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Date: **Wednesday, 5<sup>th</sup> November 2025** Time: **19:00 hrs**  
Subject: **COC Communication 2 (Driver's briefing)** Document No: **3.2**

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From: The Clerk of the Course  
To: All Competitors / Crew Members

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Number of pages: 4

Attachments: -

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- In case of an accident where urgent medical attention is required, the **SOS** switch on the emergency console (safety tracking system) must be activated as soon as possible.
- In case of an accident where immediate medical intervention is not required, or of a vehicle stopping for any other reason on or beside a Selective Section, whether temporarily or permanently, the **OK** switch on the emergency console must be activated within one minute.
- See FIA CCRSR Art. 47.4 for full details on the procedures to be followed in case of an accident on a Selective Section.

**Emergency number**  
**(+974) 333 496 51**

## 1/ SERVICE PARK GENERAL PROCEDURES

- Only vehicles with **SERVICE** sticker will have access to the Service Park. **AUXILIARY** sticker vehicles may be parked in the adjacent car park.
- Speed limit within service park is strictly 30 km/h (*FIA CCRSR Art. 50.3*).
- A groundsheet – a minimum of 1 meter longer and wider than the vehicle in running order – must be used (*FIA CCRSR Art. 50.2.2*).
- Waste oil / fluids disposal drums will be available close to every competitor's space; it is forbidden to dispose of any fluids by any other method.
- Power will be available at service park.
- Service Park must be vacated and will be closed at 15.00h on Monday, 10<sup>th</sup> November.

## 2/ SERVICING OF VEHICLES (*FIA CCRSR Arts. 49 to 53 and SR Arts. 11.10.1 to 11.10.4*)

- Service is permitted at the service park only (*SR Art. 11.10.1*).
- FIA CCRSR Art. 49.1.4 will not apply.
- During Friday Timed Service (2 hours maximum) only 3 team personnel may work on a competing vehicle entered for a FIA Priority driver with Platinum or Gold status (*FIA Art. 49.2.4*). The distinctive identifying armbands are supplied by the organizer at Administrative Checks.
- Vehicles are subject to Parc Fermé rules where no intervention is possible, even by the members of the crew (*FIA CCRSR Art. 57.1*), at a start area, a neutralisation zone, a regrouping and any control zone.



### 3/ REFUELLING (SR Art. 11.10.5)

#### Refuelling area close to Service Park

Inside Lusail International Circuit (LIC) premises crews may refuel only at the designated refuelling area close to the Service Park.

On Friday, refuelling must be done before entering the overnight parc fermé as this will not be possible after exiting the parc fermé for the start of the following Stage.

#### Refuelling at commercial filling stations

On Stages 1 & 2 Road Sections A and B, to access any of the commercial filling stations indicated in the road book, competitors must deviate from the rally route as described in the road book.

#### Remote refuelling zones

Remote refuelling zones – see Itinerary for details – are available to Challenger and SSV vehicles only.

At every remote refuelling zone a maximum of 25 litres of petrol will be supplied to each vehicle.

In order to use the refuelling services provided by the organizer at remote refuelling zones, vehicles must transport and use the coupling adaptor mentioned in Art. 54.3.3 of FIA CCRSR.

### 4/ START AREAS (SR Art. 11.2 as amended in Bulletin no. 1)

There will be two start areas where all competing vehicles will be assembled:

- On Thursday, 6 November, before TCPO (start of Prologue Section)
- On Friday, 7 November, before TCO (start of Stage 1)

Each vehicle must be driven into the start area 15 minutes before its scheduled time to start the following section.

No service is allowed in start areas.

### 5/ KM 0,00 OF ROAD SECTION A

A sign **0,00** placed on a pole at the junction with the main road indicates the exact location of the origin of the next road section distances.

### 6/ PROLOGUE (SR Art. 11.5)

Competitors are reminded that the mandatory itinerary of the Prologue is defined in the Road book by the road direction diagrams and between the road direction diagrams, by the road/track if it exists (FIA CCRSR Art. 14.2.1).

Each box of the road book will correspond to a WPP (Opening radius: 100 m / Validation radius: 20m) and in case of a missed waypoint, the penalty of 2' will apply (FIA CCRSR Art. 43).

The route of the Prologue will be marked with a number of QMMF flags – maroon colour on the right side and white colour on the left side of the route – each one associated to a metallic fence.

Any touch on a metallic fence and/or the associated flag as well as a deviation from the route limits defined by the flags will be penalised as indicated in SR Art. 11.5.1

Any late or early check-in at the time control before the start of the prologue will be considered as an incorrect participation and, consequently, the crew will be classified in last position in his group (FIA CCRSR Art. 34.4.4 and 34.4.3).



## 7/ CEREMONIAL START AND CHOICE OF START POSITIONS FOR STAGE 1

The Ceremonial Start will take place on 6 November by 19.00h at Way to the World Cup (Corniche) and all drivers are requested to attend wearing their approved overalls.

Cars must be driven by one of the drivers or a team representative to the holding area, where they will enter between 17.15h and 17.30h. The route to be followed from the bivouac to the holding area and back to the bivouac is available in the Rally Guide.

No service is allowed inside the holding area.

The Ceremonial Start being time sensitive, only competing crews are to pass through the ramp, teams or team members should abstain.

The choice of start positions for Stage 1 (*FIA CCRSR Art. 34.5.1*) will take place at 18.00h in the same location as the Ceremonial Start.

## 8/ START INTERVALS

### Prologue Section (Thursday)

- 1-minute interval between all competitors of the same Group
- 3-minute interval between the first competitor of each group and the previous competitor

### Stage 1 (Friday) and Stage 2 (Saturday)

- 3-minute interval between the first 10 vehicles in start list
- 1-minute interval between the remaining competitors

## 9/ ITINERARY - ROAD BOOK

See articles 14.2 and 43 of FIA CCRSR.

- The official itinerary of 2025 Qatar International Baja will be indicated by means of a digital road book associated to the NAV/GPS equipment. A paper version of the road book will also be handed to each crew..
- The programme of the road book delivery, as well as the announcement of the code that allows the unlocking of the GPS, is indicated in SR Art. 11.9.
- In a Selective Section (SS), it is always forbidden to use a surfaced (asphalt, concrete) road other than those indicated in the Road book. If a crew follows a surfaced road and re-joins the route of the SS at a different point, it is deemed to have retired from the SS (*FIA CCRSR Art. 27.1.5*).
- The crew must pass through all waypoints in chronological (ascending) order and is not allowed to drive back to get a previously missed waypoint (*FIA CCRSR Art. 43.1.2*).

If a crew validates a waypoint before validating one or more previous ones, the missed waypoint(s) will be automatically considered as non-validated.



## 10/ ITINERARY - SAFETY

Even if the baja route has been designed to avoid any possible conflict with the population and/or groups of animals, in open desert these may travel unexpectedly so competitors must pay special attention and avoid as much as possible camps, farms and camel groups vicinity.

### **Track sectors**

Where the road book indicates the use of existing tracks, only that precise route has been checked by the Opening Crew.

Any cut or off-track driving may lead to risks not anticipated or described in the road book.

### **Hors-piste situation!!!**

- During a «hors-piste» (off-track) sector, every crew may choose their own route and, consequently, may find dangerous situations not described in the road book.
- Particularly during the last sector of SS2 (SS2E), crews must be permanently prepared to face unexpected situations, such as but not limited to sharp dunes and muddy or even flooded areas.
- In some cases, the direct route may be not the fastest or the safest one; it is up to the crew to evaluate at any moment the different options and the risks involved in each one of them.

Bottles of water will be available from the timekeepers and/or marshals before the start and after the finish of the selective sections, as well as at intermediate remote refuelling areas (refuelling operations reserved to FIM vehicles only).

## 11/ VEHICLE-TO-VEHICLE COMMUNICATION SYSTEM

See 2024 FIA CCSR Art. 47.3 of and SR Appendix 6.

Any request of investigation involving a possible infraction of «Vehicle-to-vehicle communication system» regulations must be delivered to a CRO and include the following minimum information:

- Number of the competitor requesting the investigation
- Number of the competitor allegedly in infraction
- Location of the incident (ex: on SS X, from km A to km B)

**Have a Safe Baja!**

**Emergency number**  
**(+974) 333 496 51**

Pedro ALMEIDA  
Clerk of the Course