



2026 CROSS-COUNTRY RALLY SPORTING REGULATIONS

SUMMARY OF AMENDMENTS

INTRODUCTION

This document provides a high-level overview of the key amendments introduced in the 2026 FIA Cross-Country Rally Sporting Regulations. It is intended to highlight the main regulatory evolutions, clarifications and simplifications, to support organisers, competitors and officials in understanding the scope and rationale of the changes.

This document has no regulatory value.



LINKS AND CONTACTS

USEFUL LINKS

- International Sporting Code <https://www.fia.com/regulation/category/123>
- Cross-Country Regulations <https://www.fia.com/regulation/category/100>
- Cross-Country Rally Safety <https://www.fia.com/cross-country-rally-safety>
- W2RC Registrations <https://registrations.fia.com/w2rc>
- Baja Cups registrations <http://registrations.fia.com/bajas>

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1 MAIN SECTION

New definitions
for FIM Event
and Service
Road Book

Amended
definition for
Regrouping

Deletion of sub-
numbering for
the whole Art. 2

2. DEFINITIONS

FIM EVENT

Event regulated by the Fédération Internationale de Motocyclisme, open to motorcycles and quads to the exclusion of all other vehicles. When the FIM event follows the same route as the FIA competitors, the FIM competitors always start first. No FIA competitor may start less than 30 minutes after the start of the last FIM competitor, except for the Prologue where the Clerk of the Course may set a shorter interval.

SERVICE ROAD BOOK

Document issued by the organiser, defining the only itinerary authorised for service vehicles when competition vehicles are following their own road book. It may follow the provisions of Appendix III-5 or be supplied as a static GPS route file (e.g. GPX/KML). An isolated GPS waypoint or a dynamic online navigation link is not considered as a Service Road Book.

REGROUPING

A stop scheduled by the organiser, having a time control at the entrance and exit to enable the schedule to be followed and/or to regroup the vehicles still in the rally. The stopping time may vary from crew to crew, with a minimum of 10 minutes. For events running in conjunction with another competition (e.g. FIM or National), FIA vehicles must be gathered in a separate area.

Clarification of
the reference
competitive
mileage

Deletion of
possibility for
the FIA to apply
a different
principle in cas
of exceptional
situations.

Decimals
rounded in all
situations

3. CHAMPIONSHIP REQUIREMENTS

3.1.5 Attribution of reduced points

Should one of the rallies counting towards a Championship not be able to be run in its entirety, the points shall be awarded based on the final classification. The percentage of Selective Sections completed shall be calculated with reference to the minimum Selective Sections distance defined in the Championship regulations.

- Full points if 75% or more of the minimum length of Selective Sections has been run.
- Half points if 50% or more but less than 75% of the minimum length of Selective Sections has been run.
- One third of points if 25% or more but less than 50% of the minimum length of Selective Sections has been run.
- No points will be awarded if less than 25% of the minimum length of Selective Sections has been run.

This article does not apply to the Stage points.

3.1.6 Any decimals will be rounded up or down to the next whole number.

Extension of
Gold status to
all W2RC
Manufacturer
drivers

5. FIA PRIORITY DRIVERS FOR CROSS-COUNTRY RALLIES

[...]

Gold status:

- The drivers nominated to score points in the World Rally-Raid Championship for Manufacturers , Rally-Raid Championship for Stock Manufacturers and Rally-Raid Championship for SSV Manufacturers during the current season;

[...]

Optional
acceptance of
T3.U/T5.U
vehicles by
organisers

Specific classes
for SCORE
vehicles (see
also Art. 8.4.3)

New Challenger
class for N/A
engines

8.2. GROUPS/CLASSES OF VEHICLES

Organisers must include the following group and classes, except T3.U and T5.U classes, which can be removed if the organiser is unable to comply with provisions set out in Appendix VIII- 8.5.4. Group Truck is not eligible for Bajas and Rally-Raids only made of type 'Track' selective sections.

New classes:

- ULTS: SCORE Truck or Buggy vehicles approved by the FIA (see Art. 8.4)
- CHG2: Lightweight Prototype Cross-Country Vehicles complying with 2026 Appendix J, Art. 286 (NA up to 1,050cc)
- CHGS: SCORE UTV vehicles approved by the FIA (see Art. 8.4)

Clarification on EXP vehicles (Art. 8.6):

Vehicles complying with FIA technical regulations approved by the World Motor Sport Council (WMSC) but not coming into force until the following year, or vehicles that are undergoing the FIA homologation process, may take part in events under conditions.

Simplified
process for
constructors of
series-produced
vehicles

New email
address to
provide
documentation

Limited validity
for pre-filled
passport

8.3. FIA TECHNICAL PASSPORT

Pre-inspection & Documentation

- FIA Technical Passport must be pre-filled by the ASN scrutineer after full vehicle pre-inspection
- Technical report mandatory, using FIA Technical Department template
- **NEW:** For series-produced vehicles (from the 4th vehicle onward), passports may be pre-filled without preliminary inspection, subject to ASN + FIA approval
- For Ultimate & Challenger: engine type, serial number and original vehicle must be recorded

Submission & Validity

- **AMENDED:** Documents (passport copy, safety cage certificate, technical report if any) must be sent by the competitor to crosscountry-technical@fia.com
- **Deadline:** No later than publication of the first FIA event entry list
- **NEW:** Pre-filled passport valid 6 months only before FIA Technical Delegate validation
- **CLARIFICATION:** No FIA Technical Passport required for Race Service Trucks (T5.2)

8.5.4. SAFETY REQUIREMENTS FOR COMPETITORS ENTERING T3.U OR T5.U VEHICLES

New article
specific to
competitors
entering T3.U or
T5.U vehicles

Additional
requirements for
organisers listed
in Appendix VIII-
8.5.4

- Competitor is fully responsible for **safety in its service area**, all persons present, and the vehicle for the entire rally
- All team staff must receive **appropriate high-voltage (HV) safety training**
- A **qualified HV safety expert** must be nominated as FIA/organiser contact
 - Highest HV qualification level (authorised to work on live systems)
 - Responsible for risk assessment and emergency procedures (thermal events, recovery, diagnostics...)
 - Procedures provided by the manufacturer, then adapted and implemented by the competitor
- Mandatory **PPE and safety equipment** for staff; dedicated HV tools for the HV safety expert
- **HV safety checklists and logs** required for all service-area procedures; available to FIA/organiser
- Vehicle must leave the service area in **safe operating condition**
 - Green status light active at all times outside the service area
 - When parked, switched off or after an incident: visible “GREEN CAR / RED CAR” sign inside the vehicle
 - FIA Technical Delegate may request activation of the green light at any time

10. TYRES

New numbering to organise articles in a more logical way

See V1 and V2 for specific provisions for W2RC and Baja Cups

T1.1 and T1.2 no longer subject to the same rules as T1+

- 10.1 Availability of tyres → from a commercial catalogue
- 10.2 Moulded tyres → mandatory, no hand cutting
- 10.3 Tyre fitting → max 8 bars at 20°C
- 10.4 Treatment of tyres → prohibited except repairs
- 10.5 Control of tyres → tyres may be checked
- 10.6 Priority drivers entered with T1+ vehicles (no longer all Ultimates)
 - 10.6.1 Single pattern
 - 10.6.2 Type of tyre and pattern drawing to be provided by competitor at scrutineering
 - 10.6.3 Free tyres on road sections when no SS involved
 - 10.6.4 (W2RC only): 10.6.1. to 10.6.3 don't apply as Priority drivers with T1+ must use the tyre(s) designated in the Supplementary Regulations
 - 10.6.4 (Baja Cups only): max 10 tyres per baja, or less if specified in the Supplementary Regulations
- [...]

Amendment to align with current practice

Camera form added to the list of documents provided at admin checks (see Art. 22.2)

FIA torque meter used only by Championship / Cup entrants

11.2. TEAM CAMERAS

11.2.2 Competitors wishing to use a camera must complete the form provided by the organiser or Promoter (if any) no later than administrative checks.

13. PERFORMANCE MONITORING AND CONTROL SYSTEMS

13.3.1 The use of the FIA torque meter system to monitor and control powertrain performance is permitted for all T1+ class vehicles entered in the Championship concerned.

16.4. CHANGE OF COMPETITOR AND/OR CREW MEMBER(S)

16.4.2 [...] Only the FIA may authorise the replacement of all crew members or the competitor.

Stronger focus
on operational
medical
response,
clearer timelines,
and more
explicit
allocation of
responsibilities
between
organiser and
competitors

15. INSURANCE

- **Scope of mandatory cover expanded**
 - Added **crew search & rescue, aerial means, and extrication**
 - Evacuation now limited to **hospital listed on the FIA Medical Questionnaire** (no longer “home country hospital”)
- **End of cover now clearly defined as **opening of the final Parc Fermé****
- **Retired/disqualified vehicle coverage tightened**
 - Continued cover now **subject to approval of the Clerk of the Course**
- **Beneficiaries scope narrowed**
 - **Service providers and their personnel** removed from the list of beneficiaries
 - Now limited to competitors, **registered service personnel**, organisation members, and officials
- **Individual accident insurance responsibilities clarified**
 - Explicit reference to **competition licence cover**, including evacuation/repatriation
 - Competitors now clearly **responsible** for taking out essential additional insurance

Square race
number panels
for all groups

Same size for all
Ultimate vehicles
(aligned on T1.2
size)

19.2. RACE NUMBER PANELS

19.2.2 Size of race number panels (width x height):

- **Groups Ultimate/Stock: 36x36cm**
- Groups Challenger/SSV: 30x30cm
- Group Truck: 48x48cm

Same changes for optional advertising panels (Art. 20.2.4)

25. CHECKS DURING THE RALLY

Simplified
wording

Mandatory 10-
minute Technical
Zone before
timed services

25.1 ADDITIONAL CHECKS

Compliance checks on the vehicle and the crew's safety equipment may be carried out at any time during the rally at the sole discretion and upon the instruction of the FIA Technical Delegate or Chief Scrutineer, with the knowledge of the Stewards.

A 10-minute technical zone must be established before each timed service (except at the beginning of a Stage). It may be within a regrouping area.

Increase of the maximum lateness at a start, a TC or accumulated lateness from 30 to 60 minutes

Decrease of controls operation time, from 60 to 30 minutes after the max permitted lateness of the last car

31.2. MAXIMUM LATENESS AT A START

Any crew reporting more than **60 minutes** late at the start of a Stage shall not be allowed to start that Stage and will be deemed to have retired from the Stage.

40.1. MAXIMUM LATENESS AT A TC

Any lateness exceeding **60 minutes** of any allotted time or an accumulative lateness exceeding **60 minutes** at the end of each section or of a Stage will result in the competitor concerned being considered to have retired at that control.

35. CONTROLS

35.3 READINESS TO WORK

[...]

35.3.2 Unless the Clerk of the Course decides otherwise, they will cease to operate **30 minutes** after the maximum permitted lateness of the last competing vehicle has expired.

PROLOGUE / START ORDER AND INTERVALS / RE-START

New numbering
to organise
articles in a
more logical
way

See specific
provisions for
Prologue and
Start order in V1
for W2RC

32. PROLOGUE (previously Art. 34)

- 32.1.1 The organisation of the Prologue is defined in the regulations of each Championship.
- 32.1.2 Stock vehicles are seeded between Ultimate and Challenger
- 32.4.5 Non-sporting time penalties resulting from infringements occurring during the Prologue Section are applied to the classification of Stage 1.

33. START ORDER AND INTERVALS (previously Art. 32)

- 33.1.1 Following the Prologue, the start order for Stage 1 shall be given according to this procedure:
 - The ten fastest drivers having set a time within 110% of the fastest, as well as all other Platinum and Gold priority drivers with Group Ultimate vehicles (including those not classified as per Art. 32.4.3), form a group whose order is reversed in relation to the Prologue classification (i.e. the driver in the group with the slowest time in the Prologue is placed first in the initial start order). [...]

34. RE-START AFTER RETIREMENT (previously Art. 33)

- Deletion of the article allowing re-start within a Stage with multiple SS

New standard penalties for competitors not passing between control boards

35.1. SIGNAGE OF CONTROLS

35.1.2 Each pair of control signs should be placed on opposite sides of the road or in open territory, a maximum of 15 metres apart on either side of the official route. Competitors must pass between each pair of signs, under penalty in accordance with Appendix I.

APPENDIX I – PENALTIES

- 1st offence: 1-minute sporting penalty
- 2nd offence: 3-minute sporting penalty
- 3rd offence: 10-minute sporting penalty
- Further offences: report to the Stewards

As soon as a vehicle is in a DZ, the speed limit remains until the end of this zone

Maximum time can be managed not only at CPs, but also start of subsequent parts of SS

37. SPEED CONTROL ZONES

37.1.3 When entering the opening radius, the crews will be informed by their NAV-GPS that they are approaching a speed control zone. 90 metres after this waypoint, independently of the route followed by the vehicle, the tolerance zone ends, and penalties may apply.

40.2. MAXIMUM TIME AT A CP AND FINISH OF SS

40.2.1 At a passage control or at the start of any subsequent part of the Selective Section, any lateness exceeding the maximum time will result in the competitor concerned being considered to have retired, and the competitor will receive a penalty as per Appendix I. The crew may nevertheless re-start the rally under the provisions specified in these regulations.

40.2.2 The organiser may calculate the maximum time for each CP and the start of each subsequent part of the Selective Section which is located after a minimum of 50% of its total length. The calculation will be based on the distance covered, the calculated average speed and a fixed time of one hour. For the finish control of the Selective Section, the calculation will be based on the distance covered, the calculated average speed and a fixed time of one hour. The maximum times must be mentioned in the itinerary for each CP and Finish.

Simplification
and clarification
of the formula to
calculate the SS
time

Mandatory use
of photocell for
jump start
detection

41.1. TIMING

For Selective Sections, timing will be:

- to the second for Rally-Raids and Marathon Rally-Raids
- to the tenth of a second for Bajas.

For Selective Sections comprising multiple parts, the total time for each competitor will be calculated by adding together the times achieved in each part.

→ Deletion of this Art. 45.2.8: ~~At the end of the Selective Section, the result for the Selective Section will be calculated by subtracting the start (DSS) time, the neutralisation time (Art. 45.1.2) and the fixed transfer zone time(s) (Art. 45.2.1) from the finish (ASS) time.~~

42.2. ELECTRONIC START PROCEDURE

42.2.2 The electronic start procedure must be coupled to a photocell for false start detection, placed 50 cm after the start line.

Neutralisation to be the same for all cars on track stages will avoid fast CHG overtaking twice the same slow ULT

Irregular start in a subsequent part of a SS better defined and penalised (see next slide)

45. SELECTIVE SECTION IN PARTS

45.1.2 If a Selective Section provides for a remote refuelling zone for Challenger and SSV vehicles, Ultimate and Stock vehicles will be placed in a neutralisation zone lasting:

- minimum 5 minutes on Safety Type 'Open' stages.
- an equivalent duration on Safety Type 'Track' stages.

45.2.6 If a crew does not stop at the start line, or leaves the start line before the start signal is given, this will be considered a irregular start and penalties will be applied as per Appendix I.

New wording of Art. 45.2.6 allows to delete Art. 55.1.3 (Refuelling of CHG and SSV vehicles):

~~**55.1.3** Any crew which does not follow these refuelling regulations will receive a penalty as per Appendix I, in addition to the fixed neutralisation time stipulated in the Supplementary Regulations (minimum 20 minutes).~~

PENALTIES FOR IRREGULAR START IN A SUBSEQUENT PART OF A SELECTIVE SECTION

See Appendix I-
45.2.6

- **Not to stop at the start line:**
 - 1st offence: 1-minute sporting penalty
 - 2nd offence: 3-minute sporting penalty
 - Further offences: report to the Stewards
- **To leave the start line before the start signal is given**
 - 1st offence
 - up to 5 minutes: 1-minute sporting penalty
 - over 5 minutes: a sporting penalty corresponding to the neutralisation / transfer zone time for the concerned vehicle group
 - 2nd offence
 - up to 5 minutes: 3-minute sporting penalty
 - over 5 minutes: a sporting penalty corresponding to the double of the neutralisation / transfer zone time for the concerned vehicle group
 - Further offences: report to the Stewards

In all cases, the actual start time must be used for the Selective Section time calculation.

Clarification on where/when the team personnel can be at less than 1 km from the competing vehicle

See Art. 2 for Service Road Book definition

49.2 TEAM PERSONNEL AND SERVICE RESTRICTIONS

49.2.1 The presence of team personnel or any team conveyance (including helicopters) is prohibited within 1 kilometre of its competing vehicle except:

- in service parks and remote service zones.
- in commercial fuel stations and refuelling zones, other than those for Challenger and SSV vehicles, as defined in Art. 55.
- in media zones, holding the appropriate pass.
- where the competitors' road book and the Service Road Book are common and simultaneous.
- in Selective Sections as long the competition vehicles are in motion.
- at the final stop point of the rally, provided this access is defined in the Service Road Book.

Deleted:

- ~~• at the end of Selective Sections (from the finish line sign to the stop sign at the end of the SS)~~
- ~~• whilst the vehicles are in a media zone.~~
- ~~• where the competing vehicles following the route as prescribed in the road book are required to use the same road(s) at the same time as team personnel~~

Clarification on where/when the team personnel can provide food / clothes to the crew

See Art. 2 for Service Road Book definition

49.2 TEAM PERSONNEL AND SERVICE RESTRICTIONS

49.2.3 The passing of food, drink, and clothing to or from the crew is permitted whilst the crew members are:

- in service parks (bivouacs);
- in remote service zones;
- in tyre fitting zones;
- at regroupings;
- at rest halts;
- in media zones;
- on road sections where the competitors' road book and the Service Road Book are common and simultaneous.

Deleted:

- ~~whilst the vehicles are in a media zone;~~
- ~~on road sections on a common road with the crews;~~

Deletion of a rule hard to police and concerning a very small number of competitors

Clarification on team members at petrol stations

49.2 TEAM PERSONNEL AND SERVICE RESTRICTIONS

Deleted → ~~49.2.4~~ During a Timed Service, only 3 team personnel may work on a competing vehicle entered for a FIA Priority driver with Platinum or Gold status. They shall be identified by distinctive armbands which must be specified in the Supplementary Regulations and supplied by the organiser. The crew may work freely during such period.

54.3. PROCEDURE A COMMERCIAL FILLING STATIONS

54.3.4 Except in the case of commercial filling stations located within a Transfer Zone, a team member may proceed with the payment but will have to stay away from the vehicle.

New cost
reduction
measure

56.1. TYPE OF FUEL

56.1.3 Competitors entered with **Challenger or SSV** vehicles **must obtain their fuel** from one of the following sources:

- the **central fuel distribution** arranged by the organiser (if any);
- **commercial filling stations** specified in the Supplementary Regulations of the rally.



V1 WORLD RALLY-RAID CHAMPIONSHIP

Stock Drivers
and Navigators'
titles to follow
the same
principles as
Challenger and
SSV's

1. GENERAL CONDITIONS

New titles:

- FIA Rally-Raid Championship for **Stock Drivers**
- FIA Rally-Raid Championship for **Stock Navigators**
- FIA Rally-Raid Championship for **Stock Manufacturers**
- FIA Rally-Raid Championship for **Teams**
- FIA Rally-Raid Championship for **Master Drivers**

Manufacturers'
World
Championship
now only for
Ultimates

SSV and Stock
Manufacturers'
Championships
based on
homologated
vehicles

3.4. FIA WORLD RALLY-RAID CHAMPIONSHIP FOR MANUFACTURERS

3.4.3 A Manufacturer undertakes to participate in all the Rallies of the Championship with **at least one Group Ultimate vehicle** complying with the technical regulations in force.

3.7. FIA RALLY-RAID CHAMPIONSHIP FOR SSV MANUFACTURERS

3.7.1 The FIA Rally-Raid Championship for SSV Manufacturers is reserved for legal entities holding a competitor's licence. The name on the licence must include the name of a **manufacturer as shown on the homologation form of the SSVs** nominated to score points in the Championship.

3.9. FIA RALLY-RAID CHAMPIONSHIP FOR STOCK MANUFACTURERS

3.9.1 The FIA Rally-Raid Championship for Stock Manufacturers is reserved for legal entities holding a competitor's licence. The name on the licence must include the name of a **manufacturer as shown on homologation form of the Stock vehicles** nominated to score points in the Championship.

Championship
for Teams with a
competitor
licence

Nomination of
up to 3 cars in
CHG / SSV /
STK groups

Best 2 vehicles
to score points

3.11. FIA RALLY-RAID CHAMPIONSHIP FOR TEAMS

3.11.1 The FIA Rally-Raid Championship for Teams is reserved for legal entities holding a competitor's licence.

3.11.2 A Team wishing to score points in the Championship must pay a registration fee of €12,327. This fee does not include the registration of any vehicle, which must be registered separately (see Art. 3.5). Only registered vehicles can score points for the Team in the Championship.

3.11.3 A Team must nominate up to three Group Challenger, SSV or Stock vehicles which can score points in the Championship. The competitor or team (as mentioned on the entry list) of these vehicles must be the legal entity registered for the Championship. This nomination must be made to the FIA, at the latest before the end of the administrative checks.

3.11.4 The two best vehicles of each Team score Championship points as per Art. 3.1, according to their relative position in the final classification of each Rally. The third best placed vehicle for each Team may not score any points nor deprive the other Teams of any points.

Championship
for Drivers
above 50 years
old

Platinum and
Gold drivers
excluded

3.12. FIA RALLY-RAID CHAMPIONSHIP FOR MASTER DRIVERS

3.12.1 The FIA Rally-Raid Championship for Master Drivers is reserved for drivers aged over 50 on 1st January of the year of the competition and nominated in accordance with Art. 3.5.

3.12.2 The driver's date of birth must be indicated on the registration form on the FIA website.

3.12.3 FIA Priority drivers with Platinum or Gold status are not admitted to the FIA Rally-Raid Championship for Master Drivers. Drivers who reach Platinum or Gold status during the Championship will no longer be able to score points, but any points they have previously scored will remain valid.

3.12.4 The W2RC Commission reserves the right to refuse the admission of any driver to the FIA Rally-Raid Championship for Master Drivers if, in its absolute discretion, the driver's sporting profile, performance level, or professional background is not consistent with the spirit and purpose of this Championship dedicated to independent drivers. The decision of the W2RC Commission shall be final. Reasons for refusal shall be notified to the concerned driver.

6.2.1. RALLY-RAID CHARACTERISTICS

Streamlined
format
benefiting from
the removal of
the Prologue
and the Power
SS

Day 1	<ul style="list-style-type: none">• Private tests (outside of the rally programme, possibly arranged by the organiser)• Administrative checks and scrutineering for non-W2RC competitors• Optional administrative checks for W2RC competitors
Day 2	<ul style="list-style-type: none">• Morning: administrative checks and scrutineering for W2RC competitors• Afternoon: shakedown (optional), with the first 2 hrs reserved for FIA Priority drivers• End of day: promotional activities, press conference, ceremonial start
Day 3	<ul style="list-style-type: none">• Stage 1 (15% of the total SS distance recommended)
Day 4	<ul style="list-style-type: none">• Stage 2 (25% of the total SS distance recommended)
Day 5	<ul style="list-style-type: none">• Stage 3 (25% of the total SS distance recommended)
Day 6	<ul style="list-style-type: none">• Stage 4 (25% of the total SS distance recommended)
Day 7	<ul style="list-style-type: none">• Morning: Stage 5 (10% of the total SS distance recommended)• Afternoon: podium, press conference• Evening: prize giving ceremony(optional)

Limitation of key
spare parts for
STK vehicles

Cost control
measure for a
customer racing
category

8.7. SPECIFIC CONDITIONS FOR GROUP STOCK VEHICLES

Vehicles entered in the STK class shall respect the provisions of Appendix VIII. If the maximum number of parts or sub-assemblies is exceeded, penalties will be applied as per Appendix I.

APPENDIX VIII SUMMARY

- Key STK components (engine block, turbo with restrictor, gearbox, transfer case, front and rear differentials) must be marked or sealed at scrutineering.
- Only components marked or sealed at scrutineering may be used during the rally.
- A marked component may be assigned to a vehicle only once fitted and cannot be reused on another vehicle.
- Differentials may be serviced under scrutineer supervision for limited operations without time penalty.

STOCK PARTS LIMITATION AND PENALTIES

Limitation of parts and associated penalties

Quantities include parts fitted on the car at scrutineering + spares

	RALLY-RAID	MARATHON RALLY-RAID	1st replacement over the max allowed	2nd replacement over the max allowed
Engine block	As per Art. 24.2			
Set of equipped turbos	1+1	1+2	2 hours	5 hours
Gearbox	1+1	1+2	1 hour	3 hours
Transfer case	1+1	1+2	1 hour	3 hours
Front differential	1+1	1+2	30 minutes	2 hours
Rear differential	1+1	1+2	30 minutes	1 hour

Only speed
information will
be provided in
the optional
UNIK IV beam

12.2. NAVIGATION SYSTEM (NAV-GPS)

12.2.3 UNIK IV GPS (compulsory on board the Vehicle)

→ **simplified** to avoid duplication of instructions with those set out in the main section (see Art. 12.2.1)

12.2.7 Unik IV beam (optional)

An optional loom to get and use NAV-GPS speed ~~and heading~~ information can be purchased from the organiser's supplier.

Prologue only of the opening round of the Championship

Leading group now made of drivers being within 107% of the fastest

Top 15 to chose their start order position

32. PROLOGUE

32.1.1 The organisation of a Prologue is permitted only on the first rally of the Championship.

32.2 CHARACTERISTICS OF THE PROLOGUE

It is run in the form of a Selective Section, representative of the event stages, with a minimum length of 10 km and a maximum length of 30 km.

33.1 START ORDER STAGE 1

33.1.1 When a Prologue has been organised, the start order for Stage 1 shall be given according to this procedure:

- The drivers in Group Ultimate having set a time within 107% of the fastest, as well as all other FIA Platinum and Gold priority drivers with Ultimate vehicles (including those not classified as per Art. 32.4.3), will form a group whose order will be reversed in relation to the Prologue classification (i.e. the driver in the group with the slowest time in the Prologue will be placed first).
- The top 15 drivers in Group Ultimate, providing they set a time within 107% of the fastest, will choose their start positions among this group.
- The driver in 15th place will choose his start position first, followed by the driver in 14th place and so on. The fastest driver will choose his start position last.

The driver will be responsible for choosing the position and must be present throughout the procedure.

One-week Rally-
Raid Stage 1
start order
based on
Championship
classification

33.1.2. START ORDER FOR STAGE 1 WITHOUT PROLOGUE

33.1.2 When no Prologue has been organised, the start order for Stage 1 shall be:

- **Ultimate** vehicle drivers ranked in the **top 10 of the current World Championship** for Drivers
- **Other FIA Platinum** priority drivers of **Ultimate** vehicles, in order of the current World Championship for Drivers
- **Other FIA Gold** priority drivers of **Ultimate** vehicles, in order of the current World Championship for Drivers
- **Other FIA Silver** priority drivers of **Ultimate** vehicles, in order of the current World Championship for Drivers
- After a 3-minute break, **Stock** vehicles drivers, **ranked by FIA priority level, then by Championship** for Stock Drivers standings
- After a 3-minute break, **Challenger** vehicle drivers, ranked by FIA priority level, then by Championship for Challenger Drivers standings
- After a 3-minute break, **SSV** vehicle drivers, ranked by FIA priority level, then by Championship for SSV Drivers standings
- **Other competitors, at the discretion of the Clerk of the Course.**

33.2. START ORDER FROM STAGE 2

Threshold
percentage for
Ultimate
decreased from
115 to 110%

Integration of
Stock vehicles in
the start order
definition

Higher start
order for the
fastest Trucks

33.2.5 The start order will be constituted as follows:

- Drivers with Ultimate **and Stock** vehicles having set a time less than **110%** of the fastest time overall;
- Other Platinum drivers with Ultimate vehicles;
- Other Gold drivers with Ultimate vehicles;
- Silver drivers with Ultimate vehicles having requested their repositioning (see V1 Art. 33.3.1);
- Drivers with **Stock**, Challenger & SSV vehicles having set a time less than 107% of the fastest time in their group;
- Other Platinum and Gold drivers with **Stock**, Challenger & SSV vehicles;
- Silver drivers with **Stock**, Challenger & SSV vehicles having requested their repositioning (see V1 Art. 33.3.1);
- ~~Drivers with Ultimate, Stock, Challenger & SSV vehicles having set a time that is less than 120% of the fastest time;~~
- After a break of 10 minutes, drivers with Truck vehicles having set a time less than 110% of the fastest time in their group.

[...]

Threshold
percentage
decreased from
115 to 110% to
match with start
order definition

33.3.1. REPOSITIONING OF SILVER DRIVERS

FIA Silver priority drivers who have set a time in the previous Stage's Selective Section(s) that exceeds 110% of the best time in their group may benefit from one repositioning per event. They must request their repositioning to the Clerk of the Course no later than 1 hour before the time of publication of the start order for the following Stage.

41.2. POWER SELECTIVE SECTION

→ Deleted, as well as Art. V1-3.13

Clarifications to avoid external service to the Marathon Bivouac

49.3. MARATHON STAGE

49.3.1 A Stage is considered a “Marathon Stage” if service is only permitted on the overnight of the Stage **in the marathon bivouac** and under the conditions detailed in this article.

49.3.3 Crews which have not completed the route of the Marathon Stage **within the maximum time** and in accordance with Art. 43.1.4 will not be allowed to enter the marathon service area. They will be allowed into the marathon bivouac where they will be able to proceed with service in order to re-start in the Stage following the Marathon Stage. **No external service to the Marathon Bivouac is permitted.**

49.3.4 Within the marathon service area, service operations are only permitted:

- between competitors still in the competition;
- with parts and tools carried on board the vehicles present in the area **and in accordance with Art. 50.4.**

No external service is permitted.

~~Refuelling will be carried out in the area of the marathon service area reserved for this purpose.~~

A vehicle that fails to start may be pushed by its crew, other crews still in competition or officials to the exit of the marathon service area. In this case a penalty will be applied as per Appendix I.

Towing and/or pushing by another vehicle is forbidden inside the marathon service area.

Will avoid to retire a car failing in the Marathon stage of a one-week rally and can't restart on the next day

58.2.4. MAX NUMBER OF STAGE PENALTIES

Crew which have received more than a maximum total number of Stage penalties as follows, will not be classified:

	Rally-Raid	Marathon Rally-Raid
FIA Priority driver	1	2
Non-priority driver	2	3

For a crew that has received a Stage Penalty during a Marathon Stage and does not start the next Stage as provided for in Art. 49.3.3, only one Stage Penalty will be taken into account in calculating the maximum number defined above.



V2 WORLD BAJA CUP

Lonely
competitors will
score less group
points

3.1. WORLD CUP POINTS

3.1.8 When points are awarded in accordance with Art. 3.1.1, 3.1.2, and 3.1.7, and the group concerned includes one starter, the points awarded for that group classification shall be reduced by 25%.

25. CHECKS DURING THE RALLY

~~**25.1.1** A 10-minute technical zone must be established before each timed service (except at the beginning of a Stage). It may be within a regrouping area.~~

→ Deleted as now covered by Art. 2 (Regrouping definition) and Art. 25.1 of the main section.



V3 REGIONAL BAJA CUPS

Update of figures, with a decrease from 7 to 6 results for the European Cup

3.3. PARTICIPATION

3.3.2 The driver/team must designate a maximum number of bajas on which he wishes to score points:

- Six (6) for the European Cup
- Four (4) for the Middle East Cup

3.9 BAJAS COUNTING TOWARDS THE REGIONAL CUPS

Each Regional Cup will comprise a maximum number of bajas:

- 8 for the European Cup
- 6 for the Middle East Cup



A1 PENALTIES

Lighter penalties
for missed
DN/DT/FN/FT
(was a Stage
penalty before)

43. WAYPOINTS

Update for:

- DN/DT: 15 minutes + 2x the neutralisation / transfer zone time for the concerned vehicle group
- FN/FT: 15 minutes + 2x the neutralisation / transfer zone time for the concerned vehicle group

REMINDER OF OTHER UPDATES:

- 35.1.2 New (respect of signage of controls)
- 45.2.6 New (irregular start in a subsequent part of SS)
- 55.1.3 Deleted (non-compliant refuelling)
- V1 8.7 New (STK spare parts)



A8 ORGANISATIONAL REQUIREMENT SPECIFICATIONS

Open desert
bajas to be
opened by an
independent
navigator

6.9. NATIONAL EVENT

If a rally is coupled with a national event, the start of a Stage of the latter must be given at least **15 minutes** after the last vehicle in the international event has started.

7.8. OPENING OF THE ROUTE

7.8.3 Bajas

For Bajas, except when the event is twinned with a motorcycle event and the first vehicle starts no longer than 45 minutes after the last motorcycle has started, at least two zero vehicles must pass through each Selective Section before the first competitor.

For Bajas made of **Safety Type Open Selective Sections**, the **road book must be verified and opened in its entirety by a navigator with relevant experience, approved by the FIA**. This operation must be performed **using the same NAV-GPS** as that installed on competitors' vehicles during the event.

Acceptance of T3.U / T5.U vehicles is optional for organisers. See Art. 8.2 and 8.5.4 of main section

8.5.4. SAFETY REQUIREMENTS FOR T3.U OR T5.U VEHICLES

8.5.4 Safety requirements for T3.U or T5.U vehicles

When **at least one T3.U or T5.U vehicle is entered to a rally**, the organiser shall ensure electrotechnical safety measures are implemented in strict compliance with these regulations.

e-Safety briefing

To support the organiser in creating the briefing materials, **each competitor entering a T3.U or T5.U vehicle is responsible to provide relevant documentations** for that purpose (emergency procedures, hand-outs...). The organiser shall get in touch with the relevant competitors and gather all necessary documents in order to prepare his own e-Safety briefing. The e-Safety briefing shall be **delivered by the organiser to all key roles**: marshals, scrutineers, medical teams and fire fighters.

e-Safety hand-outs

The **hand-outs** provided by the relevant competitors shall be **distributed to all other participants** during the first briefing of the rally.

e-Safety equipment and PPE

The **e-Safety equipment and PPE** (personal protective equipment) for all specific roles shall be made available prior to the event, kept in good working order, and distributed. A list of minimum equipment is available upon request to the FIA Safety Department (HV@safety@fia.com). More information regarding the specifications of the PPE is available in ISC Appendix H, Supplement 3.



**Thank you for your
consideration with FIA
regulations, have a
great season!**

