforced by event organizers and teams at all times, ensuring that only trained personnel with appropriate protective equipment are allowed within these zones.

3. ROLES AND RESPONSIBILITIES

3.1 the Sporting Authority (FIA, ASN of promoter for non-FIA championship) Responsibilities

The sporting authority shall oversee the implementation of high-voltage and hydrogen safety regulations by nominating key safety personnel. The required roles include a Hydrogen and/or Electrical Safety Delegate and a Hydrogen and/or Electrical Safety Coordinator, the latter being present in Race Control.

For events involving vehicles that incorporate both high-voltage and hydrogen technologies, such as fuel cell-powered cars, a single delegate and a single coordinator may be appointed to oversee both areas rather than duplicating roles. These positions shall be assigned to qualified individuals with expertise in both technologies, ensuring comprehensive oversight.

As described below, additional personnel, such as high-voltage system experts and hydrogen system experts, shall also be nominated to ensure technical oversight of vehicle safety.

3.2 Event Organiser Responsibilities

The event organiser, under the authority of the Clerk of the Course, shall ensure that high-voltage and/or hydrogen safety measures are implemented in strict compliance with the FIA International Sporting Code (ISC), its Appendices, and FIA regulations applicable to the World Cup. These measures must align with FIA guidelines to guarantee the safety of all volunteers, officials, spectators, media and participants.

For the safety of all personnel involved in the event, the organiser shall facilitate mandatory safety briefings by ensuring attendance compliance, and distribute safety handouts to all relevant participants.

For the safety of the competition site, the organiser shall prepare and implement appropriate infrastructure and emergency protocols in accordance with FIA guidelines. This includes setting up team areas and pitlane safety measures, such as ventilation systems, hydrogen detectors, and alarm systems where applicable. A designated quarantine zone shall be established for compromised vehicles, ensuring controlled handling of high-voltage or hydrogen-related incidents. Firefighters and rescue teams trained for high-voltage and hydrogen risks must be selected and deployed, with the necessary resources and protective equipment available. Additionally, a comprehensive emergency response plan, covering scenarios such as explosions, fires, and evacuation procedures, must be prepared and communicated to all relevant personnel.

The event organiser shall be responsible for preparing the high-voltage and/or hydrogen safety briefing, ensuring that the briefing room and video equipment are set up prior to the arrival of the FIA Safety Delegate, who will deliver the briefing. The organiser must also notify all participants in advance of the briefing's time and location and ensure the distribution of the relevant safety handouts. Attendance records must be maintained through a signed attendance sheet to confirm the presence of all required participants.

The marshals, recovery teams, medical staff, fire teams, extrication team and any personnel nominated for the event who may come into contact with the car shall attend the relevant high-voltage and/or hydrogen safety briefing and adhere to their specific work instructions. Prior to the briefing, all attendees shall receive the corresponding safety handouts in either printed or electronic form. Additionally, all required safety equipment and personal protective equipment (PPE) shall be made available before the event, maintained in good working order, and distributed accordingly. A list of minimum required equipment has been defined by the FIA in article 5 and a detailed list is available upon request. Detailed usage instructions for each role shall be provided during the safety briefings and in the safety handouts.

3.3 Competitor Responsibilities

Each competitor is responsible for ensuring the safety of all activities carried out in the garage, the well-being of individuals present within the garage environment, including staff, VIPs, FIA and ASN officials, visitors, and media personnel, as well as the safe operation of the competition vehicle when it exits the garage and enters the pit lane.

Below is the list of each competitor's key responsibilities:

- It is mandatory to attend safety briefing delivered by the FIA and the organiser. A sign-off sheet will be put in place to ensure attendance of all.
- It is highly recommended to train all their staff in the appropriate high-voltage and hydrogen safety qualifications training. For high-voltage systems, training must comply with DGUV 209-093 or an equivalent standard. For hydrogen systems, training must meet the requirements of DGUV 209-072 or an equivalent standard. Further details can be found in FIA Guidelines (cf. Article 2.9).
- Nominate both a high-voltage safety expert and a hydrogen safety expert as the primary contact persons for FIA safety officials. A single person in the team can endorse both of these roles. It is recommended for these individuals to be qualified at the highest level for their respective technologies (e.g., Level 3E as per DGUV 209-072 for hydrogen safety, vEFK/Level 3 as per DGUV 209-093 for high-voltage safety).
- Provide the required personal protective equipment (PPE) and applicable protective gear relevant to their activities. If any hydrogen-related activity is engaged or attended by the team, PPE must include anti-static clothing, safety shoes, face shields, gas detectors, and cryogenic gloves for LH2 applications. For high-voltage activities, PPE must include insulated gloves, dielectric boots, face shields, and class-0 insulating mats. The nominated safety experts shall also be equipped with specific measurement tools such as hydrogen leak detectors, gas concentration meters, high-voltage testers, and safety hooks.
- Perform daily safety checks according to the checklist provided by the technology supplier (SPARK) or Extreme H. The checks must be completed before any team personnel can interact with the vehicle. These must be finalized and signed off by the Team Manager within 60 minutes of the first team member entering the garage. Any damage to the high-voltage system or hydrogen storage must be reported immediately, and no further work can proceed until the vehicle is confirmed safe by the designated safety expert. All safety check list shall be submitted to the H&S officer and shall remain available for inspection upon request to the FIA Safety Delegate.
- Support the diagnosis and monitoring of the vehicle's high-voltage and hydrogen systems in the quarantine area after a recovery operation. At any point during competition, the vehicle must display active Safety Lights indicating a safe state (Steady HV green light or H2 orange light) when running on stage or stationary.
- Ensure that the vehicle is in a safe running order when leaving the garage, including proper activation of HV and H2 Safety Lights. The vehicle must have active telemetry and properly functioning safety indicators when interacting with third parties.
- Maintain strict control over vehicle status in all key areas of the competition, including scrutineering, parc fermé, the grid and grid walk, podium ceremonies, and overnight

stays. In any situation where the Safety Lights may turn off, the responsible team member must place a visible sign indicating the vehicle's current safety status. In case of uncertainty, the team must secure the area, implement the appropriate safety distance, notify FIA officials, and initiate their emergency procedures.

For clarity, competitors must pay specific attention to the following situations where their vehicle may interact with third parties and where Safety Lights may turn off:

- Scrutineering
- Parc fermé
- Grid and grid walk
- Car stationary and not decommissioned
- Quarantine zone
- Overnight stay

In such cases, the team must have a designated responsible person on-site to verify the safety state of the car and ensure compliance with all FIA safety protocols. If a safety concern arises, the team must take immediate action, including securing the area, informing FIA officials, and implementing their defined safety procedures, including getting immediate support from SPARK responsible staff.

3.4 FIA Delegates

The FIA shall appoint a Safety Delegate to cover both Electrical and Hydrogen Safety roles as described below. These two roles have distinct yet complementary responsibilities, ensuring that all aspects of high-voltage and hydrogen safety are effectively managed.

3.4.1 Electrical Safety

The Electrical Safety Role is to oversee all safety aspects related to high-voltage systems in competition vehicles. Their duties include verifying compliance with e-safety regulations, monitoring teams' adherence to safety procedures, and intervening when necessary, in case of an incident involving high-voltage vehicles.

The Electrical Safety Role includes pre-event inspections of team equipment and safety protocols, supervise HV system recovery procedures, and liaison with race officials and medical teams regarding the risks associated with high-voltage incidents. During incidents, the Safety Delegate provides real-time assessments of vehicle safety status, ensures that intervention teams use proper protective equipment, and coordinates vehicle recovery to a designated quarantine area if necessary.

Additional responsibilities include:

- Conducting pre-event safety briefings covering high-voltage risks, safety protocols, and emergency response procedures.
- Ensuring compliance with FIA e-safety regulations, including safety light functionality and PPE requirements.
- Supervising the implementation of isolation procedures when a high-voltage vehicle is deemed unsafe.
- Verifying that recovery and medical teams have the necessary HV-specific training and protective gear.
- Monitoring high-voltage quarantine zone operations to ensure safety standards are upheld.

3.4.2 Hydrogen Safety

The Hydrogen Safety Role is to oversee all hydrogen-related safety aspects and risk mitigation measures during motorsport events. Its responsibilities include reviewing hydrogen storage, refuelling, and operational procedures, verifying compliance with safety standards, and ensuring that safety measures are properly implemented by all stakeholders.

The Hydrogen Safety Role includes supporting teams to ensure hydrogen-specific risks such as leaks, pressure handling, and ignition risks are properly managed. It includes leading incident response operations in the event of a hydrogen-related emergency on track. This role also includes enforcing hydrogen-specific quarantine and recovery procedures, supervising the correct use of hydrogen safety indicators, and ensuring that teams conduct mandatory hydrogen safety training.

Additional responsibilities include:

- Conducting pre-event hydrogen safety briefings to ensure all involved personnel understand hydrogen-specific risks and protocols.
- Supervising the correct use of hydrogen safety indicators (H2 safety lights and signs) to ensure clarity in emergency situations.
- Ensuring that teams follow hydrogen-specific quarantine and recovery procedures in case of an accident.
- Verifying that hydrogen safety zones and designated refuelling areas comply with FIA regulations.
- Monitoring compliance with personal protective equipment (PPE) standards, including anti-static clothing and gas detection equipment.
- Coordinating with emergency responders to develop and implement hydrogen emergency response plans.

3.4.3 Safety Check Procedures

During the event preparation days (before free practice or shakedown), the FIA Safety Delegate shall conduct a full technical inspection of the teams, local installations, and key personnel to ensure compliance with FIA safety regulations. This inspection ensures that all safety measures are properly implemented before the event begins:

- Event Organisation and Schedule: extrication exercises, safety briefings, and other key safety-related activities.
- Infrastructure and Equipment Checks: Inspection of race track infrastructure, including quarantine zones, telemetry systems, emergency communication equipment, and hydrogen detection systems.
- Verification of Specialist Availability: Ensuring the presence of the HV System Expert and Hydrogen System Expert (as per Article 3.6).
- Fire Safety Checks: Ensuring proper availability of fire extinguishers, distinguishing between those required for electrical fires (ABC, CO2) and hydrogen-related fire risks.

Additionally, the FIA Safety Delegate may inspect team garages and request proof of compliance with all required safety measures. Any team failing to meet these requirements must address the deficiencies before their vehicle is allowed to participate in any official sessions.

The FIA Safety Delegate is empowered to enforce safety regulations and report non-compliance to the stewards. Its authority extends to on-track, pit lane, and paddock operations to ensure the highest safety standards are maintained throughout an event.

3.5 Electrical and/or Hydrogen Safety Coordinator

In addition to the Safety Delegate, the FIA shall designate an Electrical and/or Hydrogen Safety Coordinator, who shall be present in Race Control. This coordinator is responsible for collecting real-time safety information, tracking vehicles involved in incidents, and providing situational reports to Race Control to assist in decision-making. The coordinator acts as the primary liaison between the Safety Delegate and race officials, ensuring that incident responses are properly executed and that all necessary safety protocols are followed.

The coordinator must maintain direct communication with recovery teams, medical staff, and technical delegates to ensure efficient and safe management of incidents involving high-voltage or hydrogen-powered vehicles. The FIA highly recommends that such coordinator to complete a formal qualification training program in electrical and/or hydrogen safety. This training should provide the necessary technical knowledge of the risks, operational safety measures, and emergency response procedures associated with high-voltage and hydrogen technologies. While standards such as DGUV 209-093 (for high-voltage systems) and DGUV 209-072 (for hydrogen systems) serve as reference models, equivalent training programs may also be considered in line with FIA guidelines.

This recommendation ensures that the coordinator possess the expertise required to oversee safety operations, assess risks, and coordinate emergency interventions effectively.

3.6 High-Voltage and/or Hydrogen System Experts

This role is only applicable when there is a common supplier for the high-voltage and/or hydrogen systems across all or a majority of the cars. In other cases, the team's high-voltage or hydrogen safety expert (cf. Article 3.3) shall perform this role.

The High-Voltage and/or Hydrogen System Expert is a specialist in the assembly, development, modification, and maintenance of high-voltage or hydrogen propulsion systems. These experts possess the necessary knowledge for the initial construction, commissioning, and decommissioning of such systems in vehicles or on test benches. Their expertise extends to conducting risk assessments, drafting working instructions, and troubleshooting technical malfunctions. The system experts shall hold a recognized qualification in their respective fields, such as comprehensive high-voltage or hydrogen safety training, and have demonstrated experience in industry standards and regulations.

These experts shall be proposed by the technology supplier and ultimately appointed by the FIA (ASN or Promoter for non-FIA Championships).

Responsibilities and Duties

- Respond to intervention or support requests from the FIA Safety Delegate.
- Assist the FIA Safety Delegate with required on-site interventions (e.g., on track, in the pit lane, service park, or scrutineering area).
- Help secure the workplace in the event of a high-voltage or hydrogen-related hazard.
- Support the safe recovery of a compromised vehicle from the competition course.
- Diagnose and monitor the high-voltage or hydrogen system in the quarantine area after vehicle recovery operations.
- Ensure proper use and careful handling of personal protective equipment (PPE).
- Participate in mandatory annual safety briefings.

Mandatory Minimum Competencies and Qualifications

- Engineering or specialist qualification in high-voltage and/or hydrogen technology.
- Certification of completion of professional safety training (e.g., comprehensive hydrogen safety training such as those offered by CHS or Level 3E DGUV 209-072, or an equivalent high-voltage safety training program like level 3 DGUV 209-093).
- Minimum one year of professional experience as a high-voltage or hydrogen systems technician.
- Familiarity with relevant safety standards and regulations, such as the FIA Technical Regulations, ISO 19880-1, GTR-13, and other equivalent national and international standards (e.g., NFPA 2 (USA), SAE J2601 (USA)).
- In-depth knowledge of high-voltage or hydrogen systems and their potential failure modes.
- Understanding of safety measures and PPE requirements for live-line work.
- Valid first aid training completed within the previous two years.
- Not color blind, as this is critical for distinguishing safety indicators and electrical or gas-specific warnings.

4. SAFETY BRIEFINGS AND HANDOUTS

4.1 Safety Briefings

Safety briefings are mandatory for all personnel involved in motorsport events where high-voltage and/or hydrogen-powered vehicles are used. These briefings shall be conducted on-site by the designated FIA Safety Delegate at the beginning of each event. Attendance is required at least once per season for all participants, including drivers, marshals, scrutineers, medical personnel, rescue teams, firefighters, teams, and media representatives. New participants joining a championship during the season must complete the briefing before engaging in any official event activities.

Separate modules shall be presented for high-voltage and hydrogen safety, detailing the specific risks, mitigation measures, and emergency procedures associated with each technology. The content of the briefing shall cover an overview of the vehicle technology and associated hazards, followed by an identification of risks, including electric shock, thermal events, hydrogen leaks, and explosion risks. Correct handling and intervention procedures for incidents involving high-voltage and/or hydrogen-powered vehicles shall be explained, alongside the requirements and correct usage of personal protective equipment (PPE) for different roles. The briefing shall also include behavioural protocols and emergency response actions in case of an accident, operational safety measures in key locations such as the pit lane, service park, scrutineering, and parc fermé, and the responsibilities of each role in ensuring a safe working environment.

The briefings shall take place before any on-track activity begins. Sessions shall be held in a dedicated briefing room with a maximum of 50 participants per session. For FIA Championships, the briefing will be delivered in English, with live translation into local languages when necessary. A participant attendance record shall be maintained, and any missing attendees shall be reported to the event organizers.

These briefings are intended to inform and provide critical operational safety information but do not replace formal safety qualifications, such as DGUV 209-093 for high-voltage systems or DGUV 209-072 for hydrogen systems.

4.2 Safety Handouts

A summary document, referred to as the Safety Handout, shall be provided to all participants attending the safety briefing. This document will outline key hazards, operational safety measures, and emergency response procedures for both high-voltage and hydrogen-powered vehicles.

The handouts must be distributed in either printed or electronic form. It is highly recommended that they be displayed at all key working locations, such as garages, pit lanes, and service parks, to ensure easy accessibility for team members and officials. The final placement of the handouts shall be determined by the FIA Safety Delegate in coordination with the event organizers.

The Safety Handout shall include a condensed version of the briefing materials, summarizing major risks and safety indicators. It will also provide a list of required personal protective equipment (PPE) along with proper handling guidelines. Emergency protocols for high-voltage and hydrogen-related incidents shall be clearly outlined to ensure that all personnel are aware of the necessary response procedures. Additionally, the handout will contain contact information for safety officials and emergency responders, allowing for quick communication in the event of an incident. A checklist of key safety actions to be performed by different roles will also be included to reinforce procedural adherence.

The Safety Handouts are available upon request from the FIA Safety Department. Ensuring the accessibility and visibility of these documents is a mandatory requirement for event organizers and team personnel.

5. PPE and equipment

5.1 List of Personal Protection Equipment (PPE) for Hydrogen risks

Wearing personal protective equipment (PPE) is an effective way to mitigate the consequences of any problems that may arise.

Depending on the situation, the following PPE may be used by personnel who enter into contact with H2 systems:

- Safety Glasses or Goggles: Protecting the eyes from potential hazards such as hydrogen leaks or splashes. (EN166:2001)
- If necessary, complete face shield for mounting and dismounting pipes and devices, with higher risk of errors exist. (for example, GS-ET-29)
- Cold protection gloves (cryogenic gloves) for work on LH2 systems (EN 511:2006)
- Antistatic clothes (EN 1149-5: 2018)
- Antistatic safety shoes (at least S1 class)

Optional equipment to increase safety:

- Safety helmet, protecting the head from falling objects or other potential hazards in the workplace.
- Flame-Resistant Clothing: In environments where there is a risk of fire, flame-resistant clothing is important to protect against burns. (EN ISO 11612: 2015)
- Chemical-Resistant Coveralls: In situations where exposure to liquid hydrogen or other hazardous chemicals is possible, chemical-resistant coveralls may be necessary.

It's important to note that the choice of PPE should be based on a thorough risk assessment, considering factors such as the specific tasks being performed, the potential hazards involved and the environment in which the work is conducted. Additionally, adherence to safety standards and regulations is essential to ensure the effectiveness of PPE in minimizing risks associated with

hydrogen. For professionals such as teams and technology partners, this analysis and the selection of PPE is under their own responsibility. For other actors such as marshals, scrutineers, recovery truck drivers, medical and rescue, there is no relevant PPE as those personnel are not authorized to take action in case of potential or confirmed H2 risks.

5.2 Equipment for FIA Safety Delegate (Hydrogen Risks)

As the FIA Safety Delegate is a person, who is responsible for on-site hydrogen safety and is the first one to approach damaged car, his set of PPE should be the most comprehensive.

Minimum set of PPE should consist of:

- Antistatic and flame-resistant clothing (EN 1149-5: 2018 + EN ISO 11612:2015)
- Antistatic safety shoes (at least S1 class)
- Hard head gear with face shield covering whole face (for example GS-ET-29)
- Cold protection gloves when dealing with LH2 systems (EN511: 2006)
- Class-0 Electrical Gloves when dealing with Fuel-Cell Vehicles (EN 60903)

Additionally, the FIA Safety Delegate must be equipped with:

- Polyvalent flammable gas detector
- Portable/Personal H2 detector
- Thermal Camera
- Optional: O2 detector

5.3 PPE and Equipment for High-voltage risks

For all details related to those equipment, please refer to the FIA International Sporting Code, appendix H, supplement 3, article 6. For further details, please contact the FIA.

6. SAFETY STATUS SIGNS

Physical Safety Status Signs are essential for clearly indicating the safety state of high-voltage (HV) and hydrogen (H2) vehicles when safety lights are no longer active. Since HV safety lights remain on for 15 minutes and H2 safety lights for 30 minutes after power-down, these signs ensure continued visibility of the vehicle's last verified safety condition.

Teams are responsible for:

1. Confirming the vehicle's safety status through proper testing and decommissioning procedures.
2. Placing the appropriate physical sign to indicate the vehicle's safety condition once safety lights turn off.

6.1 Safety Status Sign "Car Safe"

A Safety Status Sign must be placed on the race car when the HV and H2 safety lights are no longer active. This sign serves as the primary physical indicator of the vehicle's last confirmed HV and H2 safety condition.

- The sign shall be triangular or conical, with a minimum height of 15 cm, ensuring 360-degree visibility.
- It must be placed on the roof or the highest accessible point of the vehicle to ensure optimal 360° visibility.
- The final design and standardization of these signs must be validated by the FIA Safety Delegate.
- The sign does not need to be carried in the vehicle but must be readily available in the team garage and used in team-controlled environments (e.g., parc fermé, paddock, service park bay).
- If a vehicle is left without safety lights active and without a visible sign, it will be considered as "unsafe" and the situation may be reported to FIA officials for non-compliance with this article.

In case of an incident, before any recovery or intervention, competitors must ensure the vehicle's safety status is verified and clearly displayed. If the safety light is non-functional, FIA officials or the team's designated HV expert must confirm de-energization before any handling occurs.

6.2 H2 Safety Status Board

When an H2 vehicle's safety lights turn off after 30 minutes, a Safety Status Sign (cf art. 6.1) and a H2 Safety Status Board must be used to maintain clear indication of the vehicle's last verified condition.

The H2 Safety Status Board is an A4-format board which must be displayed at the windscreen to further specify the vehicle's condition. The two possible messages are:

- "H2 tank empty and inert"
- "H2 tank filled and pressurised"

The Safety Status Board is mandatory in the following situations:

- Parc fermé
- Quarantine zone
- Scrutineering
- Overnight stay in the box
- Car decommissioned

These physical signs ensure that all personnel handling and working around the vehicle remain aware of potential hazards, even if safety lights are inactive. Any failure to place the correct sign or board may result in penalties or intervention by FIA officials to maintain safety standards.

6.3 Implementation and Compliance

The FIA mandates that all high-voltage and hydrogen-powered vehicles competing in sanctioned events comply with these safety indicator requirements. The safety light systems must be tested before each session to ensure proper functionality. Teams are responsible for maintaining and verifying the correct operation of the safety indicators at all times.

Any failure of the safety light system during an event must be reported immediately to the FIA Safety Delegate, and appropriate contingency measures must be taken, including the use of physical Safety Status Signs. FIA officials have the authority to prevent a vehicle from participating in an event if its safety indicator system is not functioning correctly.

These safety status indicators play a crucial role in ensuring the protection of all individuals involved in motorsport events and must be strictly adhered to by competitors, officials, and emergency response teams.

7. Recovery and Quarantine

7.1 General Recovery Procedures

The recovery of high-voltage and/or hydrogen-powered vehicles must be performed under strict safety protocols to prevent risks associated with electrical and hydrogen hazards, and potential fires. Only trained personnel equipped with appropriate personal protective equipment (PPE) and following FIA procedures are permitted to handle the recovery of these vehicles.

7.2 Recovery of High-Voltage and Hydrogen-Powered Vehicles

If a vehicle stops on track in an unsafe state (e.g., red light indicator, H₂ alert, fire) or after a severe crash with suspected risk related to HV or H₂ components, the recovery must be conducted under the supervision of the FIA Safety Delegate, depending on the vehicle's technology.

The recovery must follow the standardized emergency procedures outlined in Article 7.

If the vehicle is in such a condition, the recovery team must transport it to an isolated and secure area for technical assessment and emergency response. First responders must follow specific safety protocols, including:

- For HV vehicles: Use of insulated tools, insulating equipment (ex: blankets) and PPE (ex: class-0 gloves) with electrical protection, avoiding contact with exposed HV components
- For H₂ vehicles: Use of hydrogen leak detection equipment, anti-static PPE, and elimination of ignition sources.

Adequate fire suppression resources must be on standby, including ABC or CO₂ extinguishers for HV incidents and specific hydrogen fire suppression measures for H₂ incidents.

7.3 Quarantine Procedures

All high-voltage (HV) and/or hydrogen-powered (H₂) vehicles that have been involved in a severe accident or show signs of system failure must be placed in a designated quarantine zone under strict supervision.

Once in quarantine, the vehicle shall be under continuous surveillance to detect any aggravation of its condition (e.g., increased fire risk) and to ensure that no unauthorized personnel enter the zone.

The selection of the zone and the implementation of quarantine measures shall be made under the supervision of the FIA Safety Delegate, depending on the vehicle's technology.

The following quarantine measures apply:

- HV Vehicles: If an HV vehicle is in an unsafe situation (red light, fire, or structural damage exposing HV components), the FIA Safety Delegate must coordinate recovery to a controlled

area. If fire risk exists, adequate firefighting resources must be on standby, including ABC or CO2 extinguishers.

- **Hydrogen Vehicles:** If a hydrogen vehicle presents an H2 alert, hydrogen leak, or fire risk, it must be placed in the Quarantine Zone, where it will be continuously monitored. Firefighting resources must be present, and specific procedures for controlled venting or depressurization must be followed if needed.
- **Quarantine Zone Restrictions:** Access to any vehicle placed in the quarantine zone is strictly prohibited unless authorized by the FIA Safety Delegate. The FIA Safety Guidelines define the specific requirements for quarantine setup and required equipment.
- **Vehicle Release Process:** Once in a quarantine state, the vehicle will be handed over to the team under the supervision of the FIA Safety Delegate. The team safety expert and FIA Delegate will evaluate the vehicle's condition and jointly sign the handover form to authorize its release.

The requirements for the quarantine zone are listed in a dedicated FIA document. It is aimed at defining the organisation, set-up, and equipment of the quarantine zone and remains available upon request from the FIA.

7.4 Use of Quarantine by Teams

The quarantine zone may also be used by teams in situations where their vehicle requires emergency isolation due to technical malfunctions such as battery thermal events or hydrogen leaks. In cases where keeping the race vehicle in the paddock is unsafe, it is recommended to transport the vehicle to the quarantine zone.

If a team determines that quarantine use is necessary, they must obtain prior authorization from the event organization, local safety officers, and the FIA Safety Delegate before moving the vehicle.

Strict adherence to these Recovery and Quarantine protocols is essential to maintain the highest level of safety during motorsport events.

8. HV and/or H2 Critical Incident Drill

The Critical Incident Drill is a mandatory event held at each competition to assess the response of all personnel to a simulated high-voltage and/or hydrogen-related critical incident. This exercise ensures that intervention teams, including rescue, medical, firefighting, and recovery units, are prepared to handle emergencies involving high-voltage and hydrogen-powered vehicles.

The exercise shall be conducted during the event preparation phase and before any official racing activity. It is supervised by the FIA Safety Delegate in coordination with the Medical Delegate (or CMO, if the Medical Delegate is not appointed for the competition).

In some cases, the Critical Incident Drill may be conducted during a free practice or a shakedown. However, it is highly recommended that a dedicated time slot of at least 30 minutes (preferably one hour) be allocated for this simulation and that it be officially included in the event timetable.

8.1 Objectives and Sequence of Actions

The Critical Incident Drill follows a structured approach for both high-voltage and/or hydrogen incidents, ensuring all key safety components are tested.

1. A representative vehicle shall stop at a pre-defined location.
2. Race Control shall initiate the exercise by issuing either a “Red Car” alert for HV incidents or an “H2 Alert” for hydrogen-related incidents.
3. Track intervention teams shall be deployed, including:
 - The FIA Safety Delegate for HV incidents and/or Hydrogen incidents
 - Rescue teams
 - Medical personnel
 - Firefighters
4. Driver rescue operations shall be conducted, following the appropriate e-safety and/or hydrogen-safety intervention procedures.
5. Vehicle recovery shall be carried out, ensuring the proper safety measures are followed during handling and transport.
6. The vehicle shall be moved to the quarantine zone, where handover to the team shall take place under the supervision of the FIA Safety Delegate.
7. The exercise shall conclude, and a debriefing shall be conducted.

8.2 Debriefing and Adaptation

Following the completion of the Critical Incident Drill, a debriefing session shall be organized by the FIA Safety Delegate, involving all relevant key stakeholders. This session shall review the effectiveness of the response and identify areas for improvement.

Any specific adaptation of the running of the exercise must be agreed upon by the FIA Safety Delegate to ensure the most effective response training for each event.

The Critical Incident Drill is an essential component of motorsport event preparation, reinforcing emergency response capabilities and ensuring the highest safety standards for all involved parties.

9. Track operational safety

An electronically mailed draft safety dossier must be submitted to the FIA Safety Department (rally.safety@fia.com), at least 4 weeks before the start of the event. This draft shall follow Appendix H of the FIA International Sporting Code and shall include at least:

- Track layout design:
 - The circuit layout shall not have any solid object (rock, trees, barriers, etc.) located in the racing surface including the track edges
- Drone imagery of the location including the track layout
- Elevation map
- Spectator zone locations and measurement
- Quarantine zone location and safety setup
- Refuelling zone location and safety setup
- Stop Control zone and safety setup
- Marshal post and TV camera locations
- Paddock area layout (including pit attributions) with measurement distance and safety setup
- Official names / positions / contacts

The final safety dossier for the event must comply with the Appendix H of the FIA International Sporting Code and must be electronically sent to the FIA Safety Department (rally.safety@fia.com) at least 2 weeks before the event.

A hard copy must be provided to the Stewards, the FIA Medical Delegate, the FIA Safety Delegate for the event and to the FIA Observer, if nominated.

Any further modification to this final safety dossier concerning safety and applied in coordination with or following a recommendation by the FIA Safety Delegate, if nominated, must be reported to the Stewards.

A communication must be issued in case of modifications which concern competitors' safety and these modifications were not visible already during the reconnaissance.

In any event, the Safety Dossier and its implementation remain at all times the sole responsibility of the event organiser.

Appendix XV - GARAGE FLOOR PLAN