



MOTORSPORT OFFICIALS MAY EXPERIENCE TRAUMA THROUGHOUT THEIR TIME WORKING IN THE SPORT. THIS CAN INCLUDE SEEING SOMEONE DIE OR GET SERIOUSLY INJURED.

FIRST – IF YOU KNOW YOU WILL BE EXPOSED TO TRAUMA GET SUPPORT FROM SOMEONE EXPERIENCED OR A PROFESSIONAL AHEAD OF EXPECTED EXPOSURE.

OFFICIALS CAN BE EXPOSED IN ONE OF THE FOLLOWING WAYS:

DIRECTLY – BEING INJURED YOURSELF

WITNESSING – SEEING DEATH OR A SERIOUS INJURY HAPPEN TO SOMEONE ELSE

LEARNING – FINDING OUT THAT IT HAPPENED TO SOMEONE VERY CLOSE TO THEM

REPEATED EXPOSURE – DEALING WITH A LOT OF SERIOUS INCIDENTS OVER TIME OR REPEATEDLY HAVING TO EXAMINE VEHICLES WHERE DEATH HAS OCCURRED AS AN INVESTIGATOR.

IT'S IMPORTANT TO REMEMBER THAT THERE ARE MANY OTHER EVENTS THAT CAN FEEL TRAUMATIC.

YOU CAN ALWAYS SEEK HELP AND SUPPORT.



MOTORSPORT OFFICIALS HAVE JOBS THAT MEAN THEY ARE MORE LIKELY TO EXPERIENCE TRAUMA AT WORK. AFTER TRAUMA IT'S COMMON TO EXPERIENCE:

MEMORIES, DREAMS AND FLASHBACKS – THESE CAN BE DISTRESSING AND YOU MAY RELIVE THE EVENT.

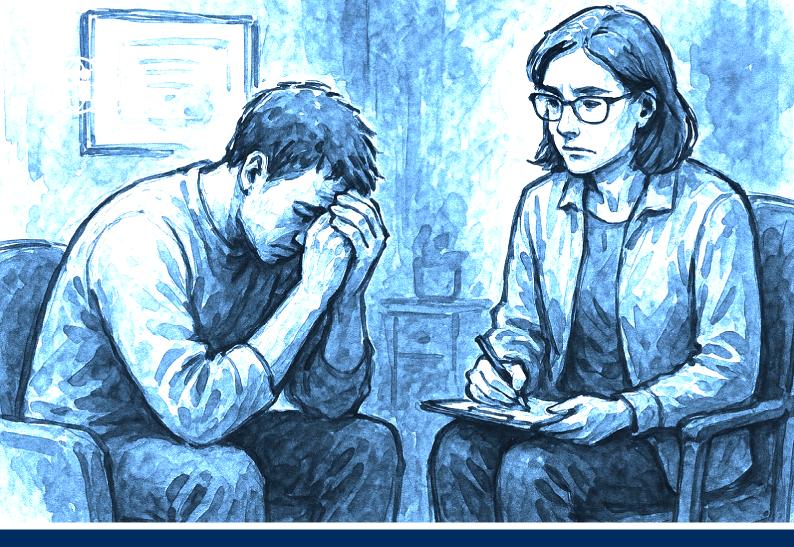
FEELING UPSET WHEN REMINDED OF THE EVENT – SUCH AS WHEN NEAR THE PLACE IT HAPPENED OR IN THE SAME ENVIRONMENT.

AVOIDING FEELINGS AND SITUATIONS – YOU MIGHT AVOID PEOPLE OR THINGS THAT ARE ASSOCIATED WITH THE EVENT.

LOSS OF MEMORY – YOU MIGHT BE UNABLE TO REMEMBER PART OF THE EVENT.

DIFFICULT FEELINGS – CAN INCLUDE FEELING NEGATIVELY ABOUT YOURSELF OR THE WORLD, BLAMING YOURSELF OR FEELINGS OF GUILT.

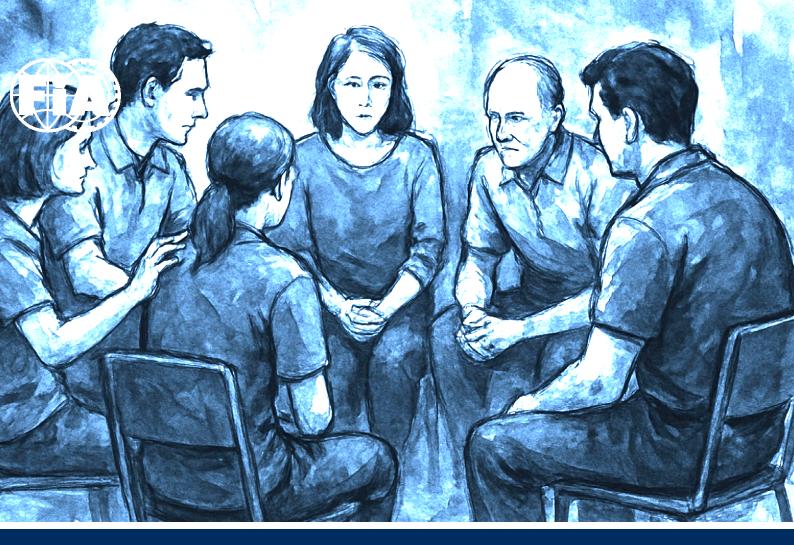
CHANGES IN THE WAY YOU ACT – BEING ANGRY, HYPERVIGILANT, FEELING DETACHED OR UNINTERESTED.



WHAT ABOUT PTSD?

THESE ARE THE SAME SYMPTOMS THAT SOMEONE WITH POST-TRAUMATIC STRESS DISORDER (PTSD) MIGHT HAVE BUT NOT EVERYONE WHO EXPERIENCES TRAUMA WILL GO ON TO DEVELOP PTSD. MOST PEOPLE FIND THE NEGATIVE EFFECTS GO AWAY IN TIME.

IT CAN TAKE A FEW DAYS, WEEKS OR MONTHS TO RECOVER FROM THE EVENT. IF YOU ARE EXPERIENCING SIGNIFICANT DISTRESS AND THIS IS NOT IMPROVING AFTER A MONTH OR IS STILL THERE AFTER THREE MONTHS YOU MIGHT HAVE PTSD AND SHOULD SEEK THE HELP OF A MENTAL HEALTH PROFESSIONAL.



AFTER EXPERIENCING A TRAUMATIC EVENT YOU MIGHT TRY TO DO THE FOLLOWING:

GIVE YOURSELF TIME – YOU MAY NEED TIME TO ACCEPT WHAT HAS HAPPENED OR TO GRIEVE.

TALK ABOUT THE EVENT OR SPEAK TO OTHERS THAT EXPERIENCED THE SAME AS YOU – A GOOD CHAT WITH CLOSE FRIENDS CAN HELP A LOT BUT TRY NOT TO COMPARE YOURSELF TO OTHERS.

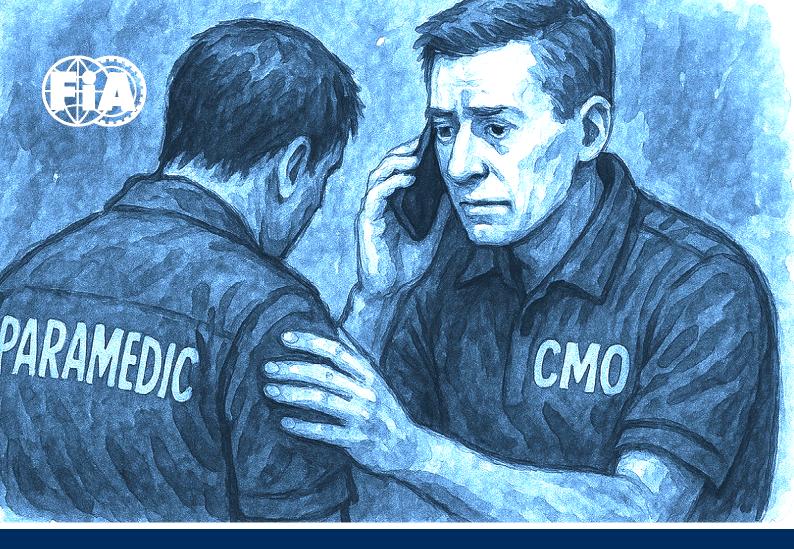
ASK FOR SUPPORT OR CONSIDER PROFESSIONAL HELP – PROFESSIONAL MENTAL HEALTH SUPPORT MAY BE REQUIRED.

AVOID SPENDING LOTS OF TIME ALONE – BEING AROUND OTHERS HAS BEEN SHOWN TO MAKE YOU LESS LIKELY TO EXPERIENCE POOR MENTAL HEALTH AFTER A TRAUMATIC EVENT.

STICK TO YOUR ROUTINE - EAT AND SLEEP AS WELL AS YOU CAN.

TAKE CARE OF YOURSELF – AVOID EXCESS ALCOHOL AND TAKE CARE WHEN DRIVING AS AFTER TRAUMA EXPOSURE PEOPLE ARE MORE LIKELY TO HAVE ACCIDENTS.

AVOID TOO MUCH EXPOSURE TO MEDIA ABOUT THE EVENT – IT'S BEST TO AVOID SOCIAL MEDIA OR NEWS EXPOSURE ABOUT THE EVENT, ESPECIALLY IF IT CAUSES YOU DISTRESS.



WHAT YOU CAN DO TO HELP SOMEONE AFFECTED BY TRAUMA:

BE THERE – OFFER TO SPEND TIME WITH THEM AND REASSURE THEM YOU ARE THERE

LISTEN – TRY NOT TO PRESSURE THEM INTO SHARING BUT LISTEN WHEN THEY DO, AND TRY NOT TO INTERRUPT TO SHARE YOUR OWN EXPERIENCES

OFFER PRACTICAL HELP – THEY MAY STRUGGLE WITH THEIR NORMAL ROUTINE. OFFER TO HELP SUCH AS PREPARING A MEAL OR WITH TASKS THEY CAN'T FACE.

CHECK IN – TAKE THE TIME TO CALL OR MESSAGE TO SEE THAT THE PERSON AFFECTED IS OK

CREATE A POSITIVE ATMOSPHERE AT WORK – MAKE REASONABLE ADJUSTMENTS SUCH AS FLEXIBLE OR REDUCED HOURS FOR A WHILE



NOTICES AND TERMS

©2025 Fédération Internationale de l'Automobile (FIA) – All rights reserved.

The reproduction or distribution of the Guide, in whole or in part, without the written permission of the FIA, is prohibited except for FIA affiliated members, and the competition event organisers approved by them, who are entitled to use this document for non-commercial purposes.

INTRODUCTION

- 1. The Guide sets out general informational guidance. This document has no binding regulatory effect and is provided, at the FIA's discretion, to assist National Sporting Authorities ("ASN(s)") and other organisations or individuals (the ASNs and other organisations or individuals together the "Third Party(ies)") involved in organising, promoting, staging or regulating motorsport events ("Motor Sport Event(s)").
- 2. Use of the Guide by any Third Party is strictly subject to the Third Party's acceptance of and agreement to comply with these Preliminary Notices and Terms.

DISCLAIMER

- 3. The contents of the Guide (including general informational guidance in relation to health and safety, sporting or technical matters) taken in isolation may not be suitable or appropriate for each and every Motor Sport Event (which incorporates all of the following activities: i) motor sports competitions, practices, tests, reconnaissance's / "recce's"and demonstrations, ii) any associated entertainment, marketing or commercial activities and iii) any engineering, scrutineering, maintenance or other technical activities, and begins from the time the relevant locations where these activities are taking place are made accessible to any persons, and ends when the relevant locations are closed to access or the activities end, whichever occurs later). This is because the Guide is derived from good practice in competitions appearing on the FIA International Sporting Calendar which operate within a regulatory and safety environment that does not apply to Motor Sport Events that do not appear on the FIA International Sporting Calendar.
- 4. It is the full responsibility of Third Parties to ensure that they understand and comply with any relevant obligations or duties relating to health and safety, product design, construction/manufacturing or consumer law which are placed on them under i) any applicable National Sporting Authority requirements, regulations and safety standards ("ASN Regulations"), ii) FIA requirements, regulations and safety standards ("FIA Regulations") and/or iii) any relevant transnational, national and/or local laws, regulations, directives and decrees passed by the government, a quasi-governmental entity or by any entity which has the same authority as the government in any applicable country or other territory, including all applicable local, state and federal laws, and any industry practices, codes of practice and/or codes
- 5. The Guide does not contain any advice or guidance in relation to Applicable Laws, and the FIA makes no representation or warranty that the general informational guidance within the Guidelines complies with the Applicable Laws applying to a particular Motor Sport Event. Accordingly, it is the full responsibility of Third Parties to i) take appropriate advice and make their own enquiries as to Applicable Laws and any particular local safety requirements or other relevant considerations applying to a Motor Sport Event and ii) to adapt and implement the Guide in a suitable and safe manner depending on the circumstances of the particular Motor Sport Event. The FIA assumes no responsibility in this regard.
- 6. For the avoidance of any doubt, compliance with the Guide in isolation does not guarantee the safety of a particular Motor Sport Event or of the participants to a particular Motor Sport Event.
- 7. If there is any conflict, or any doubt as to a conflict, between the contents of the Guide and Applicable Laws, Applicable Laws always take precedence. If it is possible to comply both with Applicable Laws and the Guide (subject to all appropriate adaptations as per paragraph 5), Third Parties should endeavor to do so.
- 8. The FIA does not make any representation or warranty, express or implied, and does not assume any responsibility as to the quality, suitability or fitness for purpose:
- of any equipment, structures, installations, products or facilities that may be referred to within the Guide: nor
- as to the applicability or suitability of the Guide in relation to a particular Motor Sport Event.



- 9. All Third Parties are made aware that technology utilised in motor sport vehicles, equipment, structures, installations and products is subject to ongoing change and development, as well as good and best practice evolving over time. As a result, the Guide is subject to ongoing review and amendment over time.
- 10. All Third Parties are made aware of the risks that are inherent in the attendance of any person at or within the vicinity of a Motor Sport Event. Depending on the circumstances of the Motor Sport Event, these risks may include (non-exhaustive): the possibility of incidents (resulting from motor sports or otherwise) resulting in physical and/or mental injury or death; exposure to noise; exposure to / interaction with high voltage or other technical / mechanical equipment; or contracting/spreading communicable diseases.

LIMITATION & INDEMNITY

- 11. The FIA disclaims, excludes and limits (to the fullest extent permitted under Applicable Laws) any and all claims, liability, costs, expenses, damages, losses (including but not limited to any direct, indirect, incidental, special, consequential or exemplary damages or losses, property damage, breach of intellectual property rights, breach of contract, loss of profit, loss of reputation or goodwill, use, data or other intangible loss, loss of agreements or contracts, loss of sales of business and all interest, penalties and legal costs) and any personal or mental injury (including nervous shock, disease, disablement and death and any financial losses resulting), sustained by any organisation or person (including Third Parties and their subsidiaries, affiliates, licensors, licensees, agents, co-branders, partners, employees, directors, members, officers, advisors, consultants, representatives, successors and assigns (collectively the "Representatives")), howsoever arising from any use or implementation of, or reliance placed on the contents of, the Guide in relation to a particular Motor Sport Event by Third Parties or their Representatives, including in relation to:
- statements (including false statements), acts or omissions by the FIA or its Representatives or Third Parties and their Representatives; or
- any other negligence, lack of reasonable care, breach of any statutory or other duty or Applicable Laws, careless or wrongful act or wilful default by the FIA or its Representatives or Third Parties and their Representatives.
- 12. Any use or implementation of, or reliance placed on the contents of, the Guide in relation to a particular Motor Sport Event by any Third Party or its Representatives is (to the fullest extent permitted under Applicable Laws) strictly subject to acceptance by the Third Party and its Representatives of the following:
- the Third Party and its Representatives agree to waive any rights and/or claims, agree to release, hold harmless and not to sue the FIA or its Representatives in relation to any claims, liabilities, costs, expenses, damages and losses (including those referred to in paragraph 11 above); and
- the Third Party and its Representatives agree to indemnify the FIA and its Representatives in relation to any and all claims, liabilities, costs, expenses, damages and losses (including those referred to in paragraph 11), and this indemnity shall apply whether or not the FIA has been negligent or is at fault;

in each case arising from the use or implementation of, or reliance placed on the contents of, the Guidelines in relation to a particular Motor Sport Event.

GOVERNING LAW & JURISDICTION

- 13. The Guide and any dispute or claim (including non-contractual disputes or claims) arising out of or in connection with the Guide or the subject matter or formation, shall be governed by and construed in accordance with the laws of France.
- 14. The courts of France shall have exclusive jurisdiction to settle any dispute or claim (including non-contractual disputes or claims) arising out of or in connection with the Guide or the subject matter or formation.
- 15. Any matters relating to investigation and enforcement of FIA Regulations are subject to the jurisdiction of the internal judicial and disciplinary bodies of the FIA.

