



## 2025 DUTCH GRAND PRIX

### 29 - 31 August 2025

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<b>From</b>	The Stewards	<b>Document</b>	57
<b>To</b>	The Team Manager, Scuderia Ferrari HP	<b>Date</b>	31 August 2025
		<b>Time</b>	20:20

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The Stewards, having received a report from the Race Director, summoned (document 46) and heard from the driver and team representative, have considered the following matter and determine the following:

**No / Driver** 44 - Lewis Hamilton

**Competitor** Scuderia Ferrari HP

**Time** 14:23

**Session** Race

**Fact** Failing to slow under double yellow flags at 14:23, 14:25 and to travel at a greatly reduced speed at pit entry road.

**Infringement** Breach of Appendix H, Article 2.5.5 b) of the International Sporting Code and non-compliance with Race Director's Event Notes (item 1, document 5) and Breach of Article 44.1 of the Formula One Sporting Regulations

**Decision** Drop of 5 grid positions for the next Race in which the driver participates.  
2 penalty points (total of 2 for the 12 month period).

**Reason** The Stewards heard from the driver of Car 44 (Lewis Hamilton), team representative and reviewed positioning/marshalling system data, video, timing, telemetry, team radio and in-car video evidence.

Due to the nature of the track, the Race Director had informed all participants that the last corner before the pit lane would have double yellow flags waved. This was to ensure the safety of those on the grid and in the pit lane.

The regulations require that any driver passing through a double waved yellow flag marshalling sector 'reduce speed significantly...'. We looked through the available telemetry within the FIA system. We also requested the team to provide us with their telemetry data. All of this took some time and this decision was delayed as a result.

In addition, Article 44.1 requires all drivers covering more than one reconnaissance lap to drive down the pit entry road at 'greatly reduced speed'.

The data showed that the driver had entered the double yellow sector approximately 20kph less than his speed at the same point in practice sessions, had reduced throttle application in the order of 10% to 20% and had lifted and braked 70 metres earlier when entering the pit lane.

We did not consider that a 20kph reduction in speed at a double waved yellow sector constituted reducing speed 'significantly'. We also did not consider the speed at which the driver entered the pit entry road as being at a 'greatly' reduced speed.

The penalty guidelines for such an infringement would ordinarily attract a penalty of 10 grid positions at the next race. However, given that the driver had made an attempt to reduce his speed and to brake earlier, we took that into account as mitigating circumstances and imposed a 5 grid place penalty.

Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Article 15 of the FIA International Sporting Code and Chapter 4 of the FIA Judicial and Disciplinary Rules, within the applicable time limits.

**Nish Shetty**

**Matthew Selley**

**Pedro Lamy**

**Natalie Corsmit**

**The Stewards**