

## 2021 ABU DHABI GRAND PRIX

9 - 12 December 2021

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<b>From</b>	The Stewards	<b>Document</b>	37
<b>To</b>	The Team Manager, Alpine F1 Team	<b>Date</b>	11 December 2021
		<b>Time</b>	20:58

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The Stewards, having received a report from the Race Director, summoned (documents 27 & 28) and heard from the drivers and team representatives, have considered the following matter and determine the following:

**No / Driver** 31 - Esteban Ocon

**Competitor** Alpine F1 Team

**Time** 17:08

**Session** Qualifying

**Fact** Impeding of Car 5 by Car 31 in Turn 16.

**Offence** Breach of Article 31.5 of the FIA Formula One Sporting Regulations.

**Decision** Reprimand for the driver  
(This is the driver's 2nd Reprimand of the Season, 1st Driving Reprimand)  
A fine of €10,000 is imposed on the Competitor (Alpine F1 Team)

**Reason** The Stewards heard from the driver of Car 31 (Esteban Ocon), the driver of Car 5 (Sebastian Vettel) and team representatives, and examined video, team radio and telemetry evidence.

In evidence, the driver of Car 31 stated that he was given a warning that Car 5 was 2.5 seconds behind between Turns 15 and 16. However, due to the track layout he had no visibility of Car 5 until Turn 16 and hence had no time to react.

This incident shared many common elements with the other incidents of alleged impeding from Qualification. Most cars did very slow warm up laps resulting in significantly large differences in speed to cars on fast laps. This combined with the desire of all drivers to establish a gap to the car in front when starting a fast lap, results in situations where a car may have an "impact" on another car doing a fast lap. However, the Stewards consider this is different to "impeding" and in particular, "unnecessarily impeding".

It is the Stewards' determination that the driver of Car 31 could have done little if anything to avoid impacting Car 5's lap, but note that the Team could have done more to have given him earlier warning of Car 5's approach.

Although normally the lack of radio communication does not absolve a driver from the responsibility to avoid unnecessarily impeding, in this case we consider this a justification for mitigation.

Therefore, no grid penalty is imposed.

Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Article 15 of the FIA International Sporting Code and Chapter 4 of the FIA Judicial and Disciplinary Rules, within the applicable time limits.

**Garry Connelly**

**Felix Holter**

**Derek Warwick**

**Mohamed Al Hashmi**

**The Stewards**