



FIA FORMULA E WORLD CHAMPIONSHIP ROUND 12&13 - SHANGHAI E-PRIX 2 - 5 JULY 2026

Decision no. 14

From: The Stewards
To: CUPRA KIRO

Date: 5 July 2026
Time: 08:27

The Stewards received a report from the FIA Media Delegate. They heard from the Driver of Car 33 and the respective Team Manager and reviewed all available evidence presented.

N° / Driver: 33 / Dan Ticktum
Competitor: CUPRA KIRO
Session: After Race
Time (fact): following the Race of Round 12
Fact: The Driver of Car 33 committed misconduct towards an FIA Official.
Offence: Breach of Article 12.2.1. I of the ISC
Decision: 3 grid position penalty and a fine in the sum of €5,000 (wholly suspended until the end of the 2025-2026 FIA Formula E World Championship on condition that there is no further breach of similar nature).

Reason:

The Stewards summoned and heard from the Driver and the Team Representative and viewed a media article and heard a recorded conversation in the Media Pen.

Article 28.3 of the 2025-2026 FIA Formula E World Championship Sporting Regulations empowers the Race Director to bring the Safety Car into operation to neutralise a race if, in his assessment, Competitors or Officials are in immediate physical danger but the circumstances are not such as to necessitate suspending the race.

On Lap 19 of Race 12, the Race Director gave the order to deploy the Safety Car. The order was made after a downfall of heavy rain because the Race Director was concerned that standing water on the track prejudiced the safety of Drivers. The Safety Car was withdrawn approximately 5 minutes later after the downfall had eased and racing resumed. The timing of the Safety Car deployment adversely affected those Drivers who had not used much of their Attack Mode to that point, including Car 33.

Following the race, an article was published on the Formula E Notebook website which purported to quote the Driver of Car 33 as having said to that news outlet "I don't understand why the race director just s*** himself when there was a bit of rain and called the safety car,".

During the hearing the Driver admitted that in the Media Pen after Race 12 he had a conversation with a journalist whom he knows to associated with Formula E Notebook. He acknowledged that during that conversation he said things which were critical of the Race Director's decision to deploy the Safety Car. He said that he could not recall using the words quoted but accepted that he may have used those words. He did not deny using those words. He said that whatever words he used, even if they were the words quoted, they were not intended by him to be insulting of the Race Director.

After the hearing the Team produced a recording of the conversation with the journalist. The recording confirmed that, although slightly different from what was quoted, vulgar words to the same effect, "s*** his pants", were used by the Driver.

In our view the words used by the Driver can fairly be understood to be conveying that, in the Driver's opinion, not just that the Race Director's decision to deploy the Safety Car during Race 12 was wrong, but that it was the result of the Race Director being so extremely panicked and caught by surprise that he lost the ability to discharge his duties properly. A fair-minded reader of the article in which the Driver was quoted might interpret the figurative expression by the Driver to be conveying that, in his opinion, the Race Director is incompetent. The statement made by the Driver might, in the Stewards' determination, be reasonably perceived to be an insulting slur on the Race Director and humiliating to him even if they were not intended to be.

Further, the words used were vulgar and coarse.

In 2025 the FIA published Appendix B to the FIA International Sporting Code, being Stewards Penalty Guidelines with respect to breaches of the Code, particularly infringements amounting to Misconduct as defined in Article 20 of the Code, being, relevantly, the general use of language (written or verbal), gesture and/or sign that is offensive, insulting, coarse, rude or abusive and might reasonably be expected or be perceived to be coarse or rude or to cause offense, humiliation or to be inappropriate. Those Guidelines make clear that Misconduct directed to officials is to be regarded as a serious infringement demanding a sporting penalty.

That the FIA had introduced such Guidelines and that Drivers would be severely penalised for Misconduct directed to officials has been well known to all Competitors and Drivers for some time. That licence holders in multiple disciplines who have engaged in Misconduct have been subject to significant penalties has also been widely publicised. The Driver acknowledged this.

The Guidelines distinguish between statements made in "controlled" and "non-controlled" environments, the latter including radio communications between Driver and Team, the former expressly defined to include media conferences and interviews. Things said in a "non-controlled" environment may be treated as private conversations and for that reason the use of bad language in a broadcast radio communication between Driver and Team are not penalised unless they

amount to abuse of officials. In this case what was said by the Driver occurred in a controlled environment.

The Driver said that he had apologised to the Race Director for any offence his words may have caused. The Race Director subsequently confirmed to the Stewards that he had received that apology.

In the hearing the Driver maintained that he disagreed with Race Director's decision from his assessment of the conditions on track at the time but accepted that the Race Director may well have had additional information available to guide his decision about which the Driver was unaware. He said that he regretted using the words he did and, with the benefit of hindsight, he would have chosen his words more carefully.

It is not an infringement of any regulation for a Driver to make a public statement disagreeing with a decision of an official. But here, the words used by the Driver were not a mere statement of disagreement - they constituted an insult.

The Stewards determined that the Driver engaged in Misconduct and imposed a 3 grid position penalty for the Driver in the next race he participates and additionally imposed a fine on the Driver in the sum of €5,000 which is wholly suspended on condition that the Driver does not commit any further breach of Article 12.2.1.l or any breach of Articles 12.2.1.c or 12.2.1.f before the end of the 2025-2026 FIA Formula E World Championship.

The Stewards determined to suspend the fine component of the penalty having regard to the Driver's expression of remorse and his apology to the Race Director.

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 5 of the FIA Judicial and Disciplinary Rules, within the applicable time limits.

David Fuentes
Chairman of the Panel

Matthew Selley
International Steward

Shi Huang
National Steward