

FIA Formula 1

Driving Standards Guidelines

February 20, 2025

V4.1

These are GUIDELINES and NOT REGULATIONS

Many incidents require subjective judgement, and the Stewards are guided by the experience of their Driver Stewards in combination with these guidelines and the FIA Regulations.

If it has been established from points A and B below, that an overtaking driver has priority, it is the responsibility of the defending driver to avoid a collision or forcing off the overtaking driver.

Attention is also drawn to the important note in Point F on page 3, for defending drivers who leave the track whilst defending a position.

A. Overtaking on the INSIDE of a corner:

To be entitled to be given room when overtaking on the INSIDE, the overtaking car must:

- i) Have its front axle **AT LEAST ALONGSIDE THE MIRROR** of the other car **PRIOR TO AND AT THE APEX**
- ii) Be driven in a fully controlled manner particularly from entry to apex, and not have “dived in”.
- iii) In the Stewards’ estimation, have taken a reasonable racing line and been able to complete the move whilst remaining within track limits.

B. Overtaking on the OUTSIDE of a corner:

Overtaking on the outside will always be viewed as a more difficult manoeuvre to accomplish.

To be entitled to be given room, including at the exit, when overtaking on the OUTSIDE, the overtaking car must:

- i) Have its front axle **AHEAD OF THE FRONT AXLE** of the other car **AT THE APEX**.
- ii) Be driven in a controlled manner from entry, to apex, and to exit.
- iii) Be able to make the corner within track limits.

C. Chicanes and S-Bends:

- i) The above guides for INSIDE and OUTSIDE may apply for each element of the combination. Generally, priority will be given to the first corner element.

IMPORTANT NOTES

All Stewards’ decisions will be made following the rules, especially, the F1 Sporting Regulations (“F1SR”), the FIA International Sporting Code (“ISC”), and Appendix L Chapter IV (The Code of Driving Conduct on Circuits.)

Racing is a dynamic process. Although these guidelines indicate specific relative positions of the cars at various points, the Stewards will always look at how the situation played out in total when reviewing an incident. For example:

- i) How did the cars get to the incident? (E.g. late braking, diving in, moving under braking.)
- ii) Was the manoeuvre late or “optimistic”?
- iii) What could the drivers reasonably see, know, or anticipate?
- iv) Do we believe the manoeuvre could be completed on the track?
- v) Was there understeer / oversteer / locking?
- vi) Did someone position / handle their car in a way that contributed to the incident?
- vii) Did the type of corner contribute to the incident? (e.g. camber, kerbs, curve, apexes)
- viii) What were the relative tyres / tyre age / grip?

D. Track Limits:

It is considered that respecting track limits is important for both, racing fairness and safety, thus **Art. 33.3 of the F1SR will be strictly enforced:**

“Drivers must make every reasonable effort to use the track at all times and may not leave the track without a justifiable reason.

Drivers will be judged to have left the track if no part of the car remains in contact with it and, for the avoidance of doubt, the white lines defining the track edges are considered to be part of the track, but the kerbs are not....”

Note(s):

In Free Practice, invalid lap times will only be deleted in circumstances where such FP classification may be needed to set the grid.

In the case of an infringement in Sprint Qualifying or Qualifying, the lap time will be deleted, and the time of the subsequent lap if it is deemed that there could be a benefit.

For the Sprint Session and Race, acknowledging that racing is a dynamic process, invalid lap times will be deleted and a “three strikes” system shall normally be applied prior to issuance of a Black & White Flag or penalty under Article 54.3 of the F1SR. For the avoidance of doubt any invalid lap will be deleted and counted as a “strike” with the following EXCEPTIONS:

1. If a driver exceeds track limits following an obvious loss of control.
2. If a driver exceeds track limits in order to avoid a collision e.g. Typical Lap 1, Turn 1 incident.
3. If a driver has been considered to be “forced off” by another car (in a decision of the stewards)
4. If a driver exceeds track limits and is penalised for gaining a lasting advantage or unsafe re-join.
5. If a driver exceeds track limits during an incident which is penalised for any other reason. E.g. if a driver exceeds track limits during an incident for which they are penalised for causing a collision.

E. Impeding:

Not only will Art. 37.5 of the F1SR be enforced, but drivers are reminded of Art. 33.4:

"At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person."

F. Giving back a lasting advantage:

The Procedure in Art. 33.3 will be strictly applied:

"Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any lasting advantage. At the absolute discretion of the Race Director a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track."

Note(s):

If, while defending a position, a car leaves the track (or cuts a chicane) and re-joins in the same position, it will generally be considered by the stewards as having gained a lasting advantage and therefore, generally, the position should be given back, as prescribed in the rules. It will be the sole discretion of the Stewards to determine if the driver of a car is "defending a position."

G. Moving on the Straight:

Appendix L, Chapter IV, Article 2 states:

"More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner. "

"However, manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offences will be reported to the Stewards."

Note(s):

In this context, moves intended to break the slipstream of a following car when the following car is a safe distance behind, considering relative speeds and position on the track, may be acceptable.

H. Moving under Braking:

When defending, there must be no change in direction by the defending car, after the deceleration phase has commenced, except to follow the racing line.

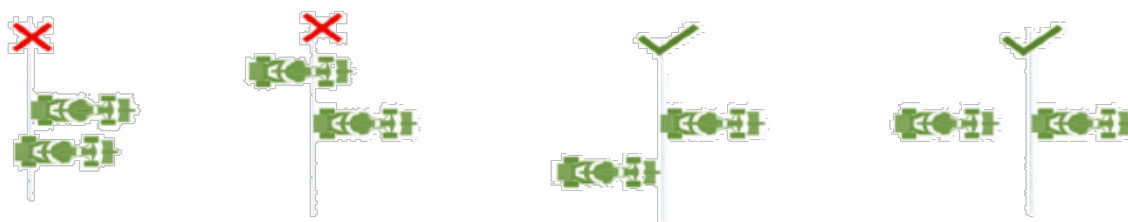
I. Re-joining the Track:

Maintaining racing speeds in the run-off area is not acceptable. Cars on track must not be forced to change speed or line to avoid a re-joining car.

J. Safety Car:

To avoid the likelihood of accidents before the Safety Car returns to the pits, **Art. 55.14 will be enforced as shown below:**

“In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking nor any manoeuvre which is likely to endanger other drivers or impede the restart”.



Note(s):

The actions of the lead driver in particular can have a significant impact on the safety of the restart procedure. Although the leading driver has both the right to dictate pace as well as to choose the point at which to accelerate, this does not relieve them of their responsibility to avoid creating a potentially dangerous situation as defined in the Code Appendix L Ch IV 2(e).

APPENDIX 1: CONTEXT OF THESE GUIDELINES

In 2022, responding to requests from the Formula 1 drivers for clarity on how the F1 Stewards would interpret the rules in certain circumstances, it was agreed that a set of Driving Standards would be established which would act as GUIDELINES for investigation of incidents and application of any penalties. This worked successfully through 2022 and was slightly modified for 2023 following consultation with drivers and Teams.

A major update occurred immediately prior to the 2025 season following a meeting between the FIA Formula 1 Stewards and Drivers in Qatar in late 2024.

Meanwhile the FIA Drivers Commission commenced work to integrate the existing Formula 1 Driving Standards Guidelines into a comprehensive document that could apply to all circuit racing categories.

Of key importance to the FIA Drivers Commission is the desire to ensure that the younger drivers in lower categories are subjected to the same standards as will apply when they eventually graduate to the highest levels of the sport.

The core objectives of the FIA Drivers Commission, in the publication across all championships, of driving standards guidelines is to facilitate and promote:

- **Safe racing**
- **Hard and competitive racing**
- **Fair racing**
- **Sporting justice**
- **Consistency across all categories**
- **Standardization of driving standards and race direction operation across all categories.**

Rationale

- i) Overtaking should be incentivized and defending a position unfairly or dangerously is not acceptable.
- ii) It is very important that junior drivers race with the same guidelines as F1. However, less tolerance should be applied because the risk of an accident is higher due to their lesser experience. Being stricter in applying the rules in lower formulas is essential for junior driver development.
- iii) It is imperative to reiterate that the guidelines will be applied during the entirety of the event. The Race Director and Stewards will be available to clarify any questions that drivers and teams may have with regards to the guidelines.
- iv) The Stewards and Driver Advisor will, if possible, always attend the drivers briefing.
- v) Application of the guidelines should be enforced throughout the event, with particular attention to respect of yellow flags and track limits.
- vi) Regarding track limits, the Stewards will always satisfy themselves that the infractions are clear. Drivers will be given the benefit of the doubt when the infraction is not clear.
- vii) A Driver Steward or Driver Advisor should be appointed for each category or series [This is the case for Formula 1].