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UKRAINE CHALLENGE 2017

DEVELOPED
by the Working Group of the MSC FAU
on Trial and Jeep Sprint

APPROVED
by the Working Group of the MSC FAU
on Off-Road Competitions

AUTOMOBILE FEDERATION OF UKRAINE
MSC FAU WORKING GROUP ON OFF-ROAD COMPETITIONS

METHODOLOGICAL MANUAL

on the organization of the work of judges of fact and marshals in the TRIAL

Prepared taking into account the standards and methodological recommendations of the international Rainforest Challenge (RFC) seriesand experience in conducting the RFC Ukraine National Series

MARCH 2017

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ADDITIONAL MATERIALS

For better understanding of the information, it is recommended to watch the video version of the seminar, which contains additional cases and practical examples. For access to materials or consultations, please contact the authors of this manual:

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PURPOSE AND OBJECTIVES OF THE METHODOLOGICAL MANUAL

This methodological manual is designed to train judges of fact and marshals who ensure compliance with the rules in trial competitions. The main objectives of the manual are:

- Providing clear instructions on the performance of the duties of judges and marshals.
- Defining the rules of judging and criteria for evaluating participants.
- Developing standards for safe work on the field.
- Developing algorithms for the interaction of judges with marshals, the secretariat, medical services and competition participants.
- Ensuring a high level of objectivity and transparency of the judging process.

Compliance with these standards contributes to raising the level of competition, improving interaction between all participants in the process, and ensuring fair sportsmanship.

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WHAT IS A TRIAL?

Trial is one of the most difficult disciplines of off-road motorsport, which requires athletes to have high skill, technical training, and the ability to control the car in difficult conditions. **The main goal of the competition** – overcoming a specially prepared course with natural or artificial obstacles, while avoiding mistakes that could lead to penalty points.

Races are held in specially designated areas where **complex obstacles are set up**: steep climbs and descents, deep holes, steep slopes, rocky areas, fords, narrow passages between obstacles, etc. Participants must not only skillfully drive the car, but also strategically evaluate the route in order to complete the course with a minimum number of penalties and within the set time limit.

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WHAT DIFFERS TRIAL FROM OTHER DISCIPLINES?

Trial vs. Trophy Raid

- Trophy Raid – these are long-term competitions that involve navigation, overcoming swampy areas, and prolonged off-road driving.
- Trial – these are short sections with technically difficult obstacles that require maximum precision in driving.

Trial vs. Jeep-Sprint

- Jeep-Sprint – these are speed discipline where victory depends on the speed of completing the course.
- Trial – It's not about speed, it's about navigating obstacles correctly and controlling the car precisely.

Trial vs. Cross-country rally (rally raids)

- Cross-country rally – these are multi-kilometer stages with navigation and high speeds.
- Trial – these are local technical trails where the ability to maneuver in a limited area is important.

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ROLE OF JUDGES OF FACTS AND MARSHALS IN A TRIAL

Judges of fact and marshals are the main persons responsible for the direct control of competitions on the track. They perform the following functions:

- **Recording the passage of special sections** – monitor compliance with the rules while the crews are driving along the track.
- **Control of violations and fines** – evaluate the actions of participants, record violations and assign penalty points.
- **Ensuring safety** – they ensure that participants and spectators are not exposed to danger, monitor the boundaries of the route and inform about possible risks.
- **Interaction with the Chief Judge and Secretariat** – transmit official protocols, results and reports for correct scoring.
- **Communication with participants** – explain decisions, inform about the rules and procedure of the competition, and prevent conflict situations.

Without the coordinated work of judges of fact and marshals, objective evaluation of results and fair distribution of places in competitions are impossible.

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REQUIREMENTS FOR JUDGES AND MARSHALS: PHYSICAL, TECHNICAL AND PSYCHOLOGICAL TRAINING

- **Physical training**
  - Endurance and ability to work in difficult weather conditions.
  - Quick reaction and mobility to move along the route.
  - Ability to provide first aid (recommended to take appropriate courses).
- **Technical training**
  - Knowledge of trial rules and national regulations.
  - Ability to work with referee documents and electronic results recording systems.
  - Understanding the design features of off-road vehicles and their behavior on the track.
- **Psychological preparation**
  - Ability to make decisions quickly in stressful situations.
  - Ability to remain impartial and objective, even under pressure from participants and spectators.
  - Developed communication skills to interact effectively with other judges, athletes and organizers.

CODE OF JUDGES AND PRINCIPLES OF FAIR JUDICIAL ADMINISTRATION.

A trial judge must adhere to ethical standards that ensure the objectivity and impartiality of the competition. The main principles include:

Honesty and objectivity

- The judge has no right to support any team or athlete.
- The assessment should be based only on the facts recorded during the race.

Transparency of decisions

- All decisions must be clearly justified in accordance with the regulations.
- In case of controversial situations, the decision is made collectively, with the involvement of the head judge.

Observance of sports ethics

The use of rude or offensive language towards participants is prohibited.

- Interaction with pilots should be correct and polite.

CODE OF JUDGES AND PRINCIPLES OF FAIR JUDICIAL ADMINISTRATION.

Confidentiality and professionalism

- Judges must not discuss their decisions or insider information with third parties.
- All decisions are recorded in the minutes and forwarded to the competition secretariat.

Respect for the regulations

The competition regulations are the main document that defines the rules of the game.

- Judges and marshals are required to comply with all its provisions without exception.

Adherence to these principles guarantees a high level of competition organization and creates conditions for fair sports competition.

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ORGANIZATIONAL STRUCTURE OF THE JUDICIARY IN THE TRIAL

System of referee control at competitions

The judging system in the trial is based on the distribution of responsibilities between different categories of judges (officials), who ensure control over compliance with the regulations and rules of the competition. The judging system consists of:

- **Chief Judge (Competition Director)** – responsible for the overall coordination of the referee's work, making final decisions on controversial issues, and monitoring compliance with the rules.
- **Judges of fact** – judges who are directly at the special sections (SS) and record violations, adherence to the route, passage time and other indicators.
- **Marshals** – responsible for organizing order on the track, informing participants, signaling about danger and interacting with other judges.
- **Technical stewards** – persons who check the technical condition of the cars before the start and monitor compliance with technical regulations.
- **Competition Secretariat** – a group that handles results processing, documentation, and communication between judges and participants.

Effective coordination between these links ensures transparency, fairness, and security of the competition.

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ORGANIZATIONAL STRUCTURE OF THE JUDICIARY IN THE TRIAL

Functions of judges of fact and marshals

Judges of fact and marshals perform key functions in the trial judging process.

Functions of judges of fact:

- Recording all crew actions in a designated area of responsibility.
- Measuring the time of passing special sections (SS).
- Evaluating pilots' maneuvers and determining the presence of violations.
- Recording penalty points and other data in protocols.
- Transferring results to the competition headquarters.
- Interaction with marshals and other judges to coordinate work.

Marshals' functions:

- Positioning on the route and organizing the safe passage of stages.
- Signaling danger, obstacles or emergency situations.
- Assisting crews in navigating the route (without interfering with the result).
- Coordination of order at the start, finish and at checkpoints.
- Interaction with the medical service in case of accidents or dangerous incidents.

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ORGANIZATIONAL STRUCTURE OF THE JUDICIARY IN THE TRIAL

Interaction with other judges and competition staff
Judges of fact and marshals are part of the overall refereeing structure and must interact effectively with other referees and the staff. Basic principles of communication:

- **Real-time information exchange** – The judges of fact transmit data to the headquarters about the completion of the stages, recorded violations, and results.
- **Regular briefings before competitions** – The chief judge conducts a briefing for the entire judging team, explaining the specifics of the course, the rules of judging, and the algorithm of actions in controversial situations.
- **Coordination with technical stewards** – exchange of information on the technical condition of vehicles and compliance with technical regulations.
- **Protocol transfer** – After the competition is over, the judges of fact and marshals transfer all entries to the secretariat for the calculation of the overall results.

The joint work of all referee categories ensures the prompt resolution of conflict situations, the objectivity of refereeing, and the accuracy of results.

ORGANIZATIONAL STRUCTURE OF THE JUDICIARY IN THE TRIAL

Powers and responsibilities of judges

Judges of fact and marshals have clearly defined duties, in accordance with the regulations of the competition.

Powers of judges of fact:

- Record the passage of crews through special sections, note violations.
- Assign penalties according to the penalty table.
- Require the termination of the crew's participation in case of gross violation of the rules.
- Transfer the results to the headquarters for processing and official counting.

Responsibility of judges of fact:

- Adhere to sports ethics and maintain impartiality.
- Prepare documentation promptly and correctly.
- Transfer results to headquarters in a timely manner.
- Avoid personal bias or unfounded decisions.

ORGANIZATIONAL STRUCTURE OF THE JUDICIARY IN THE TRIAL

Powers and responsibilities of judges

Judges of fact and marshals have clearly defined duties, in accordance with the regulations of the competition.

Powers of marshals:

- Organize control over the movement of crews along the route.
- Signal potential dangers and ensure order.
- Coordinate evacuation in case of accidents or malfunctions.
- Transfer information about violations to the judges of fact.

Marshals' responsibilities:

- Clear execution of orders of the chief judge and organizers.
- Ensuring the safety of crews and spectators.
- Prompt communication with other judges.

Adherence to these duties and rules contributes to the transparency of judging and the minimization of conflicts during the race.

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ORGANIZATIONAL STRUCTURE OF THE JUDICIARY IN THE TRIAL

Criteria for selection to the competition stages

The appointment of judges of fact and marshals for competitions is carried out in accordance with their qualifications, experience and level of training.

The main criteria are:

- **Experience in judging trials or other off-road disciplines** (at least 1 year of practice for judges of fact).
- **Taking official training courses** (seminars), (recommended by the national federation).
- **Physical training** (ability to work in difficult conditions without losing concentration).
- **Understanding rules and regulations** (mandatory test before admission to judging).
- **Ability to work in a team and adhere to the code of judicial ethics.**
- **Approval of the appointment from the head judge of the competition.**

Judges are appointed for each stage separately, taking into account the specifics of the route, the level of difficulty of the race and previous experience in judging.

A well-coordinated appointment system allows for the formation of a competent judging team that ensures fair and objective evaluation of participants.

ORGANIZATIONAL STRUCTURE OF THE JUDICIARY IN THE TRIAL

Appointment of officials for trial competitions

The appointment of judges, competition director and chief secretary is regulated by relevant FAU documents and is carried out in accordance with the approved procedure. In accordance with the **"Regulations on Motor Sports Judges"** and other regulatory documents, the appointment of key persons is based on the following criteria:

1. Appointment of judges of the Board of Sports Commissioners (BSC)

- Head of the College of Sports Commissioners (BSC is assigned by **Committee of Officials FAU**, one of the sports commissioners is appointed **By the MSC FAU working group on trials and jeep sprint.**
- If the appointed BSC chairman **is unable to attend,** the competition organizer has the right to independently decide on his replacement.
- BSC members are responsible for **monitoring compliance with the rules, reviewing protests, evaluating the decisions of the refereeing body, and approving the final results**.

ORGANIZATIONAL STRUCTURE OF TRIAL JUDGING
Appointment of officials for trial competitions

2. Appointment of the Competition Director

- The Competition Director is appointed by the competition **organizer from a list approved by MSC FAU.**
- His main responsibilities are **controlling the organization of the race, compliance with the regulations, and coordinating the actions of judges and officials**.
- He is responsible for **ensuring the safety of participants, spectators and staff**, as well as for the proper conduct of the event.

3. Appointment of the Chief Secretary of the Competition

- The Chief Secretary **is also appointed by the organizer** from among officials who have the appropriate qualifications and licenses.
- His role includes **organizing document flow, maintaining protocols, and approving official results.**
- The Chief Secretary **collaborates with the BSC, the Competition Director and other officials**, coordinating administrative processes.

ORGANIZATIONAL STRUCTURE OF THE JUDICIARY IN THE TRIAL

Appointment of officials for trial competitions

4. Appointment of technical commissioner

- The Technical Commissioner of the competition **is appointed by the MSC FAU Disciplinary Committee** from a list of officials who have the appropriate qualifications.
- He is responsible for **monitoring the technical condition of vehicles, their compliance with regulations and checking equipment.**

5. Procedure for approval and evaluation of the work of officials

- The appointment of officials for the Ukrainian Championships is carried out by MSC FAU, which reviews the candidacies and approves the list of persons before each season.
- After the competition, the competition director, chief secretary, and BSC submit a **report** evaluating the work of the officials and their compliance with the regulations.
- FAU maintains a **rating system** of judges and officials, taking into account their experience and performance during the race.

Thus, **appointment of key persons for competitions is a regulated process that ensures high-quality and professional refereeing, adherence to sporting principles and the safety of the event.**

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MAIN TASKS OF JUDGES OF FACTS AND MARSHALS

Judges and marshals are key figures in ensuring fair and safe trials competitions. Their main tasks include monitoring the passage of special sections, recording violations, recording results and ensuring general control over the situation on the track.

Referees and marshals play a key role in ensuring the **fairness, transparency and safety of competitions**. Their main tasks are to control the passage of the routes, record violations, work with protocols and quickly respond in case of dangerous situations.

Clear interaction between judges, competition staff and participants is the key to a successful race.

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MAIN TASKS OF JUDGES OF FACTS AND MARSHALS

Control of passing special sections. One of the main functions of judges of fact and marshals is **control over the passage of crews through special sections (SS)**.
This process includes:

- **Observing each crew** from the start to the finish.
- **Verifying the compliance of the crew's movement with the established route,** including correct passage through checkpoints.
- **Recording any deviations from the route,** for example, cutting off the route, entering outside the designated area, or using unauthorized methods to overcome obstacles.
- **Assessment of the use of equipment:** winches, trucks, tire cutters and other aids that may affect the passage of the SS.
- **Fixing the time of passing the special section,** if this is provided for by the regulations.

In case of violation of the rules, the referee has the right to apply penalties according to the penalty table.

MAIN TASKS OF JUDGES OF FACTS AND MARSHALS

Recording violations and penalty points

Recording violations is a critically important task that must be performed as accurately and objectively as possible.

Main types of violations:

- **Technical violations** – non-compliance of the vehicle with regulations, malfunction or use of unregistered equipment.
- **Route violation** – leaving the special section, cutting off the route, driving beyond the established checkpoints.
- **Violation of safety rules** – lack of seat belts, helmets or improper use of safety cables.
- **Sports injuries** – using outside assistance, obstructing other crews, gross violations of sporting ethics.

MAIN TASKS OF JUDGES OF FACTS AND MARSHALS

Observation of the behavior of pilots and navigators

Referees and marshals also perform a **control function regarding the discipline of competition participants.** Main aspects of control:

- Compliance with the **code of sports conduct** (prohibition of aggressive behavior, rude remarks towards judges, opponents or spectators).
- Absence of **conflicts between crews** while passing the tracks.
- Use of **permitted means of communication** for interaction between pilot and navigator.
- Compliance with the rules of the start, finish and passing checkpoints.
- Behavior during emergency situations (correct crew response to dangerous circumstances, signaling problems, correct use of technical assistance).

In case of violation of these rules, penalties or disqualification of the crew may be applied.

MAIN TASKS OF JUDGES OF FACTS AND MARSHALS

Working with protocols and recording results. Each crew must have **clearly recorded results**, which are entered into the protocols. **Main documents**:

- **Judges of fact cards** – personal records of judges about the crews' passage of special sections.
- **Penalty information** – tables with accrued penalty points and violations.
- **Checkpoint cards** – recording the crew's passage through mandatory control zones.
- **Final protocols** – a summarized document with final results submitted to the competition headquarters.

Algorithm of work:

1. The fact judges fill out the **individual crew cards.**
2. After the special stage is completed, the data is transmitted **to the headquarters** for scoring.
3. If there are any controversial points, the fact judge must explain his decisions to the head judge.
4. After the final analysis, the data is entered into the **official results.**

MAIN TASKS OF JUDGES OF FACTS AND MARSHALS

Emergency notifications

During the competition, emergencies may arise that require immediate response from judges and marshals.

Possible situations:

- **Crew accident** (car overturns, breakdown).
- **Fire or technical malfunction** on the track**.**
- **Crew leaving the safe zone.**
- **Deteriorating weather conditions that threaten safety.**
- **Medical incidents (injuries to the pilot, navigator or spectators).**

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MAIN TASKS OF JUDGES OF FACTS AND MARSHALS

Algorithm of actions of judges and marshals in case of emergency situations:

1. **Immediate radio communication** to the chief judge or organizers about the situation.
2. **Threat assessment and ensuring the safety** of the crew, spectators and staff.
3. **Stopping traffic on a special section,** if the situation requires emergency intervention.
4. **Calling rescue services or medical assistance,** if there are victims.
5. **Recording the circumstances of the event** in the protocols and, if necessary, transmitting photo or video materials.
6. **Ensuring order at the scene of the accident,** avoiding panic and chaotic actions.

Judges of fact and marshals must be prepared to work in extreme conditions and clearly know their functions in the event of emergency situations.

METHODOLOGY FOR EVALUATING RESULTS AND PENALTIES

Correct and objective evaluation of trial results is the basis of fair competition. This section discusses key scoring methods, penalty mechanisms, and appeal procedures.

Basic principles of evaluating results. In trials competitions **the main goal is to complete the course with the minimum number of penalty points**. Each mistake made by the crew is recorded by the judges and marshals and added to the overall result.

The evaluation is carried out according to the following criteria:

1. **Passing a special section (SS)** – correct route, compliance with checkpoints.
2. **Obstacle passing technique** – use of auxiliary equipment (winches, trucks, etc.).
3. **Compliance with safety rules** – use of belts, helmets, correct behavior on the track.
4. **Accuracy of crew actions** – does it violate traffic rules, the start and finish algorithm?

If the crew has fulfilled all the requirements of the regulations, its result is **0 penalty points.**

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METHODOLOGY FOR EVALUATING RESULTS AND PENALTIES

1. **Minor violations (5-10 points)**
   - Knocking down a milestone or breaking a control tape.
   - Minor violation of the movement trajectory (for example, driving two wheels outside the zone).
   - Delaying the start up to 30 minutes.
2. **Moderate violations (20-50 points)**
   - Using a winch unnecessarily (if the regulations do not allow it).
   - Going outside the special section with more than two wheels.
   - Obstructing other participants.
   - Being late for the start for more than 30 minutes.
3. **Major violations (100 points or disqualification)**
   - Using third-party assistance (unless otherwise provided for by the regulations).
   - Lack of seat belts or helmets while driving.
   - Refusal of the crew to obey the demands of judges or marshals.
   - Use of alcohol or drugs before the start.
   - Fraud or manipulation of crew documents.

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METHODOLOGY FOR EVALUATING RESULTS AND PENALTIES

Disputed situations and appeals of decisions. Sometimes crews may disagree with the judges' decisions. For this purpose, **an appeal procedure is provided,** which includes the following stages:

1. **Preliminary discussion with the judge of fact**
   - The participant may contact the judge immediately after passing the special section.
   - The judge explains his decision and shows the records in the protocols.
2. **Official protest**
   - If the crew disagrees with the decision of the fact judge, they have the right to submit a written protest to the chief judge.
   - The protest must be submitted **no later than 30 minutes after the publication of the preliminary results.**
3. **Consideration of the protest by the chief judge**
   - The protest is considered by the chief judge and the organizing committee.
   - If necessary, photo or video materials are used.
4. **Final decision**

   After considering the protest, a final decision is made, which is not subject to appeal.

   If a crew files **unfounded or false protests,** it may receive **a penalty of up to 50 points** or be disqualified.

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ROAD SAFETY AND ACTIONS IN DANGEROUS SITUATIONS

Basic principles of road safety. All judges and marshals must adhere to the following principles:

1. **Control area**
   The judge of fact and the marshal must always stay in the designated safe area and stay away from the track while the crew is moving.
   - If it is necessary to move, it is worth using signaling devices to attract the attention of participants.
2. **Crew behavior control**
   - Participants in the competition are required to follow safety rules, use helmets, seat belts and special equipment.
   - The judges have the right to prevent the crew from starting if violations are detected.
3. **Distance and location of spectators**
   Spectators must not be in dangerous areas of the track.
   - Marshals are required to ensure that people do not cross control lines and do not enter dangerous areas.
4. **Interaction with medical services**
   - A medical team must be present at each stage of the competition.
   - In the event of an accident or injury, the judge or marshal must immediately call the medics and record the event in the protocol.

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ROAD SAFETY AND ACTIONS IN DANGEROUS SITUATIONS

Dangerous situations and action algorithm. Judges and marshals must be prepared for emergency situations and know how to act in the following cases:

1. **Car rollover**
   - **Judge's action:** immediately notify headquarters, check the condition of the crew, call for medical assistance (if necessary).
   - **Marshal's action:**ensure the safety of the area, organize the evacuation of the crew, and help remove the obstacle from the route.
2. **Car fire**
   - **Judge's action:** notify headquarters, record the situation, coordinate the actions of the marshals.
   - **Marshal's action:** use a fire extinguisher, ensure that other participants and spectators are kept away.
3. **Car breakdown or getting stuck**
   - **Judge's action:** assess the situation, allow or prohibit the use of auxiliary equipment (winches, cables).
   - **Marshal's action:** monitor the correctness of the crew's actions, avoid the intervention of third parties.
4. **Crew misconduct**
   - **Examples:** Intentional obstruction of other participants, aggressive behavior, deception of judges.
   - **Judge's action:** record the violation, enter it in the protocol, and notify the head referee.
   - **Marshal's action:** ensure calm and control over the situation, prevent conflict.

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ROAD SAFETY AND ACTIONS IN DANGEROUS SITUATIONS

Signaling and communication

For the effective work of judges and marshals, a communication system is used:

Сигнал	Дія
Піднята рука	Зупинка екіпажу
Помах жовтим прапором	Попередження про небезпеку
Червоний прапор	Негайна зупинка змагань
Два короткі сигнали свистка	Увага екіпажу
Довгий свисток	Припинення руху

Judges and marshals are required to respond to signals in a timely manner and ensure that the crews follow them.

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ROAD SAFETY AND ACTIONS IN DANGEROUS SITUATIONS

Basic signals and marshal commands. Marshals play an important role in monitoring compliance with the rules of the competition. They use **special signals and commands** that must be understood by all participants in the competition.

🚩 **Main signals and their meanings:**

🔴 **Red flag** – immediate stop of traffic due to danger on the road.

🟡 **Yellow flag** – warning of possible danger warning.

🔵 **Blue flag** – The crew must give way to a faster opponent.

⚪ **White flag** –There is a maintenance vehicle on the road.

🏁 **Checkered flag** – finish line.

📣 **Common voice commands:**

✅ «STOP!» – immediate cessation of crew movement.

✅ «LET THEM!» –The pilot must clear the way for another participant.

✅ «DANGER!» – Urgent notification of a critical situation on the highway.

✅ «EVERYTHING IS CLEAN!» – The marshal confirms that there are no obstacles on the special section.

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ROAD SAFETY AND ACTIONS IN DANGEROUS SITUATIONS

Interaction with other services. To ensure safety, judges and marshals work closely with:

- **By the medical team** – to provide assistance in case of injuries.
- **Technical Committee** – to monitor the condition of cars.
- **Organizers** – to make operational changes to the route, regulations, etc.
- **Chief judge** – to coordinate actions in controversial situations.

Responsibility for violation of safety rules. Violation of safety rules by crews or spectators may result in penalties or disqualification.

The most serious violations:

- Refusal of the crew to obey the judges' signals (fine up to 100 points).
- Use of faulty equipment (disqualification from the start).
- Presence of spectators in prohibited areas (stoppage of the competition).

All such cases must be recorded in the protocol and forwarded to the chief judge.

DOCUMENT FLOW AND RESULTS RECORDING

Documenting and maintaining documentation is an integral part of the work of the judging panel. Every action of the crew on the track must be recorded in appropriate documents to ensure transparency of results and avoid controversial situations.

Filling out protocols by judges of fact

Judges of fact are responsible for clear and correct documentation. The main requirements for filling out protocols:

- **Accuracy and legibility** – records must be clear and accurate.
- **Efficiency** – information is entered immediately after the event.
- **Objectivity** – only factual data without personal judgments.
- **Time fixation** – accurate timing for each crew.
- **Separate column for comments** – the ability to indicate non-standard situations.

All protocols must be signed by the judge who conducted the recording.

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DOCUMENT FLOW AND RESULTS RECORDING

Main types of judicial documentation. The work of judges and marshals involves maintaining several basic types of documents:

1. **Protocols of passing the special section (SS)**
   - The start and finish times of each crew are recorded.
   - Special moments during the route are noted (stuck, stopped, use of aids).
2. **Penalty protocols**
   - All violations of the regulations and the corresponding penalty points are recorded.
   - The grounds for the fine are specified.
3. **Judges of fact cards**
   - Used for quick entry of results by the judge directly on the track.
   - After passing the special section, they are handed over to the chief judge.
4. **Protest and appeal protocols**
   - Filled in case of a protest by the participants.
   - Record the essence of the dispute, the position of both parties and the decision of the judging panel.
5. **Crew carnets**
   - Personal crew cards, which indicate the results of each special stage.
   - Used to control the accumulation of penalty points.
6. **Official summary of the competition**

   The final document, which contains the results of all crews, is signed by the chief judge.

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POINTS WITH COORDINATES OF SPECIAL SECTIONS

A	B	C	D
	PROTO		
	ДЕНЬ 2		
№	N	E	Примечание
7	49 57.7273	36 04.1076	
10	49 55.4296	35 59.9702	
19	49 57.9011	36 04.7072	25 мин
22	49 57.9091	36 04.6437	25 мин
23	49 57.8710	36 04.5201	
26	49 55.2785	35 59.8189	25 мин
ФИНИШ	49 57.8823	36 04.6537	

CARNET FORMATION

What are carnets and how to issue them in a trial?

Carnet – This is an **official crew document** used to record the time of special stages (SS) and penalties during trial competitions. It is a key document for the judges who monitor compliance with the regulations and the accuracy of the results.**Carnet structure: what does this document contain?**

1. Basic information about the crew:

- Crew number.
- Vehicle category (e.g. ATV, Proto, Modified, etc.).
- Start time, finish time and standard time for completing the course.

2. Special stages (SS) passing table:

- **Special section number (SS)** – determines the stage of the race.
- **Passage time (Time for SS)** – the time the crew spends on a specific special section is recorded.
- **Penalties (fines)** – Violations are recorded that lead to additional time or deductions in the overall rating.

CARNET FORMATION

What is a carnet used for? Fixing the start and finish times of a crew –allows you to control whether the crew has met the standard time.**Determination of fines and penalties** – If the crew commits a violation, it is entered in the carnet and taken into account when calculating the overall result.**Control of passing special sections** – The crew cannot miss a mandatory route point.

Documentary reporting for judges – The carnets are transferred to headquarters for the final counting of results. **How does the process of working with carnets work?**

Before the start **the crew receives a carnet** with all the necessary records about the special sections. After passing each special section, the judges **record the time and penalties** in the carnet. At the end of the competition, the carnets are transferred **to the chief secretary** , who enters the data into the general database. If the crew has **questions or controversial points** , the judges can refer to the carnet as an official document for checking the results.

Thus, the **carnet is a key document** that ensures **transparency, control and accuracy of results calculation in trial competitions**.

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CARNET FORMATION

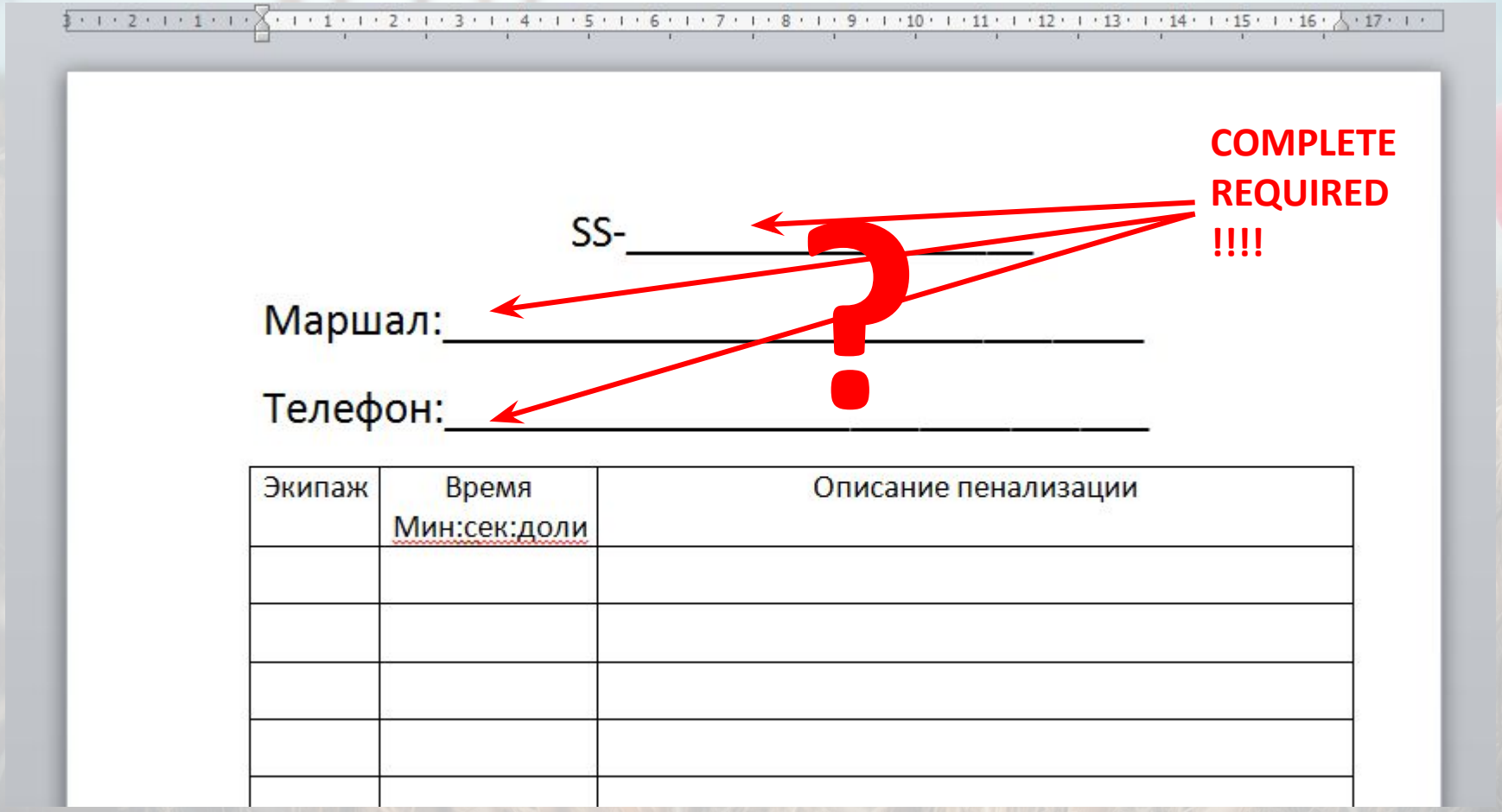
КАРНЕТ СД-1

Номер экипажа	КАТЕГОРИЯ:	ATV
	Время старта:	
1	Норма времени:	7 часов
	Время финиша:	

Сіренко Богдан / Музик Олег

Номер SS	Время на SS	Пенализация	Пенализация	Пенализация
SS 1				
SS 4 25 минут!				
SS 5				
SS 7				
SS 8				
SS 14				
SS 18				
SS 20 25 минут!				
SS 25 25 минут!				
SS 26 25 минут!				

DOCUMENTS FOR MARSHALS



Экипаж	Время Мин:сек:доли	Описание пенализации

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DOCUMENTS FOR MARSHALS

РАПОРТ СУДДІ

Я, _____

суддя посту _____

рапортую про нижче наведене: _____

_____

_____

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STARTING IN A TRIAL: BASIC RULES AND PROCEDURES

The importance of the start in a trial. The start is a key stage in the special stage, as it is here that the judges record the correctness of the crew's preparation, the technical condition of the car, and compliance with the regulations. The correctness of all subsequent time measurements and recording of results depends on a correct start.

Judge's actions at the start

- Controls the location of the car on the starting line (between the control posts).
- Checks whether the driver and navigator are inside the car and fastened with seat belts (if there is no water obstacle on the special section).
- Makes sure that all devices that may affect the result (winches, jacks, etc.) are in the permitted position.
- Records the start moment on the stopwatch after pressing the “start” button by the pilot or at the command of the judge.
- Controls that the start takes place without outside assistance.

Main violations at the start and their consequences:

- **Premature start (false start)** – penalty of 20 points.
- **Failure to follow the starting procedure (incorrect crew position, seat belts not fastened, etc.)** – a fine or even disqualification from the start is possible.
- **Intervention by third parties or technical assistance during the start** – 20 point penalty or disqualification.

The judge at the start must carefully monitor all the actions of the crew, record possible violations and promptly transmit information to the competition headquarters.

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STARTING IN A TRIAL: BASIC RULES AND PROCEDURES

6.3.1.1. The start judge controls the following: when the car is on the starting line (between the left and right posts from which the SS starts), and the second driver (coach) is fastened with seat belts (in case there is no water on the SS) inside the car. The first driver (pilot) *leaves* the car and presses the "start" button on the stopwatch fixed on the control post, gets into the car and fastens his seat belts (in case there is no water on the SS). After that, the car starts moving. Violation of the start algorithm is pedaled - DNF is awarded only 20 points.

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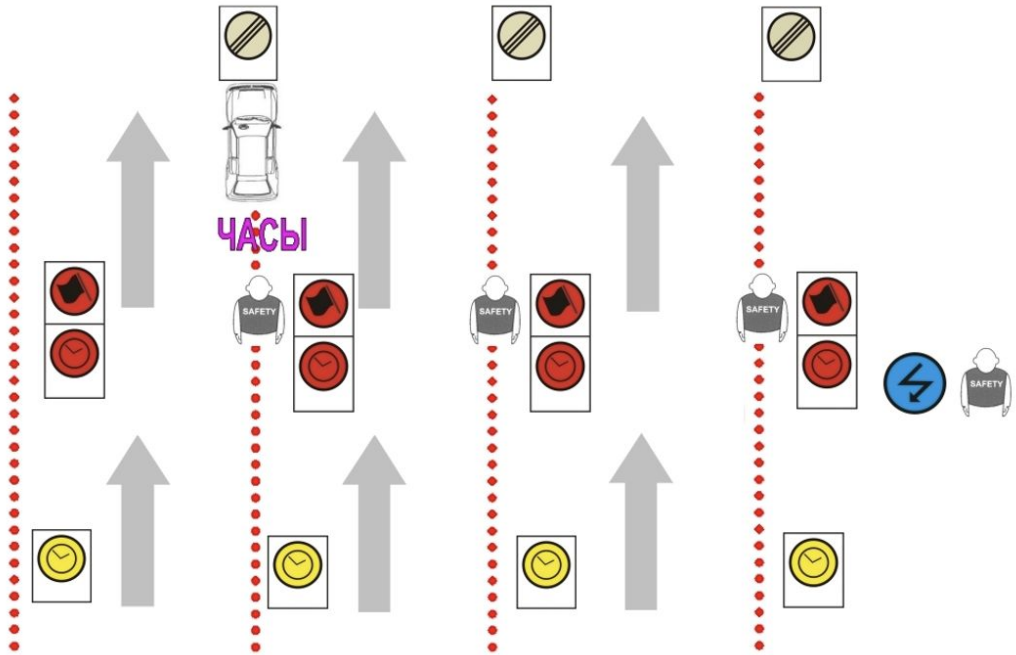
STARTING IN A TRIAL: BASIC RULES AND PROCEDURES

СИСТЕМА ОРГАНІЗАЦІЇ БЕЗПЕКИ
НА ПОСТУ «СТАРТ ЗД1, ЗД 2» г.Купянск

Позиція:
GPS-координати: N 49 43,824 E 37 38,876



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FINISHING IN TRIAL: BASIC RULES AND PROCEDURES

The value of finishing in a trial The finish is a critical stage in the passage of a special section (SS), as it is here that the final result of the crew is recorded. It is important that the car crosses the finish line according to the rules, and the judges record the exact time and possible violations.

Judge's actions at the finish line

- Controls whether the car has completely crossed the finish line (between the control posts).
- Records the crew's finish time using a stopwatch or electronic chronometer.
- Checks that the crew is in the car, fastened with seat belts (if there is no water obstacle).
- Evaluates the correctness of the finishing procedure, including stopping in the control zone, if it is provided for by the regulations.
- Notes possible violations, such as incorrect entry into the finish zone, third-party assistance, etc.

Main violations at the finish and their consequences

- **Finish without crossing the control line with the front axle of the car** – penalty of 50 points.
- **Finish with violation of the finishing procedure (incorrect stop, incorrect crew position)** – penalty of 20 points.
- **Third party assistance or interference during the finish** – 20 point penalty or disqualification.

The finish judge must quickly and clearly record the results, monitor compliance with the rules and, if necessary, provide information for consideration of possible protests.

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FINISHING IN TRIAL: BASIC RULES AND PROCEDURES

6.3.1.2. At the finish of the SS, the Judge controls the following: when the car has crossed the finish line with at least the front axle, which is located between the left and right towers at which the SS ends, and the second driver (navigator) is fastened with seat belts (in case there is no water on the SS) inside the car. The first driver (pilot) leaves the car and presses "stop" on the stopwatch fixed on the control tower. Violation of the finish algorithm - DNF is awarded only 20 points.

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STOPWATCH IN TRIAL: RULES FOR USE AND RESPONSIBILITY OF JUDGES

The value of the stopwatch in trials

The stopwatch is the main tool for recording the time of passing a special section. The fairness of the judging and the calculation of the participants' results depend on the accuracy of its indicators.

Judge's actions during the start and finish

- The start judge starts the stopwatch simultaneously with the crew's movement.
- The finish judge stops the stopwatch at the moment when the front axle of the car completely crosses the finish line.
- The time is recorded in the protocol and transmitted to the headquarters for calculating the overall result.

Violations and sanctions

- **Early stop of the stopwatch** due to the fault of the crew or judges – penalty 20 points.
- **Stopwatch manipulations** (e.g. restarting) – DNF for the crew.
- **(Finishing time not recorded** due to technical error – review of results by the judging panel.

The judge working with the stopwatch bears full responsibility for the accuracy of the measurements and their correct entry in the documentation.

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STOPWATCH IN TRIAL: RULES FOR USE AND RESPONSIBILITY OF JUDGES

6.3.1.3 Premature stopping of the stopwatch or action by the crew **that caused the stopwatch reading to be cancelled** is pedaled - DNF is awarded only 20 points.

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DIRECTION OF TRAFFIC ON SS: IMPORTANCE OF FOLLOWING THE ROUTE

Determining the direction of movement

Each special stage (SS) has a clearly defined direction of movement, which is established in accordance with the route diagram and agreed upon by the marshals. Participants are required to strictly adhere to this route.

Marshals' responsibilities

- Installation of information signs regarding the direction of movement.
- Informing crews about the features of the route before the start.
- Monitoring compliance with the direction of movement and recording violations.

Sanctions for violating the direction of traffic

- **Departure outside the permitted trajectory** – penalty of 20 points.
- **Reverse movement (against the established movement)** – crew disqualification (DNF).
- **Skipping a checkpoint or significantly shortening the route** – penalty points or disqualification at the decision of the judges.

Maintaining the correct direction of movement is critical not only for fair judging, but also for the safety of all participants.

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DIRECTION OF TRAFFIC ON THE HIGHWAY: THE IMPORTANCE OF KEEPING THE ROUTE

6.3.1.4 The direction of movement at the SS is indicated by the movement scheme at this SS or the marshal of this SS.

Violation of the direction of movement at the SS is penalized

-

DNF is awarded only 20 points

EQUIPMENT | INVENTORY AND ITS CORRECT USE IN TRIAL

Inventory 1: Equipment use

📌 **Regulatory requirements**:

- All rigging equipment must be **securely fastened** before starting at the SS.
- The crew has the right to use **only the equipment** that is in the car when **crossing the starting line**.
- **After the finish** no crew equipment should remain on the track.

📌 **Violation**:

- If after the finish the crew left rigging on the track or used equipment that was not in the car at the start.
- **Penalty:** DNF, 20 points.

6.3.1.9. All equipment must be securely fastened during the start at the SS. During the SS, the crew has the right to use only the equipment that was on board the car when crossing the starting line. During the finish, no crew equipment should remain within the SS. In case of violation of these requirements, a DNF penalty of only 20 points is accrued.

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EQUIPMENT | INVENTORY AND ITS CORRECT USE IN TRIAL

Inventory 1

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EQUIPMENT | INVENTORY AND ITS CORRECT USE IN TRIAL

Inventory 1

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EQUIPMENT | INVENTORY AND ITS CORRECT USE IN TRIAL

Inventory 2: Winch and cable fixation

📌 **Regulatory requirements:**

- **Winch cable**, the extension cord or sling must not be located inside the car or buggy.
- **The winch end hook** shall be **secured** to the vehicle.
- **The winch cable** shall be **wound onto the winch drum** or **secured to the exterior panels.**

📌 **Violation:**

- Incorrect placement of the winch cable or loose hook at the finish.
- **Penalty:** DNF, 20 points.

During the start and finish, the winch cable, extension or sling attached to the winch cable must not be in the interior of the vehicle or buggy. During the finish, the winch hook (or other element that performs the function of a hook) must be attached to the vehicle, and the winch cable must be wound onto the winch drum or be located on the external panels of the vehicle.
In case of violation of these requirements, a DNF penalty of only 20 points will be assessed

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EQUIPMENT | INVENTORY AND ITS CORRECT USE IN TRIAL

Equipment 2

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EQUIPMENT | INVENTORY AND ITS CORRECT USE IN TRIAL

Equipment 2

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EQUIPMENT | INVENTORY AND ITS CORRECT USE IN TRIAL

Equipment 2

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EQUIPMENT | INVENTORY AND ITS CORRECT USE IN TRIAL

Equipment 2

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THIRD-PARTY HELP

6.3.1.8. The driver and navigator are **the only crew members allowed on the SS.**
Any outside assistance to the crew by anyone is penalized as a DNF -
only 20 points are awarded

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CUTTING

6.3.1.10. SS can be limited / marked - with posts, tapes, pegs, flags or defined as a visible track. **In case of breaking a post, peg, flag, or tearing the tape by a car**, a crew member or any equipment, the crew **is penalized by 10 points for each fact of violation** of these requirements. In case of a car leaving the SS boundary with at least two wheels, which occurred during the tape tearing and which led to a significant shortening (cutting) or **improvement of the trajectory** relative to the trajectory provided by the organizer (determined by the SS marshal), the crew is penalized DNF **only 20 points are awarded**.

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EQUATOR SS

6.3.1.22. For passing each SS ***a Time Limit*** *is set, which is* ***from 15 to 40 minutes.***

After this time, the Crew receives a penalty - DNF is awarded only 20 points.

But if the crew ***at the time of the end of the time limit*** *has crossed the front axle* ***the conditional line of the "part of the SS"****,* ***which the organizer has provided for this SS*** *50 points are awarded.*

DOCUMENT FLOW AND RESULTS RECORDING

Fixing penalties (penalties)

Violations of the rules during the competition are recorded in the penalty protocol. The main types of penalties are:

Порушення	Штрафні бали	Коментар
Збивання стовпчика	10 балів	За кожен збитий маркер
Вихід за межі траси	20 балів	Якщо одна вісь перетнула кордон траси
Використання допоміжних засобів	30 балів	Лебідка, штовхання автомобіля
Пропуск контрольної точки	50 балів	Відсутність проходження фіксованої точки
Неповага до суддів	Дискваліфікація	Грубість, відмова виконувати команди

Penalties must be clearly recorded by the referee and confirmed by the signature of the marshal or head referee.

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DOCUMENT FLOW AND RESULTS RECORDING

Protest procedure and appeals

Competitors have the right to file a protest if they disagree with the judges' decision.

Protest procedure:

1. The crew submits a written application to the chief judge.
2. Pays the official fee for considering the protest.
3. The judging panel analyzes the circumstances and studies the evidence (photos, videos, judges' testimonies).
4. A final decision is made and recorded in the protest protocol.
5. If the participant disagrees with the decision, he may appeal to the sports committee.

The decision of the judging panel is final and cannot be appealed unless there are direct violations of the regulations.

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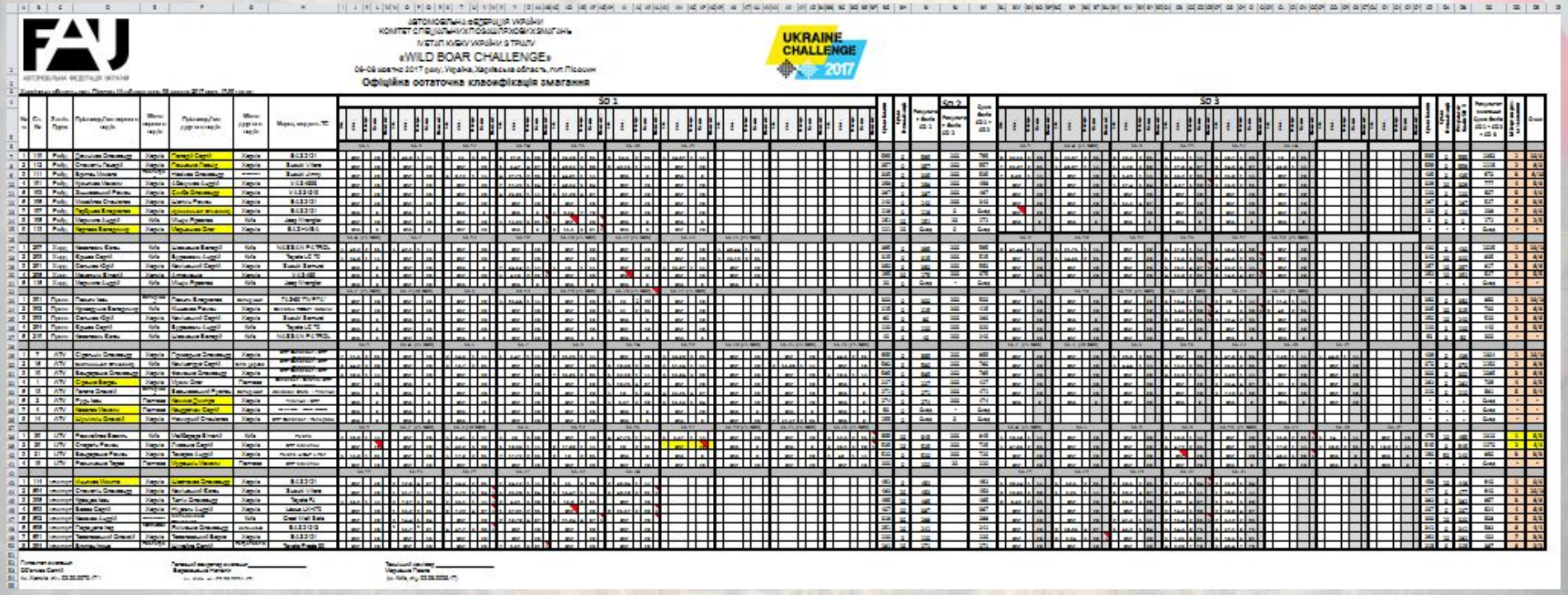
DOCUMENT CIRCULATION AND RESULTS RECORDING COMPETITION RESULTS



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CONTROL OF COMPLIANCE WITH TRIAL RULES

Referees and marshals play a key role in ensuring the fairness and transparency of competitions. Their task is to monitor compliance with the rules by all participants, record violations, and respond to controversial situations in accordance with the regulations.

The most common violations and their fixation. Judges must be able to identify typical violations of the trial rules and record them correctly. The most common include:

Wrong route – the crew does not pass the checkpoints or simplifies the route (cuts it).
Contact with markers – knocking down poles or tape on the track.
Unsportsmanlike conduct – rude remarks, arguments with judges or intentionally creating dangerous situations.

Technical violations – failure to comply with equipment requirements (e.g., lack of helmet or seat belts).

Each violation is recorded in **special section protocols**, and penalties are applied according to the penalty table.

CONTROL OF COMPLIANCE WITH TRIAL RULES

Fixing intentional violations and foul play

Some crews may intentionally break the rules to gain an advantage. In such cases, the judges should:

🔴 **Distinguish between accidental and intentional violations** (for example, accidentally hitting a signpost vs. deliberately going off the track).
🔴 **Record behavior that may indicate foul play** (for example, coordination between crews to create obstacles for rivals).
🔴 **Record such violations in a special protocol** and report to the senior judge for further consideration.

Important: intentional violations are punished more severely, up to and including disqualification of the crew.

CONTROL OF COMPLIANCE WITH TRIAL RULES

Marshals' use of video recording

Video recording is a powerful refereeing tool that helps resolve controversial situations. The main rules for its use are:

Marshals can use cameras to record key moments – start, finish, passing checkpoints.

Video can be evidence in case of a protest – if the crew disagrees with the judges' decision. **The judge has the right to review the video together with the senior judge** to make a final decision.

It is recommended: **to always have a video recording device with you** to avoid conflicts and errors.

CONTROL OF COMPLIANCE WITH TRIAL RULES

Handling protests and reviewing decisions

Any crew has the right to file a protest if they disagree with the judge's decision. The judge of fact or marshal must:

Accept the protest and register it in official documentation.
Transfer the protest to the head judge for analysis.
Provide video or photo recording (if available) for additional review.
Wait for the decision of the officials – the protest is considered at the level of the judging panel.

The decision on the protest is final and may only be appealed in accordance with the FAU regulations.

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PSYCHOLOGICAL TRAINING OF JUDGES AND MARSHALS

Judges of fact and marshals perform not only technical functions, but also need to be psychologically resilient. They work in difficult conditions, often under pressure from competitors, spectators and organizers. Their resilience and communication skills are essential to maintaining discipline and fairness during competitions.

Psychological preparation is the key to successful trial judging. Confidence, endurance, and the ability to make quick decisions help make competitions fair and safe.

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PSYCHOLOGICAL TRAINING OF JUDGES AND MARSHALS

Basics of communication with pilots and teams

✅ **Clarity and neutrality** – The judge should speak briefly, confidently and without emotion. No subjective comments or assessments of the crew's actions..
✅ **Friendly but professional tone** – Even in conflict situations, you should not raise your voice or demonstrate aggression.

✅ **The rule of three "Don't ":**

- Don't argue with the pilots - all issues are resolved after the race.
- Don't show favoritism – a judge must treat everyone equally.
- Don't give in to provocations – in case of disputes, notify the senior judge.
  ✅ **Open hearing** – Listen carefully to the pilots, but stay within the rules..
  ✅ **Correct body language** – maintaining an open, confident stance without unnecessary gestures that may signal uncertainty or irritation.

Example of communication:
❌ **Wrong:** «You made a mistake, you broke the rules!»
✅ **Correct:** «According to the protocol, a marker was knocked down. This violation is punishable by a fine of 10 points.».

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PSYCHOLOGICAL TRAINING OF JUDGES AND MARSHALS

Managing conflicts on the track

Conflicts in motorsport are common. Drivers can be emotional, especially after difficult sections or receiving penalties. The task of the judges is to prevent the situation from escalating.

🛑 **Algorithm of actions in case of conflict:**
1️⃣ **Stay calm** – not to give in to emotions, not to respond to aggression with aggression.
2️⃣ **Clearly justify your decision** – refer to the regulations and referee's report.
3️⃣ **Don't get into personal arguments.** – Don't get personal, keep a professional tone.
4️⃣ **Involve the chief referee if the situation escalates** – The escalation of the conflict should be resolved by a higher judicial authority.
5️⃣ **Record aggressive behavior** – If a driver or team violates the rules of sporting ethics, this must be recorded for possible sanctions.

Example situation:
❌ **Conflict pilot:** «This is unfair, you are wrong, I drove right!»
✅ **Judge:** «We have recorded a violation according to clause 6.3 of the regulations. You can file a protest after the race is over.».

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PSYCHOLOGICAL TRAINING OF JUDGES AND MARSHALS

How to Remain Impartial Under Pressure

The judge is the guarantor of the integrity of the competition, so he must maintain absolute impartiality.

- **Strict adherence to rules** – The decision should be based solely on regulations, not emotions or personal preferences.
- **Same approach to all crews** – there are no "own" and "foreign" athletes, everyone is evaluated according to the same criteria.
- **Refusal of any contact with crews outside of judging** – avoid personal communication with pilots before and after the race, so as not to create the impression of bias.
- **Developing awareness** – It is useful for a judge to analyze his own emotions and understand when he may be biased.
- **If in doubt, contact the senior judge.** – In complex cases, it is better to get additional advice.

Example:

❌ **Wrong:** «I know this pilot, he is experienced, it is unlikely that he broke the rules».

✅ **Correct:** «We recorded that the car went off the track. This is a violation, regardless of the identity of the athlete.».

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UKRAINE CHALLENGE 2017

PSYCHOLOGICAL TRAINING OF JUDGES AND MARSHALS

Quick decision-making techniques

Judges often face situations where they need to make decisions quickly.

⚡ **Rapid analysis methods:**

🔹 **The 5-second rule** – If a decision can be made now (for example, the crew knocked down the tower), it should be made without delay.

🔹 **The "STOP – CHEK – ACT" algorithm** – Before making a decision, the judge must:

1️⃣ **STOP** – record the moment of violation.

2️⃣ **CHEK** – check which points of the regulation apply.

3️⃣ **ACT** – make a decision and inform the crew.

🔹 **Pair work** – in case of difficult situations, consult with other judges or marshals.

🔹 **Don't be afraid to admit mistakes.** – If after reviewing the video it becomes clear that the decision was incorrect, it must be corrected by following the review procedures.

Example:

❌ **Wrong:** «I don't know what to do, let others decide.».

✅ **Correct:** «I have recorded a violation, I will now evaluate the regulations and make a decision.».

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Working in stressful situations. Stress is part of refereeing, but it is important to learn to manage it. 🔥 **Stress factors in the trial:**

- High responsibility for decisions.
- Pressure from athletes and teams.
- Working in difficult weather conditions.
- A large amount of information that needs to be processed quickly.

🛠️ **Methods of coping with stress:**
✅ **Physical exercises before the start** – Warming up and deep breathing help reduce tension.
✅ **Strict adherence to algorithms** – if you follow the scheme, the chance of errors is minimal.
✅ **Breaks** – If possible, referees should be rotated to maintain concentration..
✅ **Focus on facts, not emotions** – Focus on specific data, not pressure from spectators or athletes.
✅ **Visualizing successful work**– Before the start, imagine how the competition will go smoothly and without any problems.

Example:
❌ **Wrong:** «I can't handle it, it's too difficult.».
✅ **Correct:** «I am prepared, I know the regulations, I act according to a clear algorithm».

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CODE OF CONDUCT FOR JUDGES

A judge is not just an observer, but a key person in ensuring fair and transparent judging. The Code of Conduct defines **ethical principles and standards of behavior for judges**:

✅ **Objectivity and impartiality** – The judge must not show any sympathy or antipathy towards the crews..

✅ **Compliance with regulations** – all decisions are made based on rules, not personal impressions.

✅ **Privacy** – Information about the competition and participants should not be shared with third parties.

✅ **Mutual respect and professional ethics** – polite and correct attitude towards participants, other judges and spectators.

✅ **Strict adherence to communication procedures** – using established signals and commands.

⚠️ **Violation of the code may result in the judge being suspended from duty!**

THANK YOU!

SEE YOU AT THE COMPETITIONS!

DEVELOPED
by the Working Group of the MSC FAU on Trial and Jeep Sprint

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