

## **INTERNAL REGULATIONS**

### **CHAPTER I- GENERAL PRINCIPLES**

#### **Article 1**

The Automobile and Touring Club of Lebanon (A.T.C.L) is recognised by the FIA as sole international sporting and mobility power on Lebanese Republic Territory for the enforcement of the International Sporting Code and the control of motor sport. Thus, being the National Sporting Authority (ASN).

The management of the Sporting Power in Lebanon is exercised by the National Sports Commission (CSN) of the A.T.C.L. It is responsible for the application, without prejudice, of the prescriptions, rules and regulations under the supervision of the A.T.C.L. Board of Directors.

#### **Article 2**

The competitors (entrants, drivers, co-drivers, etc...), organisers and Lebanese officials have consequently to submit to:

1. The International Sporting Code (and its appendices).
2. The General Prescriptions applicable to FIA Championships.
3. The FIA Regional Rally Sporting Regulations, the relevant rally championship regulations for international events and/or the World Rally Championship (if any).
4. The National Sporting code and the prescriptions of the ASN Regulations which comply with the FIA regulations.

These obligations are reminded in the 1<sup>st</sup> article of any event regulation.

#### **Article 3**

The Motor Sport is free from any racial, political, philosophical or religious. Therefore, any racial and/or political publicity as well as any philosophical and/or religious proselytisers are **PROHIBITED** in Motor Sports.

#### **Article 4**

All filming and moving picture rights pertaining to any Lebanese Motor Sports Championship shall be vested in the ASN.

Without the written agreement of the ASN, no organisation, commercial company or brand may be associated with a Lebanese Motor Sport Championship, Trophy, Cup, Competition or Challenge. The same applies to all forms of moving pictures of a Lebanese Motor Sport Championship, Trophy, Cup or Challenge. All Organisers entering the events of the Lebanese Motor Sport Championships, Trophies, Cups or Challenges, must respect the provisions of this Article 4.

### **CHAPTER II- THE ASN PURPOSES AND ACTIVITIES**

#### **Article 1**

The ASN represented by its Coordinator:

1. Prepares the National Sporting Code.

2. Appoints all the Organisation Committees who organise the Lebanese Motor Sport Championships, Trophies, Cups and/or Challenges.
3. Approves and delivers the licences to the Organising Clubs.
4. Approves and delivers the licences to the Competitors (Entrants, Drivers and Co-Drivers, etc...).
5. Approves and delivers the Organisation Permits of the Motor Sports events.
6. Establish the National Sporting Calendar.

## **Article 2**

THE LEBANESE MOTOR SPORT CHAMPIONSHIPS (Rallies, Hill-climb, Speed Test, 4x4, Drift and Karting) will be the subject to Appendix A of these present regulations.

## **CHAPTER III- LICENCES**

### **Article 1: PRINCIPLES**

A license is a certificate of registration given to any person moral or physical (Competition, Competitor, Driver, Manufacturer, Team, Event or Official, etc...) wishing to take part in any Motor Sport Championship, Trophy, Cup or Challenge or Speed Record Attempts run in compliance with the FIA International Sporting Code (and its appendices), the relevant championship sporting regulations (for international events), and the present National Sporting Code.

The licence-holder shall be deemed to be acquainted with and bound by the FIA International Sporting Code (and its appendices), the present Standing Regulations and the Supplementary Regulations of the Meeting or Event (if any), and shall submit to all penalties which may be lawfully imposed as a result or consequence of any breach thereof.

No person may take part in any Motor Sport Championship, Trophy, Cup or Challenge or Speed Record Attempts without the required FIA licence, approved and delivered by the ASN coordinator.

For each type of licence, particular documents are required. The list of these documents is available at the National Secretariat.

The ASN Coordinator may refuse to issue a licence to an applicant who does not meet the national or international criteria applicable to the licence applied for. The reasons for any such refusal shall be stated.

Any person holding the Lebanese nationality and residing in Lebanon is not permitted to apply for a competition licence from some another foreign ASN without the Lebanese ASN Coordinator authorisation, valid for the current year. Nevertheless, a person of foreign nationality will only be able, after his parent ASN agreement, to get the Lebanese competition licence if he can produce a permanent proof of residence in Lebanon and holding a driving license issued by the concerned Lebanese authorities.

Before the start of each event or practice, the organisers will take all necessary measures to allow the representatives of the National Sporting Commission to check the licences of the participants.

This check will immediately precede, along with other needed documents, the scrutineering done by the Technical Supervision Commission. Entrants and drivers holding the Lebanese competition licence who wish to take part in an international

event organised abroad can only do so with the approval of the ASN through its Coordinator or the CSN director in the absence of the Coordinator, either by stamping their Entry Form or by issuing a letter authorising the contender(s) to take part in the event.

The contender(s) is (are) responsible for all expenses related to this licence and/or authorisation letter whereas any breach of this obligation may result in a penalty at the discretion of the National Sporting Commission.

### **Article 2 – THE ORGANISING LICENCE**

It is compulsory for any person moral or physical (company, automobile club, etc...) wishing to organise Motor Sport event(s) in Lebanon to register at the ASN. Along with the written application the following must be attached and/or enclosed:

1. The names of the organising committee members.
2. A copy of the club registration and/or notice of acknowledgement.
3. A copy of the organiser statutes.
4. The annual registration fee for any organising person is TEN THOUSAND U.S. DOLLARS (10'000.- U.S. \$) or their equivalence in Lebanese pounds, given that the year ends up on the December 31<sup>st</sup>. This registration will be renewed if acceptable with the statute of ATCL at the beginning of each year, and after settling all unresolved issues.

### **Article 3 – ENTRANT AND DRIVER LICENCE**

#### **a) Entrant Licence**

“Entrant” means any moral person or who or which being responsible for one competing vehicle or more and having the right to make any entry for that competing vehicle into Motor Sport event(s). An entrant remains responsible for all matters relating to such entry.

An Entrant licence, duly issued by the ASN for the current year, is required from any moral person (firm, corporation, physical person not aboard the competing vehicle, etc...) wishing to enter, in national and/or international events, in one or more vehicles.

If the Entrant is a physical person and also a Competitor in an entered competing vehicle, then it shall be refer to that Entrant as The Competitor in particular. The Competitor may enter in one vehicle only in national and/or international events.

The fee for an Entrant licence is SEVEN HUNDRED FIFTY U.S. DOLLARS (750 US\$) or their equivalence in Lebanese pounds.

The fee for a Competitor licence is the same of that of the Driver licence as defined here-below in paragraph b) Driver Licence.

#### **b) Driver Licence**

In addition to their civil driving licence, a competition driving licence is required from all persons participating in Motor Sport event(s).

There are 8 grades of competition driving licences: A, B, C, D-National, D, K, R, R-National and S.

Licences may be issued under an assumed name or a Pseudonym. Special application should be made / filled at the time of applying for a competition driving licence. The CSN may, if it thinks fit, issue a licence in such a name.

Any pseudonym must not be likely to deceive or offend. A person granted a licence with a pseudonym shall not take part in any competition except under the name shown on such licence until December 31st of the current year. No one can use two pseudonyms.

Under pain of withdrawing his/her licence a driver is not authorised to modify, on his/her personal initiative, the approved pseudonym.

In the event of an accident resulting in a medical intervention and/or incapacity, a competition driving licence holder is subject to present the appropriate documents and/or forms for reintegration and/or to undergo a complete annual medical examination procedure by the CSN approved doctor before participating in a forthcoming event. The driver will be held responsible for any fees or charges due to the doctor in return for the medical examination.

A hospitalization medical insurance is obligatory to get the license.

### **1. Grade “K”: Karting**

“K” Type Licence is applicable for both, the competitor and the driver.

“K” Licence authorises its holder to participate in national karting events.

Licence fees to be paid: 250.- U.S. \$ or their equivalence  
in Lebanese Pounds.

For the persons aging between 12 and under 15 years (JUNIOR Licence), the licence fee is 100 U.S. \$. However, Competitors in this category must have their parents' and/or guardians' signature approving the conditions of their licences, entry forms as well as the indemnities. It is compulsory for the drivers in this category to have an insurance policy, for the current year, covering all risks.

### **2. Grade “K”: International Karting licence**

“K” Type Licence is applicable for both, the competitor and the driver.

“K” Licence authorises its holder to participate in international karting events.

Licence fees to be paid: 500.- U.S. \$ or their equivalence  
in Lebanese Pounds.

For the persons aging between 12 and under 15 years (JUNIOR Licence), the licence fee is 200 U.S. \$. However, Competitors in this category must have their parents' and/or guardians' signature approving the conditions of their licences, entry forms as well as the indemnities. It is compulsory for the drivers in this category to have an insurance policy, for the current year, covering all risks.

### **3. Grade “D-National”: 4x4**

“D-National” Type Licence is applicable for both, the competitor and the driver.

“D-National” Licence authorises its holder to participate in national 4x4 events.

Minimum age permitted: Eighteen years old (18yo).

Licence fees to be paid: 250.- U.S. \$ or their equivalence  
in Lebanese Pounds.

**4. Grade “D”: International 4x4 events, Cross Country Rallies and Bajas**

“D” Type Licence is applicable for the competitor, the driver and the co-driver.

“D” Licence authorises its holder to participate in national and/or international Rally events.

Minimum age permitted: Eighteen years old (18yo).  
Licence fees to be paid: 500.- U.S. \$ or their equivalence in Lebanese Pounds.

In order to obtain a “D” Type Licence, a driver and/or a co-driver must be a “D-National” Type Licence holder for 18 months preceding his/her requisition, accompanied with the records (written proofs to be provided by the holder).

**5. Grade “R-National”: Rally / Hill-Climb**

“R-National” Type Licence is applicable for the competitor, the driver and the co-driver.

“R-National” Licence authorises its holder to participate ONLY in national Rally / Hill Climb events.

Minimum age permitted: Eighteen years old (18yo).  
Licence fees to be paid: 250.- U.S. \$ or their equivalence in Lebanese Pounds.

**6. Grade “R”: International Rallies, Hill Climb and Cross Country Rallies**

“R” Type Licence is applicable for the competitor, the driver and the co-driver.

“R” Licence authorises its holder to participate in national and/or international Rally events.

Minimum age permitted: Eighteen years old (18yo).  
Licence fees to be paid: 500.- U.S. \$ or their equivalence in Lebanese Pounds.

In order to obtain an “R” Type Licence, a driver and/or a co-driver must be an “R-National” Type Licence holder for 18 months preceding his/her requisition, accompanied with the records (written proofs to be provided by the holder).

**7. Grade “S”: Speed Test**

“S” Type Licence is applicable for both, the competitor and the driver.

“S” Licence authorises its holder to participate in national Speed Test events.

Minimum age permitted: Eighteen years old (18yo).  
Licence fees to be paid: 125.- U.S. \$ or their equivalence in Lebanese Pounds.

**8. Grade F Drift:**

“F” Type Licence is applicable for both, the competitor and the driver.

“F” Licence authorises its holder to participate in national Drift events.

Minimum age permitted:	Eighteen years old (18yo).
Licence fees to be paid:	125.- U.S. \$ or their equivalence in Lebanese Pounds.

## 9. FIA drivers' licences

Grades of the FIA driver's licence and the events for which they are required and valid (NB: not applicable to drag racing)

5.1 Grade A: required for Formula One, Formula "E", GP2, and valid for all other events listed on the FIA international calendar except those specified above.

Minimum age permitted:	Eighteen years old (18yo).
Licence fees to be paid:	500.- U.S. \$ or their equivalence in Lebanese Pounds.

5.2 Grade B: required for the FIA WTCC and GT Championships, and all other full international circuit races, other races, for the categories and championships as may be specified in the national regulations, and valid for all other events listed on the FIA international calendar except those specified above.

Minimum age permitted:	Eighteen years old (18yo).
Licence fees to be paid:	500.- U.S. \$ or their equivalence in Lebanese Pounds.

5.3 Grade C: required for FIA Autocross, Rallycross and Truck Championships and valid for all other events listed on the FIA international calendar except those specified above.

Minimum age permitted:	Eighteen years old (18yo).
Licence fees to be paid:	500.- U.S. \$ or their equivalence in Lebanese Pounds.

### c) Licence Issue

1. An application for A, B, C, D, K, R, R-National S, and F type licence should be filled, minimum two (2) weeks, prior to any licence issuance.
2. It is Compulsory for competitors, drivers and/or co-drivers wishing to participate in events being run abroad to ask for, in writing, a licence and/or the ASN authorisation by its Coordinator.
3. The Executive Bureau will rule for all the steps of licence beyond the framework of this regulation.
4. The licence issued by the ASN is valid till December 31st of the current year and gives its holders the Lebanese Sporting Nationality until its expiry date.

### d) Licence Withdrawal

The national and/or international licence given to competitors, drivers and/or co-drivers can be suspended and/or withdrawn by the ASN disciplinary authorities. The latter must notify the holder stating the grounds of such action, especially in the following cases:

1. Sentence by a competent court causing the withdrawal of the driving licence.
2. Incorrect, fraudulent or invalidity of the driving licence.
3. Organisation and/or participation in a non-authorized event.

4. Unsporting action carried out by the licence holder towards the Organisers, Officials, Promoters and/or other participants, of a Motor Sport Event.
5. Unsporting action carried out by the licence holder during a Motor Sport Event.
6. Inaptitude to take part in Motor Sport Event(s).

#### Article 4 – OFFICIALS AND LICENCEES

##### a) Definition

##### 1. Considered as “OFFICIAL” in a permanent way are:

- a) The ASN Coordinator.
- b) The Executive Bureau members.
- c) The National Secretariat members.
- d) The Specialized Committees members.
- e) The powers and duties of the “OFFICIAL” are defined in Article 11 of the International Sports Code.

##### 2. Considered as “Official” in an event are:

- a) Chairmen of the Organisation Committees.
- b) Stewards of the Meeting.
- c) **Secretary to the Stewards.**
- d) FIA Delegates, if appointed; (*i.e.*; *Sporting delegate, Safety delegate, Medical delegate, Technical delegate, and Media delegate*).
- e) ASN Sporting Delegate.
- f) Race Director (*applicable in circuit races only*)
- g) Clerk of the Course.
- h) Deputy Clerk of the Course.
- i) The assistants to the Clerk of the Course.
- j) The Secretary of the Event.
- k) The Safety Officer (compulsory for each event).
- l) Chief Medical Officer.
- m) The Competitors Relations Officer(s).
- n) The Media Relations Officer(s).
- o) Scrutineers.
- p) The Special Stages ~~Directors~~ **Commanders** (in rallies).
- q) Timekeepers.
- r) Pit Observers (**in circuits**).
- s) Track/Road Marshals.
- t) Flag Marshals.
- u) The Starters.
- v) Finish Line Judges.
- w) Results Officers.
- x) Judges of Fact.

##### b) Criteria of acknowledgement

To obtain an “OFFICIAL” licence, the interested personnel have to fulfil the following requirements:

1. Minimum age of 21 years.
2. To be of perfect standing.

3. Commitment to satisfy the requirements needed in order to perfectly execute the job which is entrusted to them.
4. Knowledge of the International Sporting Code (and its appendices), the General Prescriptions applicable to the FIA Championships, the National Sporting Code.
5. To hold his/her responsibilities only in official Motor Sport event(s) which has (have) been authorised beforehand by the ASN.
6. To complete the licence form addressing it to the ASN National Secretariat.

**c) Validity**

The validity of the “OFFICIAL” licence expires on December 31st of the current year.

In case of serious misconduct(s) during the event(s), the disciplinary power of the ASN will take necessary sanctions towards the “OFFICIAL” licence holder.

## **CHAPTER IV- OFFICIALS**

### **Article 1 – CLERK OF THE COURSE**

The conditions required for choosing a Clerk of the Course by the National Sporting Commission (CSN), are the following:

1. To be a holder of the “OFFICIAL” licence and, except having an exemption, must have no connection with any team, trade or industry which benefits in a direct or indirect way from the results of the competition, as per the International Sporting Code.
2. Aging minimum 25.
3. To be of perfect standing.
4. To have exercised this position before or being a deputy or an assistant of a Clerk of the Course on two different occasions during the two preceding years, and this must be in the same motor sport domain for which it postulates a new designation
5. If the criteria of the above paragraph 4 is not achieved, he will still be able to exercise the function as a Clerk of the Course in one of the following cases:
  - a) To obtain a justified exception from the Executive Bureau.
  - b) In the case of another motor sports than the one he has already been Clerk of the Course, deputy or assistant, to be assisted by an experienced person - Clerk of the Course deputy or assistant - in that field.
6. To know perfectly the itinerary ad/or the course he is running.
7. Ensure contact with the stewards, senior officials, special stages directors, team leaders as well as other important concerned personnel monitoring and supervising essential obligations in the competition
8. To be accepted by the ASN.
9. The duties and authorities of the Clerk of the Course are quoted in the Articles 11.11 of the International Sporting Code.



## Article 2 – STEWARDS OF THE MEETING

### a) Definition

The Stewards of the Meeting are appointed by the Executive Bureau.

All the Stewards of the Meeting members have to respect the present Statutes. Any possible modification of it falls within the competence of the ASN Coordinator.

### Duties and authorities

The duties and authorities of the Stewards of the Meeting are quoted in the Articles 11.8 and 11.9 of the International Sporting Code.

### b) Chairman of the Panel

He who presides the Meeting; the ASN Coordinator will appoint for each event inscribed in the sporting calendar a Chairman of the Panel.

The Chairman of the Panel will draw up at the end of each event a report to the ASN coordinator concerning:

1. -The running of the event.
2. -An assessment appreciation on the work of his team members.

The Chairman of the Panel is only responsible towards the ASN coordinator.

### c) Nomination of FIA stewards and ~~observers~~ officials for foreign events

The stewards as well as ~~observers~~ other officials requested by the FIA or an ASN to officiate abroad are beforehand confirmed or appointed by the Executive Bureau. ~~In case of emergency~~ However, the ASN coordinator ~~will~~ may, at his own discretion, carry out the confirmation or the appointment.

## Article 3 – TRACK OR ROAD MARSHALS AND TIMEKEEPERS

1. The director and members who are appointed by the ASN coordinator supervise the Road Observers Commission.
2. The duties of timekeepers shall be in accordance with Article 11.13 of the International Sporting Code, the Clerk of the Course has timekeepers ensuring the accurate timing of the course.
3. The duties of timekeepers shall be in accordance with Article 11.15 of the International Sporting Code, the Clerk of the Course has track or road marshals and flag marshals, stationed along the track/road(s) ensuring proper surveillance of the course.
4. The Track or Road Marshals and Timekeepers appointed during the Lebanese events inscribed in the National and International Calendar are **ONLY** those who are licensed by the ASN. The Marshals / Timekeepers Commission will appoint them.
5. The Marshals / Timekeepers Commission are solely responsible for their formation, training, and selection.

## Article 4 – TECHNICAL CONTROL (SCRUTINEERING)

1. Scrutineering of the vehicles by the Technical Control Commission is obligatory for all events.

2. In Rallies: the pre-event scrutineering will be of general aspect (Brand, Group, Class and the conformity of the vehicle in accordance with the traffic code). A post-event scrutineering, at the discretion of the Stewards of the Panel, could be done at the finish of an event in a Parc Fermé.
3. As for scrutineering convocations, a separate timetable will be given in a bulletin, before each event, and posted on its official notice board.

#### **Article 5 - INCOMPATIBILITY OF THE OFFICIALS**

It is incompatible for Organising Committee members and/or any person who fulfils a function, to participate in an event as competitor or driver.

Except in cases duly recognised by the CSN, an Official will be excluded of this rule.

### **CHAPTER V - MOTOR SPORTS EVENTS**

#### **Article 1**

In order to organise a motor sport event, the following must be fulfilled:

1. To be recognised by the ASN.
2. To be registered in the ASN National Sporting Calendar for the current year.
3. To present a written request for an Organisation License at the ASN secretariat at least TWO MONTHS before the planned date of the event. This request must include:
  - a) The names and functions of the proposed persons to form an Organisation Committee, and the address of the committee.
  - b) A draft of the Supplementary regulations that has to include an introduction in conformity with Article 3.5 of International Sporting Code. “This motor sports event will be run in compliance with the International Sporting Code (and its appendices), the General Prescriptions applicable to all FIA Rally (or other) Championships and the National Sporting Regulations issued by National Sporting Commission of the Automobile and Touring Club of Lebanon.”
  - c) For Rallies, an itinerary, Road Book (with Time Controls, Special Stages, Regroupings, Service Areas, Refuelling Zones, timings, etc...) as well as the eligible vehicles taking part in the event.
  - d) For Hill-Climbs and Speed Tests: A detailed description of the track.
  - e) The organisation fees:
    - ONE MILLION U.S. DOLLARS (1'000'000.- U.S. \$) or their equivalence in Lebanese Pounds by each Formula 1 event.
    - THREE HUNDRED THOUSAND U.S. DOLLARS (300'000.- U.S. \$) or their equivalence in Lebanese Pounds by each Formula “E” event.
    - FIVE THOUSAND U.S. DOLLARS (5'000.-US Dollars) or their equivalence in Lebanese Pounds multiplied by the coefficient of the event should it be a Rally, Cross Country Rally or 4x4 event.
    - FIVE THOUSAND U.S. DOLLARS (5'000.-US Dollars) or their equivalence in Lebanese Pounds by each Karting event.
    - FIVE THOUSAND U.S. DOLLARS (5'000.-US Dollars) or their equivalence in Lebanese Pounds by each Speed Test event.

- FIVE THOUSAND U.S. DOLLARS (5'000.-US Dollars) or their equivalence in Lebanese Pounds by each Cup or miscellaneous motor sports event(s).
  - This amount will be refunded in full if the VISA is not granted.
  - **The ASN Coordinator may, at his own discretion, amend the above mentioned fees.**
4. During all authorised motorsports event(s) (including the official qualifications sessions), the Club and/or Organising Group as well as the members (competitors and drivers) duly licensed will have to be effectively insured, by companies approved by the Lebanese authorities that guarantee Civil Liability for all corporal and material damages caused to third parties without prejudicing other guarantees imposed by the ASN and/or local authorities. This policy should be provided to the ASN before the start of any Motor sport event(s).
  5. To present to the ASN the related final report, seven days at the latest after the event.

### **Article 2**

The ASN **Coordinator** provides the Organising Licence(s) on a special printed form. However, a letter approving the Supplementary Regulation can have effect of an Organising Licence, in proviso that the Organising Committee have to conclude all the required before the start.

**REMARK:** In compliance with the International Sporting Code, the event(s) details (Publication, Entries, Supplementary Regulations, Itinerary, etc...) should not be declared before the issuing of the Organising Licence by the ASN coordinator. Any breach of this rule will result in rejecting the Organising Licence demand.

### **Article 3**

Any demand which contains a false statement shall be considered null and void and the signatory may be judged guilty of improper conduct and moreover the entry fee may be forfeited. Thus, he will not be able to organise any motor sport event for at least a one year period.

### **Article 4**

No event can be organised in Lebanon without an Organisation Licence (VISA) issued by the ASN Coordinator and the A.T.C.L. competent administrative authorities, even for the reserved events.

### **Article 5**

Any motor sport event organised by a Club and/or Group not registered at the ASN will be considered as unauthorised; any person participating in this event will be sanctioned by the ASN.

Any event that is not included in the National Sporting Calendar is forbidden to all licence holders.

### **Article 6**

Any given information judged guilty of causing harm to the motor sport by a recognised Organising Club and/or Group will result in a sanction by the ASN.

### **Article 7**

The NATIONAL SPORTING CALENDAR it is established by the ASN at the beginning of the year, it covers all motor sport events intended for the period between January 1<sup>st</sup> and December 31<sup>st</sup>.

This calendar can be modified during the year by the Executive Bureau.

### **Article 8**

To register a motor sport event in the National Sporting Calendar, any Organising Club and/or Group duly recognised by the ASN will have to present a request that should include the event name, type and the proposed date accompanied by the total amount of the registration fees of five hundred U.S. Dollars (500.- U.S.\$) or their equivalence in Lebanese Pounds.

### **Article 9**

The registration demands for the National Sporting Calendar will have to be presented at the ASN Secretariat before the November 30<sup>th</sup> of each year. After which, any demand will not be accepted unless it does not conflict with any other event in the National Sporting Calendar.

Any belated registration or a belated date modification will be penalized by an additional FIVE HUNDRED U.S. DOLLARS (500.- U.S. \$) or their equivalence in Lebanese Pounds

The ASN Coordinator reserves to himself the right to refuse the registration of an event in the National Sporting Calendar without stating the reasons for such refusal.

Any event that is already registered in the National Sporting Calendar and run during the preceding year will get registration priority in the Sporting Calendar for the succeeding year. These priority rights expire if the event was not registered and run for two consecutive years.

### **Article 10**

In case an Organising Club and/or Group wishing to postpone or cancel a registered event from the National Sporting Calendar, the ASN should be notified by a written letter, at the latest, FOUR weeks(4) before the stipulated date of that event. Failing to do so will impose a penalty by the ASN which may go as far as withdrawing the Organisation Licence for the current year. The cases of force majeure will be examined and recognised, by the ASN, on case by case basis.

### **Article 11**

The registration of an event in the National Sporting Calendar does not force the automatic obtaining of the Organisation Licence that must be obtained in order to run the event.

## Article 12

In case of dispute between two Organising Clubs and/or Groups about these regulations, the Executive Bureau holding the hearing, called upon by either parties, would rapidly adopt the appropriate measures.

## **CHAPTER VI - THE DISCIPLINARY AND JUDICIAL JURISDICTION**

### Article 1- GENERAL PRINCIPLES

1. The ASN has the unique disciplinary and judicial jurisdiction concerning the motor sport in Lebanon.
2. If a person has a mandate for a judicial jurisdiction and is involved in a submitted issue that contradicts with his/her initial function, this jurisdiction will be withheld until issue has been solved.
3. The judicial power in first instance issues, is exercised by:
  - a) The Stewards of the Meeting settling claims and/or disputes that might arise during the running of an event.
  - b) Other Disciplinary and Judicial Commissions:
    - i. The Motor sports Disciplinary Commission:
      - It is competent to settle any dispute having a direct or indirect relation with Competition Licence holders' attitude in Motor Sports - in general or during their activity throughout any event - or towards CSN members and/or personnel while carrying out their duties and functions.
      - It is competent to give any decision concerning any pecuniary obligation to the CSN.
      - Nevertheless, in no case the Motor Sports Disciplinary Commission may rule in facts that happened later than two years.
    - ii. The Special Disciplinary Commission.  
It is competent to settle disputes between CSN members and/or personnel as well as issues that do not concern racing facts.
4. The National Appeal Court sits in appeal against a sentence(s) or other decision(s) pronounced by the Stewards of the Meeting or any Disciplinary Commission.
5. The ASN Coordinator can, on his own initiative, introduce the measures and appeals he judges necessary through the CSN representative in the various Disciplinary Commissions.  
The appeal must be lodged within the deadlines mentioned in the Internal Regulations, Chapter VI, Article 20 of the present Code.
6. The hearings are public unless otherwise determined harmful to the Motor Sport.
7. The CSN representative in the Disciplinary Commission along with the Moderator shall inform the Disciplinary Commission in charge about the details of the case in hand.
8. The Disciplinary Commission must justify its verdict that should be informed to the concerned as soon as possible.
9. The President, of any competent jurisdiction in relation with the ASN, will decide the language to be used in the hearings, the minutes, the summons,

etc... however, if deemed necessary the President will allow the use of another recognised language.

10. Fees, fines and administrative expenses:

a) Fees:

The fees are only refundable in case of a total acquittal, if not the said fees will be handed over to the ASN. Nevertheless, except for the ASN coordinator and/or the ASN competent authorities, all proceedings must be accompanied by the appropriate fees.

b) Fines:

The fines are collected by the concerned competent authorities.

c) Administrative expenses:

For judicial proceedings - except for the Stewards of the Meeting - the administrative expenses charged and collected by the ASN are as follows:

- On first instance: ~~L.L. 2'000'000.-~~ U.S. \$1'500.-
- On Appeal: ~~L.L. 5'000'000.-~~ U.S. \$4'000.-

11. Doping:

It is forbidden to participate in Motor Sports events under the influence of doping. The forbidden substances are listed in the FIA International Sporting Code, Appendix A, Article 4.

12. Incompatibilities:

- a) Any person having participated in the deliberations of a certain sentence in First Hearing cannot deliberate in the same case Appeal.
- b) Executive Bureau members as well as the different competent jurisdictions members in relation with the ASN cannot act as counsellors to any of the involved parties.
- c) The role of a Steward, called to testimony in a certain case, must be restricted to the witness role.
- d) All principal judges, as well as their substitutes or deputies, can, except in case of incompatibility, be designated to participate in any competent jurisdictions.

## Article 2: DISCIPLINARY REPRESENTATIVE

The disciplinary Representative is the person in charge of arranging any disciplinary case.

His job is, upon every file concerning either the Disciplinary and Judicial Commission or the National Court of Appeal, to:

- a) Inform the involved parties about any file that concerns them, as well as, if need be, the chairman of the concerned commission.
- b) Gather all the documents and add them to the file.
- c) Obtain, in written, the statements issued by any person who might be able to provide some elements to the file (witnesses, people aware of the file, organisers, officials, competitors, drivers, etc...) as well as, if need be, the statements of any technician if he considers it to be necessary.
- d) Perform a primary control concerning the claim and the appeal proceedings.
- e) Insure of the appropriate fees settlement.
- f) Forward the file to the Moderator.
- g) Set the date of the hearing after consulting with the Moderator.

The Disciplinary Representative is entitled to attend all the hearings; He will answer any question might be asked by the presiding Judge; He also could give verbal observations to the attended court.

The Disciplinary Representative can also be a Moderator.

After considering the elements of the file in question, the Disciplinary Representative provides a written report to the disciplinary body nominated by the ASN, within a maximum period of seven days from its referral.

### **Article 3: THE MODERATOR**

The Moderators represent the ASN towards the Disciplinary and Judicial Commission or the National Court of Appeal. They should be lawyers unless otherwise specifically assigned by the competent authority. They are designated by the Executive Bureau and the Disciplinary Representative.

The function of the Moderator is to:

- a) Set up a preliminary inquiry of the case for which he was nominated.
- b) Concoct a file, as complete as possible, containing the existing elements that should consent the Judicial Authorities to judge the case.
- c) Check that all concerned persons, whom should be present at the hearing, are summoned.
- d) Present the occurred facts.
- e) To deliver his opinion concerning the facts and about the responsibilities. Whenever a case is brought by the Executive Bureau, the Moderator, as a representative of the latter, is entitled to request the application of a sanction.
- f) Verify that the decision is notified; the fees and fines are reimbursed or recuperated.

The Moderators cannot introduce a case or lodge an appeal.

Any Moderator having participated in the deliberations of a certain sentence in First Hearing can deliberate in the same case Appeal.

### **Article 4: THE RECORDS**

The Disciplinary Representative and the National Secretariat, in coordination with the Stewards of the Meeting and the Moderators, will update the records of all the disciplinary decisions related to each case, as by alphabetical order of the offenders. These records are strictly confidential and cannot be consulted except by the ASN Coordinator, the Chairman of the Panel as well as by the Chairmen of the Disciplinary Authorities.

### **Article 5: JURISDICTION**

The Disciplinary Power is exercised in Lebanon by:

- The ~~National Commission of the~~ Stewards of the Meeting **of a certain event that is the subject of litigation.**
- The Disciplinary and Judicial Commission.
- The National Court of Appeal.

The decisions and verdicts of the different competent jurisdictions should be in conformity with the provisions of the following documents:

- a- The FIA International Sporting Code and its appendices, the Bulletins issued by the FIA, the General Prescriptions **or Sporting Regulations.**

- b- The National Prescriptions and its appendices, as well as the Supplementary Regulations of each event.

#### **Article 6: INFRINGEMENTS - BREACHES**

Beside the breaches to the documents mentioned in article 5, the following are to be considered as infringements:

- a) Any corruption or any corruption attempt, whether active or passive, towards any person having an official function in a Motor Sport event or having any role related to a Motor Sport event.
- b) Any attempt or act concerning the entry or the participation in a Motor Sport event, by an inadequate person and/or with an ineligible vehicle.
- c) Any fraudulent act(s) or illegal procedure(s) related to a Motor Sport event or to Motor Sports in general.
- d) Any act or behaviour susceptible to be detrimental to the interests of the National Sporting Commission, of the FIA or of the Motor Sports in general.
- e) Any dangerous, reckless or non-sportive behaviour during a Motor Sport event, qualifications or reconnaissance.

Any person physical or moral and/or entity whom organises, enters and takes part as a competitor or as an official in a Motor Sport event that is not organised in conformity with the FIA International Sporting Code and its appendices, the Bulletins issued by the FIA, the General Prescriptions and/or with the ASN National Prescriptions and its appendices can be disqualified (suspended for lifetime) and loses the right:

- To obtain any ASN and/or FIA license.
- To remain or become a member in a club or a racing team recognised by the ASN.

It is advised to license holders wishing to participate in a Motor Sport event, even so it seems doubtful or is known to be a tourist event, to ask the prior opinion of the ASN in submitting the Supplementary Regulations related to the event in question.

The same sanction could be inflicted to a licence holder who takes part in a foreign Motor Sport event without having got the approval of the ASN.

Any licence holder who violates one of these provisions is subject to one of the penalties stipulated by Article 7 hereafter.

#### **Article 7 - SCALE OF PENALTIES**

- a) Reprimand (blame).
- b) A pecuniary fine.
- c) ~~Exclusion~~ Disqualification.
- d) Temporary Suspension of the OFFICIAL Sporting Licence.
- e) ~~Disqualification~~ Exclusion (permanent suspension)

The last two sanctions are inflicted by the Motor Sports Disciplinary and Judicial Commission or by the National Court of Appeal. The sentence will result in the exclusion of the named licence holder from the motor sports championship in which the infringement has been committed.

#### **Article 8 - THE APPLICATION OF PENALTIES**

The penalties mentioned in Article 7, here above, are imposed by all competent jurisdictions in relation with the ASN.



## Article 9 - PENALTIES

- a) Reprimand (blame).  
Three consecutive reprimands or blames within three consecutive years will lead to sanctions, up to licence temporary or permanent withdrawal pronounced by the ASN.
- b) A pecuniary fine.
1. The maximum amount of a pecuniary fine is 5'000.- U.S. \$ or its equivalence in Lebanese Pounds.
  2. The named licence holder must pay the pecuniary fine within 48 hours of the sentence notification, unless otherwise additional measurements will be incurred.
- c) ~~Exclusion~~ **Disqualification**:
1. ~~Exclusion~~ **Disqualification** forbids the person concerned to take part in any particular competition, or in several sporting competitions of a same meeting in addition to the right of any applicable points.
  2. The pronounced ruling shall entail in:
    - The loss of the entry fees which shall accrue to the Organisers.
    - The restitution of any trophy, cup or prize obtained.If ~~exclusion~~ **disqualification** is pronounced by the Stewards of the Meeting whilst the provisional final classification has already been posted on the Official Notice Board, the succeeding competitor, in this classification, will replace the excluded party; consequently those following will advance a position. Only the Stewards of the Meeting are entitled to decide otherwise.
- d) Temporary Suspension of the OFFICIAL Sporting Licence.
1. A person or body shall be said to be suspended when they have for a certain period been forbidden to take part, by the ASN, in any competition let it be national or international.
    - i. If the suspension is national, the ASN will clearly mark thereon by means of a heavy stamp the words "NON VALID FOR LEBANON". At the expiry of the period of national suspension, the marked licence will be exchanged for a clean licence.
    - ii. If the suspension is international, the concerned shall hand back their licence to their ASN which shall not return it to them until the period of international suspension has expired.  
In both the above cases, any delay in handing back the licence shall be added to the term of suspension.  
This will start the day of the suspension notification to the concerned party.
    - iii. A sentence of suspension pronounced by an ASN is effective only on the national level.
    - iv. The competent jurisdictions in relation with the ASN decide whether the suspension leading to the invalidation of a type of a licence (entrant, driver, co-driver, etc...) leads to the invalidation of other types of licences of which the holder might have obtained.
  2. The national or international suspension may be pronounced with deferment. The competent jurisdiction would decide the period during which the deferred sentence will remain in application.  
It is to the competent jurisdiction to relinquish the right of deferment

3. Suspension shall also render null and void any previous entry made for any competition, within the territory of the ASN, which may take place during the term of such suspension and shall also entail the forfeiture of the fee payable for any such entry.
4. After the execution of half of the sentence pronounced by the competent jurisdictions, the ASN may adjourn the remaining part of the suspension.
- e) ~~Disqualification~~ **Exclusion** (permanent suspension)  
A sentence of ~~disqualification~~ **exclusion** shall entail the permanent loss for the person disqualified of any right to take part in any capacity whatsoever in any competition, except in cases provided for under Articles 170 and 183.  
A sentence of ~~disqualification~~ **exclusion** can be pronounced only by an ASN, and will be reserved for offences of exceptional gravity. It shall render null and void any previous entry made by the person ~~disqualified~~ **excluded** and shall entail the forfeiture of entry fees.

## **Article 10 - THE PROCEDURE**

### **a) Stewards of the Meeting**

1. The hearing of all parties concerned in an incident which had happened during a motor sport event shall take place as soon as possible and in a succinct manner. The parties concerned shall be summoned to appear at the hearing, and may be accompanied by witnesses. The stewards of the meeting must ensure that the summons has been personally received by all persons concerned.  
In the absence of any concerned party or of their witnesses, judgment may be made by default. In this case, he will be notified by a registered letter.
2. The Stewards of the Meeting shall render their decisions to the parties concerned in writing. However, their notification should be done promptly or within 48 hours at the latest.
3. In case of a grave infringement, by a competitor, the Stewards of the Meeting may decide to transfer the case before a higher competent jurisdiction; i.e. The Motor Sports Disciplinary and Judicial Commission
4. In the event of any protest being lodged whose outcome might modify the classification of the competition; the Stewards of the Meeting shall only publish a provisional classification and shall withhold all prizes until final decision concerning the protest (including appeals as laid down in Chapter XIII) has been reached.  
However when a protest may affect only part of the classification, such part as is not affected by the protest may be published definitively, and the corresponding prizes distributed. In that case, the list of awards and prizes must be published provisionally and bear the wording “Subject to Protest or Appeal”.
5. If following any particular circumstances, it is impossible for the organisers to make a classification of the event in a reasonable term, they have to send, within 48 hours after the finish of the event, the results to each competitor by a registered letter. Any competitor can lodge a protest within 48 hours after reception of the letter.

**b) The Disciplinary and Judicial Commission and the National Court of Appeal**

1. Every summon shall be in writing or by any other electronic means (*i.e.*; *email, ...etc*), and signed or acknowledged it's receipt by the summoned party or by their authorised agents (lawyer(s), counsellor(s), etc...) sent and received at least 72 hours before the date of hearing. In the absence of any concerned party or of their witnesses, judgment may be made by default.
2. The concerned parties as well as the officials may be accompanied by witnesses for the hearing. The penalized party will bear the transportation fees of the witnesses called upon by the ASN.
3. The competent jurisdiction in relation with a certain case will deliberate behind closed doors in the absence of non-concerned personnel. All members are bound by the secrecy of the deliberations.
4. Except in case of force majeure, the right of deferment can only be requested once, the duration of this deferment shall not exceed a period of 3 days.
5. The Disciplinary and Judicial Commission and the National Court of Appeal shall pronounce their ruling within a maximum period of 7 days starting the day of the hearing. When the hearing is deferred, the term is extended a duration equal to that of the deferment.  
Nevertheless, in case of failing to reach a decision, within a definite time, the concerned Disciplinary and Judicial Commission is declined the jurisdiction over the case in hand and the file is forwarded to the National Court of Appeal.

**Article 11 - THE RIGHT OF PROTEST**

- a) The Stewards of the Meeting shall examine any protest pertaining to facts or acts that might happen during the running of an event; The Disciplinary and Judicial Commission and the National Court of Appeal shall examine any other protest.
- b) The right of protests can only be exercised by competitors who are duly entered in the event, or by their representatives holding written proxy (original documents to be presented) and who consider being harmed by whatever decision, act or function by an organiser, official, another competitor(s), driver(s) or any other physical and/or moral person being involved in the event in which he is participating in or has had already participated.
- c) ~~Every competitor is authorised~~ **The right to protest lies only with a competitor; nevertheless, an official** acting in his official capacity, may even in the absence of a protest take such official action as the case warrants.  
A competitor wishing to protest against more than one fellow competitor must lodge as many protests as there are competitors involved in the action concerned.
- d) A single protest against more than one competitor will not be accepted.

**Article 12 - LODGING OF PROTEST**

- a) At the risk of being rejected, every protest shall be written and signed, clearly mentioning the date as well as the time of the protest submittal. It should be addressed either to the Clerk of the Course or the Stewards of the Meeting.

- b) At the risk of being inadmissible, every protest shall be accompanied by ~~500.- U.S. \$~~ €1'000.- or its equivalence in Lebanese Pounds, excluding the Formula "E" and Formula One (FI) events.

This fee may only be returned if the protest is upheld.

Furthermore, if a protest is based on the nonconformity of a competing vehicle, the provisions of the Internal Regulations, Chapter VI, Article 14 of the National Sporting Code will be applied.

- c) All protests shall be submitted to the Competitor Relations Officer (C.R.O.) or to the Clerk of the Course whom will forward it to the Stewards of the Meeting.

### Article 13 - PROTEST TIME LIMIT

Protest time limit shall be in compliance with Article 13.3 of the 2018 International Sporting Code.

- ~~a) A protest against the entry of a competitor, driver or against the length of the course must be lodged, at the latest, two hours after the closing time for the official scrutineering of the vehicles.~~

~~Should scrutineering take place in another country than that of the organiser any official from the ASN of this other country is entitled to accept the protest and forward it as soon as possible to the stewards of the meeting, together with their justified opinion if they deem it necessary.~~

- ~~b) A protest against a decision of a scrutineer or weighing official shall be lodged by the competitor in question immediately after such decision has been made.~~

- ~~e) Protests against any error or irregularity occurring during a competition, referring to the non-compliance of vehicles with the regulations and concerning the classification established at the end of the event shall, except in circumstances which the stewards of the meeting consider as physically impossible, be made at the latest within thirty minutes (30 min.) of the publication of the Provisional Final Results.~~

### Article 14 - DISMANTLING OF DIFFERENT PARTS OF A CAR

- a) If the protest is based on the nonconformity of a competing vehicle the following criteria will rule:
1. The protest must clearly point to one or more levels that are mentioned here below in paragraph b) - "dismantling levels".
  2. The competitor must specify in his protest the level he requires to be applied.
  3. For any required level, the claimant must pay the organiser the appropriate dismantling fees, as stipulated here below.

The dismantling and re-assembly fees of different parts of a vehicle are valid for all Groups and Classes.

The tariff of labour in force for the current year is 100.- U.S. \$ per hour or its equivalence in Lebanese pounds. The non-reusable parts except for the gaskets will not be taken into account.

- b) Dismantling levels:

1. **Level 1-** (10 hours)

- Suspension.
- Tires.

- Steering.
  - Bodywork.
  - Braking system.
  - Electrical installation
  - Reports without dismantling the gear box and differential.
2. **Level 2** – (20 hours)
    - Transmissions.
    - Gear box.
    - Differential.
  3. **Level 3** – (10 hours)
    - Cylinders capacity.
  4. **Level 4** – (20 hours)
    - Cylinder head and manifold (carburetor, valves, admission, exhaust, volumetric ratio)
  5. **Level 5** – (50 hours)
    - Complete dismantling of the engine.

If the protest aims for many dismantling levels, the deposit will be calculated by adding the amount of the fixed sums for each level as per the above mentioned rates.

It is compulsory for the dismantling and control procedures to be carried out in the workshops designated by the Stewards of the Meeting. These procedures will commence at the end of the event by the competitor mechanic or by another employed by the designated workshop, except in the case of force majeure.

c) Remarks

1. The competitor whose vehicle is ordered for dismantling has to empty its cooling circuit as soon as he is notified.
2. The dismantling levels 1, 2 and/or 3 will be completed within 48 hours.
3. The competitor or his mechanic shall execute the dismantling in presence of the Technical Control Commission members and at least one of the Stewards of the Meeting delegated to the event. No other personnel may attend the dismantling procedure.

The Technical Controllers shall verify the measurements, weight, profiles, graphs, etc... of dismantled pieces. They will check/tick the cases set on the list – type, in 4 copies, corresponding to the appropriate dismantling level.

4. At the conclusion of dismantling procedure the document shall be signed by one Technical Controller, one Steward and the competitor in question or his representative.

When a final decision concerning conformity/non-conformity of the vehicle has been reached, the financial settlement of the dispute will be carried out as per the following:

4.1 **First case** - The claimant protest is upheld:

- a) The claimant is fully reimbursed.
- b) The competitor against whom the protest is lodged will:
  - i. Bear the dismantling fees.
  - ii. Loose his classification in the concerned event.

- iii. Lose all the points acquired during this championship (only in the case of non-conformity in cylindrical capacity).
  - iv. Pay an equal sum of the dismantling level fees to the National Sporting Commission.
  - v. Deferred to the Disciplinary and Judicial Commission.
- 4.2 **Second case** - The claimant protest is unfounded:
- a) If the expenses incurred by the protest (scrutineering, transport, etc...) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to them.
  - b) The competitor against whom the protest is lodged must be acquitted.
- 4.3 **Third case** – If the dismantling of a vehicle had been decided by the Stewards of the Meeting:
- a) If the vehicle was not found in conformity with the with the technical regulations (Appendix J of the International Sporting Code and/or Appendix C of the National Sporting Code) First case paragraph b) will be applied.
  - b) If the vehicle was found in conformity with the technical regulations, the competitor will be reimbursed the dismantling level fees by the CSN in accordance to the rates in the above mentioned Article 14.

#### **Article 15 - REFUSAL OF DISMANTLING**

Any refusal by a competitor to submit to a dismantling order within the conditions and time set by the Stewards of the Meeting, leads to his disqualification notwithstanding other penalties that may incur by the competent jurisdictions in relation with the ASN. The expenses incurred by the work and by the transport of the vehicle shall be borne by the blameworthy competitor in question.

He loses all the acquired points in the motor sports championship in which the infringement has been committed and he is excluded from the latter.

#### **Article 16 - INADMISSIBLE PROTESTS**

Protests against decisions made by the judges of fact in the exercise of their duties, as laid down in Article 13.7 of the International Sporting Code, will not be admitted.

A single protest against more than one competitor will not be admitted.

“Collective” protests, i.e. signed by many competitors, will not be admitted.

#### **Article 17 - JUDGMENT**

The court of appeal, national or international, may decide that the penalty or other decision appealed against should be waived, and, if necessary the penalty mitigated or increased, but it shall not be empowered to order any competition to be re-run. Judgements of the Court of Appeal shall be reasoned.

All parties concerned shall be bound by the decision reached, subject to the conditions of a protest or an appeal laid down in this Code but, neither the stewards of the meeting nor the ASN shall have the right to order that an event be re-run (Articles 8.8, 13.9 and 15.5 of the International Sporting Code).

### **Article 18 - ACTS OF BAD FAITH AND FALSE TESTIMONY**

Moreover, if it is proved that the author of a protest has acted in bad faith or the witnesses has stated a false testimony, the ASN may inflict upon them one of the penalties laid down in the Internal Regulations, Chapter VI, Article 7 of this Code.

### **Article 19 – THE RIGHT TO APPEAL**

Any Office Bearer, Competitor, Entrant, Driver, Co-Driver, Official, etc... upon whom or which a penalty or any other decision has been imposed under this Code by the Stewards of the Meeting, the National Sporting Commission or the Disciplinary Judicial Commission shall have a right of appeal to the National Court of Appeal provided that he informs within the deadlines:

- a) The competent jurisdictions that pronounced the penalty of the intention to lodge an appeal;
- b) The National Sporting Commission of the decision to lodge an appeal.

The ASN Coordinator has the right to lodge an appeal against decisions taken by either the Stewards of the Meeting and/or the Disciplinary and Judicial Commission. The National Court of Appeal shall be convened by the National Secretariat of the National Sporting Commission (CSN) on receipt of a valid request of appeal.

### **Article 20 – FORM OF THE APPEAL – GUARANTEES**

#### **a) Form of national appeal**

1. **In compliance with the 2018 FIA International Sporting Code**, in the case of an appeal against a decision taken by the Stewards of the Meeting: The right to bring an appeal to **the ASN expires 96 hours from the moment the stewards are notified of the intention to appeal** on condition that the intention of appealing has been notified in writing to the stewards of the event **WITHIN ONE HOUR of the publication** of the decision.

This appeal may be brought by fax or by any other electronic means of communication with confirmation of receipt. Confirmation by a letter of the same date is required (International Sporting Code, Article 15.3).

The appeal ~~fee~~ **deposit** must be paid within **96 hours** counting from the moment the stewards are notified of the intention to appeal. Failing this, the appellant's Licence will automatically be suspended until payment has been made.

The ASN must give its decision within a maximum of 30 days.

All parties concerned shall be given adequate notice of the hearing of any appeal. They shall be entitled to call witnesses, but their failure to attend the hearing shall not interrupt the course of the proceedings.

2. In the case of an appeal against a decision taken by the Disciplinary and Judicial Commission:  
By a registered letter or by any other electronic means (*i.e.; email, ...etc*), addressed to the National Secretariat of the National Sporting Commission (CSN) and sent within 7 days of receiving the written notification of the decision taken by the Disciplinary and Judicial Commission.

3. In the case of an appeal lodged by the ASN Coordinator:  
By a registered letter or by any other electronic means (*i.e.*; *email*, ...*etc*), addressed to the National Secretariat of the National Sporting Commission (CSN) and sent within 7 days of receiving the written decision taken.

The National Secretariat of the National Sporting Commission (CSN) will urgently send the said appeal to the competent jurisdiction.

**b) Guarantees**

Except for the ASN coordinator and/or the CSN competent authorities, the confirmation of an appeal to an ASN must be accompanied by **U.S. \$4'000.-** ~~5'000'000.-~~ (say only ~~five million Lebanese pounds~~ **Four Thousand U.S. Dollars**). This **fee deposit** becomes due from the moment the appellant notifies the stewards of the intention of appealing, and remains payable even if the appellant does not follow up the declared intention to appeal.

If the appeal is rejected or if it is withdrawn after being brought, no part of the appeal fee shall be returned.

If judged partially founded, the fee may be returned in part, and in its entirety if the protest is upheld.

Moreover, if it is proved that the author of the appeal has acted in bad faith or the witnesses has stated a false testimony, the ASN may inflict upon them one of the penalties laid down in the Internal Regulations, Chapter VI Article 7 of this Code.

In the case of an International Appeal, the rules of the FIA International Court of Appeal will be applied.

**Article 21 – IMPLEMENTATION OR SUSPENSION OF AN APPEAL**

The appeal is normally deferral. However, the Stewards of the Meeting and the competent jurisdictions in relation with the ASN have are therefore entitled to decide whether the penalty is to be implemented, notwithstanding any appeal.

The competent jurisdictions will take in consideration the seriousness of the breach committed as well as the risks that will lead by the participation of the penalised in any competition throughout the period between the decision of first instance and the decision of the Court of Appeal.

In the case the penalty is implied fully or partially suspended, the duration of the probationary period is 2 years.

**Article 22 – SPORTING DISPUTES**

The competent jurisdictions in relation with the ASN, solely exercise their authority in resolving disputes regarding to Motor Sports events (entrants, drivers, etc...) and/or any disputes which might arise between its members (organisers, officials, etc...) or in relation to any of its members having contravened the obligations laid down by the present Code.

The competitors, entrants, drivers, organisers and officials cannot address, in any case, the penal jurisdictions, civil and/or commercial, to settle or rule in a motor sport dispute.

These sporting regulations should be strictly respected in an approved manner.

Any breach of this rule will result in the in the guilty party being ~~disqualified~~ **excluded** by the competent jurisdictions in relation with the ASN.



By the fact of his commitment, the competitors, entrants, drivers, etc... exempt the A.T.C.L, ASN, CSN, National Secretariat, and their employees as well as the organisers, officials each one of them in particular and their representatives, of any responsibility and/or liability in connection with lawsuits, expenses, claims, accidents, injuries (superficial or mortal), complaints related to mortal injuries, losses or damages to themselves and/or to their assets, whatever the consequences are by entering or occurring during their participation in Motor Sport events, whether they are or are not, direct or indirect consequences of negligence or an error of the said organisers, their representatives or their employees, the A.T.C.L, ASN, CSN, National Secretariat, etc...

## **CHAPTER VII - ENFORCEMENT OF THE CODE**

### **Article 1**

The organisers must strictly conduct all events with the present rules and prescriptions.

No excuse, based on the ignorance of the present Code, the International Sporting Code and its appendices, by the organisers, officials, entrants, competitors, drivers, etc... as well as any person correlated with the Motor Sports, will be admitted.

### **Article 2**

The ASN is the holder of the sporting power (International Sporting Code, Articles 1.4, 1.5, and 1.6) shall be empowered to decide any matter raised within its territory and concerning the interpretation of this Code, provided that these interpretations do not contradict interpretations and/or clarifications given by the FIA.

### **Article 3**

In the event of a dispute concerning the interpretation of various translations of the present Code, the English text alone shall be considered as the official text.

### **Article 4**

The ASN reserves the right to alter this Code at any time and periodically to revise the Appendices thereto.

This present Code supersedes and replaces all the previous issued editions and come into force on **January 1<sup>st</sup> 2018**.

**This page has been left blank intentionally.**